

## Appendix C

### Agency Coordination and Public Involvement

## I-70 PEL Study Stakeholder List

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Karen	McHugh	State Emergency Management Agency -- Missouri Department of Public Safety	Karen.Mchugh@sema.dps.mo.gov
Keith	McMullen	U.S. Army Corps of Engineers	Keith.A.McMullen@usace.army.mil
Kenneth	Sessa	Federal Emergency Management Agency	Kenneth.Sessa@fema.dhs.gov
Mark	Bechtel	Federal Transit Administration	Mark.Bechtelt@dot.gov
Raegan	Ball	Federal Highway Administration	Raegan.Ball@dot.gov
Renee	Cook	U.S. Department of Agriculture -- Natural Resource Conservation Service	Renee.Cook@mo.usda.gov
Scott	Tener	Federal Aviation Administration -- St. Louis Lambert International Airport	Scott.Tener@faa.gov



# Agency Coordination and Public Involvement

September 7, 2018



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# **AGENCY COORDINATION**




**TECHNICAL  
ADVISORY GROUP  
(TAG)  
MEETINGS**

# 07 28 2014 St. Louis City TAG Meeting

## MEETING INVITE/ANNOUNCEMENT

07 28 2014 STL CITY TAG



**ENVISION  
I-70**

**MoDOT invites you  
to join the conversation**



**The I-70 Planning and Environmental Linkages  
Study is underway!**

Please be a part of our St. Louis City Technical Advisory  
Group meeting and offer your insights to our study.

This is the first of four meetings for this group.

**Monday, July 28, 2014 • 9:00-10:30am**

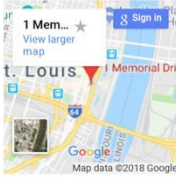
**At the East-West Gateway Council of Governments  
Board Room  
#1 Memorial Drive, Suite 1600  
St. Louis, MO 63102**



**JUL  
28**

**MoDOT St. Louis City Technical Advisory Group Meeting**  
*Hosted by Lisa Kuntz, P.E., Project Manager, Missouri Department of Transportation*

Location



St. Louis City Technical Advisory  
Group

9:00 AM - 10:30 AM Monday, July 28, 2014

East-West Gateway Council  
1 Memorial Dr  
St. Louis, MO 63102 (map)  
(314) 421-4220

Add to calendar

# MINUTES

07 28 2014 STL CITY TAG



## Meeting Minutes

501 North Broadway  
Suite 100  
St. Louis, Missouri 63102 USA  
1.314.335.4000 Fax 1.314.335.5130

<b>Subject</b>	St. Louis City Technical Advisory Group (TAG)	<b>Client</b>	<b>MoDOT</b>
<b>Date/Time</b>	July 28, 2014 9:00 a.m.	<b>Project</b>	I-70 PEL
<b>Meeting Location</b>	East-West Gateway Council of Governments	<b>Project Number</b>	MoDOT J6I3038 Jacobs C1X32800

**Meeting Participants:**

<b>St. Louis City TAG Members</b>	<b>I-70 Team Members</b>
Nick Nichols, St. Louis Port Authority	Lisa Kuntz, MoDOT
Jan Titus, St. Louis-Lambert International Airport	Wesley Stephen, MoDOT
Don Roe, City Planning	Deanna Venker, MoDOT
Todd Antoine, Great Rivers Greenway	Denis Beganovic, MoDOT
Otis Williams, St. Louis Development Corp.	Mark Phillips, Metro
Rich Bradley, Board of Public Service	MaryGrace Lewandowski, EWG
Jessica Mefford Miller, Metro	Tracey Lober, Jacobs
	Jo Emerick, URS
	Denise Zerillo, Jacobs
	Heather Lasher Todd, StratCommRX

**Summary of Meeting**

1. Welcome and Introductions

Tracey Lober, Jacobs project manager, welcomed the group and introduced the Jacobs/URS team. Those in attendance were asked to introduce themselves.

2. Project Schedule and Description

- a. The project began in late April and will take 18 months to complete.
- b. Ms. Lober described the I-70 PEL as a transportation study that will provide a visioning framework for the future of I-70.
- c. The corridor limits are from I-64/US 61, St. Charles County to the end of the reversible lanes, St. Louis City.
- d. Strategies will look beyond traditional highway/road planning and also include multimodal options that will accommodate a framework for the corridor over the next 20 years.



3. Public Outreach Opportunities
  - a. The team has formed four advisory groups, three Technical Advisory Groups (TAGs) and one Senior Advisory Group (SAG). The TAGs are St. Louis City, St. Louis County, and St. Charles County.
  - b. TAGs include members who can provide the study team with unique perspectives on the technical challenges of the I-70 corridor and include planning, engineering, economic development, and other jurisdictional representatives along the corridor.
  - c. SAG members are local officials and representatives of regional organizations and agencies from St. Louis City, St. Louis County, and St. Charles County.
  - d. There will be three more advisory group meetings with the St. Louis TAG that will focus on visioning for the future of the corridor, identification of strategies, and the recommendation of strategies.
  - e. There will be two public meetings, immediately preceded by public officials briefings, the first during the visioning phase and the last to present the recommendations.
  - f. Other outreach tools that will be utilized will include a project website that will incorporate a digital survey and social media.
  
4. Purpose and Need Elements
  - a. Ms. Lober explained that the team is now collecting information for the I-70 PEL Study Purpose and Need Statement which is critical in developing the basis for the study.
  - b. The Purpose—Defines the problem (need) to be solved and outlines the goals and objectives of a specific project. The purpose is not a solution, but the reason why an agency is proposing the project.
  - c. The Need—Provides data to support the problem statement (purpose). In addition, the need describes the key problem(s) that are being addressed and the cause of those problems.
  - d. The Region has invested in a variety of previous and ongoing studies that contain important information to consider and incorporate into the study. Those studies were identified and members were encouraged to alert the team of any additional studies that should be considered.
  
5. Breakout session – Large maps were provided and members were divided into smaller groups and asked to identify key problems along the corridor as well as “opportunities” that could benefit from improved transportation strategies along the corridor. The small groups were asked to report back to the larger group on the information discussed.

In general the group identified the following general problems and needs:

*Problems:*

- o Access to ports



- Freight routes from ports to airport
- Reversible lanes
  
- I-70 is a barrier
- Confusing I-70 access points downtown

*Needs:*

- Aesthetics of the corridor
- Better use for reversible lanes
- Better access from interchanges
- Community cohesion
- Accommodate freight better
- Development to backfill areas of aging population

***Sampling of comments and input provided:***

- Vacant land in the city is different – it may have gone through several iterations of commercial use and is now not used, but has the opportunity to be used again
- Be aware of aging populations and the need to “back-fill” those areas with other population groups as possible
- Consider future transportation technology for all areas (rural, suburban and urban)
- Give consideration to future high gas prices, etc. in planning for use
- Look at areas beyond the end-points of the study for impact, positive or negative, on the corridor – i.e. areas in Illinois, etc.
- Review the North Riverfront Development Study
- The current Salisbury interchange is substandard
- Looking into a light rail/BRT route along Natural Bridge Road
- The areas along the corridor has an aging population and need multimodal options to meet their needs
- The Development Corp. has looked at the corridor in the city parcel-by-parcel recently from Bacon Street south and can provide further information
- Express Scripts is expanding and there is a desire to connect the existing campuses and expand the greenway trail
- The entrance to the airport is a problem currently; need improved signage and improvements to help with directional decision-making
- It is difficult to enter the reversible lanes downtown; the express lanes are not needed for traffic – could they be changed to accommodate bike or freight traffic?
- Investments in interstate and parallel arterials need to be coordinated for a seamless, consistent regional mobility and aesthetics
- Consider making reversible lanes into dedicated HOV lanes

- 
- I-70 bridges have been replaced, but no interchange improvements; entire stretch of the current highway is atypical and has confusing I-70 access points
  - Big challenge for the region is designing investments that promote job-housing balance
  - Need to look at corridor in terms of freight movements, intercity passenger traffic and intra-regional auto commuter flow
  - Trucks travel Hall Street to Riverview to I-270
  - Area needs to be more multimodal due to City demographics
  - Over the road vehicles can now cross the Musial Bridge

6. How Else Can You Participate


- The website, [www.envisioni70.com](http://www.envisioni70.com), will go live approximately one month prior to the public meeting
- Share and link the website to appropriate sites.
- Take the survey on the website once it goes live and pass it along!
- Attend future meetings and help us announce the public meetings!

7. Next Steps

- At the next meeting the team will present the Purpose and Need
- The next “visualization” meeting will be a joint meeting of all three TAGs.

# SIGN-IN SHEETS


07 28 2014 STL CITY TAG



**MoDOT I-70 PEL Study**  
**St. Louis City Technical Advisory Group**  
**July 28, 2014, 9am**  
**East-West Gateway Council of Governments**

Tracy, Denise, Heather, Lisa

Name	Representing/Organization	Phone	E-Mail
JAN TITUS	Lambert Airport	314 531-5023	JMTITUS@STLSTL.COM
Nick Nichols	St. Louis Port Authority	314 657 3744	nickn@stlport-mo.gov
Don Roe	City Planning	657-3848	ROED@ " " - " "
Todd Antoine	Great Rivers Conservancy	314-936-7009	tantoine@greatrivers.org
Rich Brunner	City of St. Louis	314.622.4113	brunner@stlouis-mo.gov
Marky Stephan	MoDOT	314-95-1899	
Jessica McFarland Miles	Metro	314 982 1479	jmcfarland@metrorail.org



**MoDOT I-70 PEL Study**  
**St. Louis City Technical Advisory Group**  
**July 28, 2014, 9am**  
**East-West Gateway Council of Governments**

Name	Representing/Organization	Phone	E-Mail
Denis Begonovic	MoDOT	314 453-8020	denis.begonovic@modot.mo.gov
Diana Venker	"	314 277 018	
Jo Emerick	VRS	314-743-4138	jo.emerick@vrs.com
Mary Grace Leandawski	EWG	314-421-4220	marygrace@ewgateway.com
Otis Williams	SLDC	314 657 3703	williamsot@stlouis-mo.gov
Mark Phillips	Metro	314-982-1400	mphilips@metrorail.org

## **EXHIBITS**

07 28 2014 STL CITY TAG



**Technical Advisory Group Meeting  
St. Louis City  
July 28, 2014**

- 1. Welcome and Introductions**
- 2. Project Schedule and Description**
- 3. Public Outreach**
  - **Advisory Groups**
  - **Public Officials Briefings**
  - **Public Meetings**
- 4. Purpose and Need Elements**
- 5. Advisory Groups**
- 6. Public Officials Briefings**
- 7. How Else Can You Participate?**
- 8. Next Steps**



**ENVISION I-70** **WELCOME**

**I-70 Regional Needs  
Assessment and Strategies  
Development Study**


**Technical Advisory Group  
St. Louis City Meeting  
July 28, 2014**

EAST-WEST GATEWAY  
Transportation Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **STUDY TEAM**

**Transportation Corridor Improvement Group (TCIG)**  
MoDOT  
East-West Gateway Council of Governments  
Metro

**Consultant Team**  
Jacobs  
URS  
StratCommRx  
Development Strategies  
Alta Planning & Design  
Archaeological Research Center of St. Louis



EAST-WEST GATEWAY  
Transportation Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

**Planning and Environmental Linkages (PEL)  
Study**

**What is it?**

A transportation planning study that takes a broad look at transportation, economic, social, and environmental issues to determine the needs along a corridor

EAST-WEST GATEWAY  
Transportation Corridor   A Planning and Environmental Linkages (PEL) Study



**ENVISION I-70** **I-70 PEL STUDY**

**What is the I-70 PEL?**

A transportation study that will provide a visioning framework for I-70.

Will the future I-70 be a commuter corridor?  
Freight? Short trips?

Who will be using I-70 in 20 years?

EAST-WEST GATEWAY  
Transportation Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

### Benefits of a PEL

- Early public involvement
- Improved decision-making
- Streamlining project development
- Allows study of future project areas without funding
- Does not prohibit existing projects in corridor from moving forward

EAST-WEST GATEWAY  
Transportation  
M&DOT Metro

*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

### Outcome of a PEL

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that will progress into the NEPA process
- Prioritize and move forward sections as funding is available

EAST-WEST GATEWAY  
Transportation  
M&DOT Metro

*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **SCHEDULE**

**ENVISION I-70 TIMELINE**

2014 2015

MAY JUNE JULY AUG SEPT OCT NOV DEC JAN FEB MAR APR MAY

◆ - Public Meetings

EAST-WEST GATEWAY  
Transportation  
M&DOT Metro

*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

Study Area Boundary

Downtown Enlargement

St. Charles County  
St. Louis County

I-70 PEL Study



EAST-WEST GATEWAY  
Transportation  
M&DOT Metro

*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**



### Early History of I-70

- June 1956—President Eisenhower signs the Federal Aid-Highway Act into law.
- August 1956—Contracts were approved to build a portion of I-70 in St. Charles County and a segment within the City of St. Louis.

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PUBLIC OUTREACH**


- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG)

**Role:** *Members of this group will provide strategy-level insights on the efforts of the project team, as well as explore and dive into some of the key issues around the study.*

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG)

*invited*

- Mayor, City of St. Louis
- County Executive – St. Louis County
- County Executive – St. Charles County
- Missouri Department of Transportation
- Metro
- East-West Gateway Council of Governments
- St. Louis Municipal League
- St. Louis Economic Development Partnership
- Greater St. Charles Chamber
- St. Louis Convention and Visitors Commission
- Greater St. Charles Convention and Visitors Bureau
- St. Louis Regional Chamber
- Lambert-St. Louis International Airport
- University of Missouri - St. Louis
- Lindenwood University



EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Groups (TAG)

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City


**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*

EAST-WEST GATEWAY  
Corridor of Opportunity   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Charles) *invited*



- Great Rivers Greenway
- St. Charles County Transportation Department
- City of O'Fallon Economic Development
- City of St. Peters Transportation and Development
- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

EAST-WEST GATEWAY  
Corridor of Opportunity   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis County) *invited*

- Berkeley Planning and Zoning Commission
- Bridgeton Planning & Economic Development
- Cool Valley Public Works Director
- Edmunson Public Works Director
- Ferguson Public Works Director
- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Highways, Traffic and Public Works
- University of MO St. Louis
- Woodson Terrace Public Works

EAST-WEST GATEWAY  
Corridor of Opportunity   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis City) *invited*

- Great Rivers Greenway
- Ridefinders
- St. Louis City Streets Department
- Lambert St. Louis-International Airport
- St. Louis Planning and Urban Design
- St. Louis City Board of Public Service
- St. Louis Port Authority
- St. Louis Development Corp.

EAST-WEST GATEWAY  
Corridor of Opportunity   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PURPOSE AND NEED**

**Purpose and Need Statement**

- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST-WEST GATEWAY  
Council of Governments M&DOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PURPOSE AND NEED**

- **The Purpose**—Defines the problem (need) to be solved and the reason why the agency is proposing the project.
- **The Need**—Provides data to support the problem statement (purpose).

EAST-WEST GATEWAY  
Council of Governments M&DOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PURPOSE AND NEED**

- P&N goals and objectives should include desired project outcomes such as SIUs
- The goals and objectives should balance environmental and transportation values
- Goals and objectives may include the following:
  - Community Goals
  - Environmental Goals
  - Regulatory Compliance

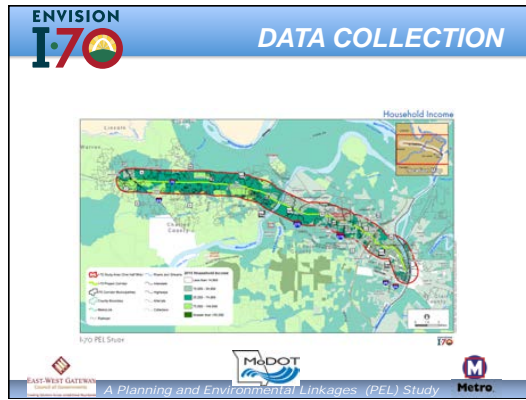
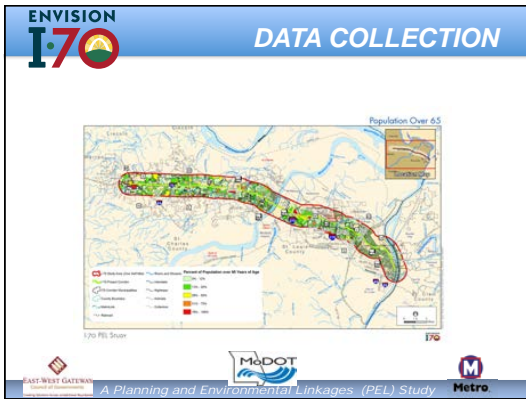
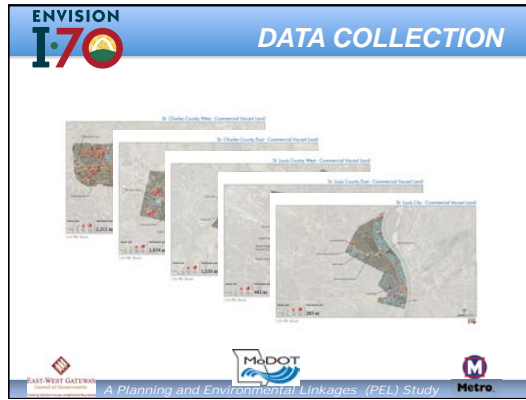
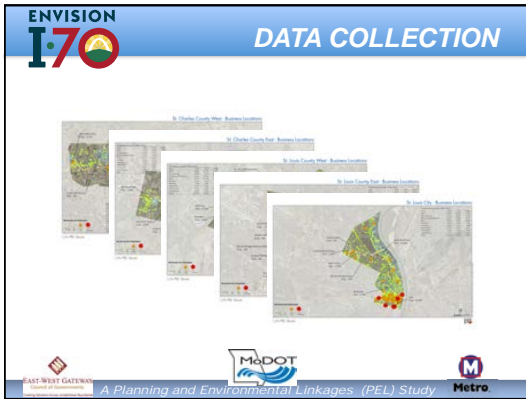
EAST-WEST GATEWAY  
Council of Governments M&DOT Metro  
A Planning and Environmental Linkages (PEL) Study

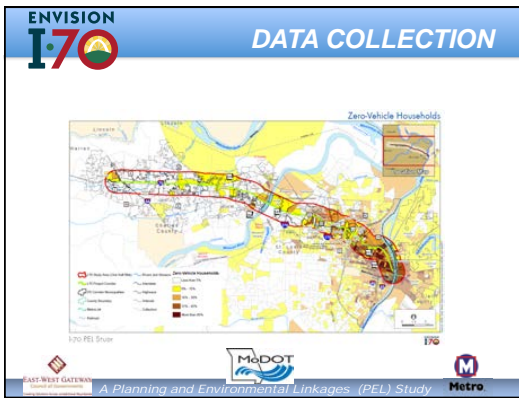
**ENVISION I-70** **DATA COLLECTION**

**Previous and Ongoing Studies**

- St. Peter's Outer Road AJR
- O'Fallon Transportation Study
- I-70/Hanley/Scudder AJR
- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans

EAST-WEST GATEWAY  
Council of Governments M&DOT Metro  
A Planning and Environmental Linkages (PEL) Study





**ENVISION I-70 PUBLIC INVOLVEMENT**

### Why Are You Here Today?

Help the project team identify other important information that we should consider incorporating in the Purpose and Need

EAST-WEST GATEWAY MoDOT Metro


A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC INVOLVEMENT**

## Breakout

EAST-WEST GATEWAY MoDOT Metro

A Planning and Environmental Linkages (PEL) Study

- ENVISION I-70 PUBLIC OUTREACH**
- ### How Else Can You Participate?
- Attend Future Meetings
  - Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
  - Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
  - Follow us on Facebook and Twitter
- 
- EAST-WEST GATEWAY MoDOT Metro
- A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70**

## THANK YOU!

EAST-WEST GATEWAY MoDOT Metro

A Planning and Environmental Linkages (PEL) Study

# COMMENTS

07 28 2014 STL CITY TAG



## MoDOT Advisory Group Meeting Analysis

Date: July 28, 2014

**St. Louis City TAG**

<b>Please indicate your response to each statement by checking the appropriate box.</b>	<b>Average from 1 Not Favorable; 2 Neutral; 3 Favorable</b>
1. The location of the meeting worked for me.	2.75
2. My time was well-spent.	3.00
3. The topic was relevant to me and/or my organization.	3.00
4. The right people for this discussion were in the room.	2.63
5. The pace of the meeting kept my attention.	2.88
6. I will participate in similar events by this group in the future.	3.00

Please add any comments on the reverse side. Thank you for helping us improve.


- On question 4, "The right people for this discussion were in the room." – No subtraction, but add!



# 07 28 2014 St. Charles County TAG Meeting

## MEETING INVITE/ANNOUNCEMENT

07 28 2014 ST. CHARLES COUNTY TAG



**ENVISION  
I-70**

**MoDOT invites you  
to join the conversation**



**The 1-70 Planning and Environmental Linkages  
Study is underway!**

Please be a part of our St. Charles County Technical  
Advisory Group meeting and offer your insights to our  
study.

This is the first of four meetings for this group.

**Monday, July 28, 2014 • 2:00-3:30pm**

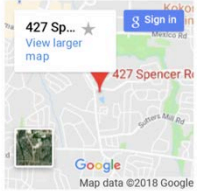
**At the Spencer Road Branch Library  
Multipurpose Room 112  
427 Spencer Road, St. Peters, MO 63376**



**JUL  
28**

**MoDOT St. Charles County Technical Advisory Group Meeting**  
*Hosted by Lisa Kuntz, P.E., Project Manager, Missouri Department of Transportation*

Location



St. Charles County Technical  
Advisory Group

2:00 PM - 3:30 PM Monday, July 28, 2014

Spencer Road Branch Library, Multipurpose Room  
112  
427 Spencer Rd.  
St Peters, MO 63376 (map)  
(636) 447-2320

Add to calendar

# MINUTES

07 28 2014 ST. CHARLES COUNTY TAG



## Meeting Minutes

501 North Broadway  
Suite 100  
St. Louis, Missouri 63102 USA  
1.314.335.4000 Fax 1.314.335.5130

<b>Subject</b>	St. Charles County Technical Advisory Group (TAG)	<b>Client</b>	<b>MoDOT</b>
<b>Date/Time</b>	July 28, 2014 2:00 p.m.	<b>Project</b>	I-70 PEL
<b>Meeting Location</b>	Spencer Rd. Branch Library	<b>Project Number</b>	MoDOT J6I3038 Jacobs C1X32800

**Meeting Participants:**

<u>St. Charles TAG Members</u>	<u>I-70 Team Members</u>
Julie Powers, City of St. Peters	Lisa Kuntz, MoDOT
Russ Batzel, St. Charles County	Wesley Stephen, MoDOT
Mike Hurlbert, City of O'Fallon	Larry Welty, MoDOT
Todd Antoine, GRG	Denis Beganovic, MoDOT
John Greifsu, St. Charles County	Mark Phillips, Metro
Jerry Hurlbert, St. Charles City	MaryGrace Lewandowski, EWG
Wayne Anthony, St. Charles County	Jonathan Swagman, MoDOT
Kevin Corwin, City of St. Charles	Tracey Lober, Jacobs
David Batzel, City of St. Charles	Jo Emerick, URS
	Denise Zerillo, Jacobs
	Heather Lasher Todd, StratCommRX
<u>Alternates</u>	<u>Others Attending</u>
Douglas Lee, City of Wentzville	Gary Elmestad, St. Charles County
Terry Ridgon, City of Lake St. Louis	
Shannon Gerard, City of O'Fallon	

**Summary of Meeting**

1. Welcome and Introductions
 

Tracey Lober, Jacobs project manager, welcomed the group and introduced the Jacobs/URS team. Those in attendance were asked to introduce themselves.
2. Project Schedule and Description
  - a. The project began in late April and will take 18 months to complete.
  - b. Ms. Lober described the I-70 PEL as a transportation study that will provide a visioning framework for the future of I-70.
  - c. The corridor limits are from I-64/US 61, St. Charles County to the end of the reversible lanes, St. Louis City.



- 
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  - f. Other outreach tools that will be utilized will include a project website that will incorporate a digital survey and social media.
4. Purpose and Need Elements
- a. Ms. Lober explained that the team is now collecting information for the I-70 PEL Study Purpose and Need Statement which is critical in developing the basis for the study.
  - b. The Purpose—Defines the problem (need) to be solved and outlines the goals and objectives of a specific project. The purpose is not a solution, but the reason why an agency is proposing the project.
  - c. The Need—Provides data to support the problem statement (purpose). In addition, the need describes the key problem(s) that are being addressed and the cause of those problems.
  - d. The Region has invested in a variety of previous and ongoing studies that contain important information to consider and incorporate into the study. Those studies were identified and members were encouraged to alert the team of any additional studies that should be considered.
5. Breakout session – Large maps were provided and members were divided into smaller groups and asked to identify key problems along the corridor as well as “opportunities” that could benefit from improved transportation strategies along

6. the corridor. The small groups were asked to report back to the larger group on the information discussed.

**General themes identified**

*Problems:*

- o Freight access north of I-70 and to GM
- o Corridor is looking old
- o I-70 is a barrier
- o Pedestrian/bike conflicts with highway
- o Specific interchange deficiencies noted
- o Good visibility, poor access

*Needs:*

- o Community cohesion
- o Improved aesthetics of corridor
- o Accommodate freight better
- o Alternative transportation to hospitals
- o Better access from interchanges and development areas
- o Redevelopment of the Old Belz mall
- o Changes to current land use and demographics
- o Possible expansion near Hwy P; concern with truck access
- o I-70 Access Improvement Study and EDC Partnership for Progress Study -
- o St. Charles has good visibility but poor access
- o Large amounts of new development, especially light industrial

**Sampling of input and comments provided:**


- Wentzville was at the west end of the statewide plan
- The North West quad of I-64/I-70 is considered medical long-term use
- South East quad of I-64/I-70, the old Belz mall, was identified for redevelopment
- The St. Peters members identified:
  - o Deficient interchanges
  - o Changes to current land use and demographics
  - o Expressed safety concerns with the I-370 and I-70 interchange
  - o Hospitals have expressed a desire for public transit to assist employees
- O'Fallon members noted
  - o Identified interchange concerns
  - o Safety concern expressed with trucks
  - o Possible expansion near Hwy P as an economic development opportunity
  - o Members mentioned truck access an issue for development opportunities
  - o I-70 Access Improvement Study and EDC Partnership for Progress Study were noted
- St. Charles members



- 
- Good visibility, poor access
  - Large amounts of new development, especially light industrial
7. How Else Can You Participate
- The website, [www.envisioni70.com](http://www.envisioni70.com), will go live approximately one month prior to the public meeting.
  - Share and link the website to appropriate sites.
  - Take the survey on the website once it goes live and pass it along!
  - Attend future meetings and help us announce the public meetings!
8. Next Steps
- At the next meeting the team will present the Purpose and Need
  - The next “visualization” meeting will be a joint meeting of all three TAGs.

# SIGN-IN SHEETS

07 28 2014 ST. CHARLES COUNTY TAG




**MoDOT I-70 PEL Study**  
**St. Louis County Technical Advisory Group**  
**July 29, 2014, 9am**  
**Maryland Heights Centre**

*Charles*

*Denise, Tracey, Lisa, Jo, Heather*

Name	Representing/Organization	Phone	E-Mail
Julie Powers	City of St. Peters	637 477 6600 <sup>x1305</sup>	jpowers@stpetersmaine.net
Garry E. Lwestan	St. CHARLES County	636 441-7126	GELWESTAN@AOL.CO
Russ Batzel	City of St. Peters	636-477-6600 <sup>x1304</sup>	Rbatzel@stpetersmo.net
Jo Emerick	URS	314-743-4138	jo.emerick@urs.com
MIKE HURLBERT	CITY OF O'FALLON	636-379-5510	mhurlbert@ofallon.mo.us
Todd Antoine	GRG		
Mary Grace Lewandowski	EW Gatoway		
John Greifzu	St. Charles Co	636 949 7490	jgreifzu@scmo.org
Jerry Hurlbut	St Charles City	636-949-3241	jerry.hurlbut@stcharles.mo.gov



**MoDOT I-70 PEL Study**  
**St. Louis County Technical Advisory Group**  
**July 29, 2014, 9am**  
**Maryland Heights Centre**

*Charles*

*David Woods*

Name	Representing/Organization	Phone	E-Mail
Douglas Lee	City of Wentzville	636-639-2052	douglas.lee@wentzville.mo.org
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Jonathan Swagman	MoDOT	314-220-6675	jonathan.swagman@mo DOT .gov
Wesley Stephen	Mo DOT	314-453-1899	
Shannon Gerard	O'Fallon	636 375 5467	sgerard@ofallon.mo.us
Wayne Anthony	St. Charles County	636 949 7900 x7221	wanthony@scmo.org
Kevin Corwin	City of St. Charles	636-949-3237	kevin.corwin@stcharlescitymo.gov
Mary Grace Lewandowski	EWG	314-921-9220	Mary.grace@ewg.com
David Woods	City of St. Charles	636-949-3221	David.Woods@stcharlesmo.gov

# EXHIBITS

07 28 2014 ST. CHARLES COUNTY TAG

**ENVISION I-70** **WELCOME**

**I-70 Regional Needs Assessment and Strategies Development Study**


**Technical Advisory Group  
St. Charles County Meeting  
July 28, 2014**

East-West Gateway Council of Governments    
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **STUDY TEAM**

**Transportation Corridor Improvement Group (TCIG)**  
MoDOT  
East-West Gateway Council of Governments  
Metro

**Consultant Team**  
Jacobs  
URS  
StratCommRx  
Development Strategies  
Alta Planning & Design  
Archaeological Research Center of St. Louis



East-West Gateway Council of Governments    
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

**Planning and Environmental Linkages (PEL) Study**

**What is it?**

A transportation planning study that takes a broad look at transportation, economic, social, and environmental issues to determine the needs along a corridor

East-West Gateway Council of Governments    
A Planning and Environmental Linkages (PEL) Study



**ENVISION I-70** **I-70 PEL STUDY**

**What is the I-70 PEL?**

A transportation study that will provide a visioning framework for I-70.

Will the future I-70 be a commuter corridor?  
Freight? Short trips?

Who will be using I-70 in 20 years?

East-West Gateway Council of Governments    
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 I-70 PEL STUDY**

### Benefits of a PEL

- Early public involvement
- Improved decision-making
- Streamlining project development
- Allows study of future project areas without funding
- Does not prohibit existing projects in corridor from moving forward

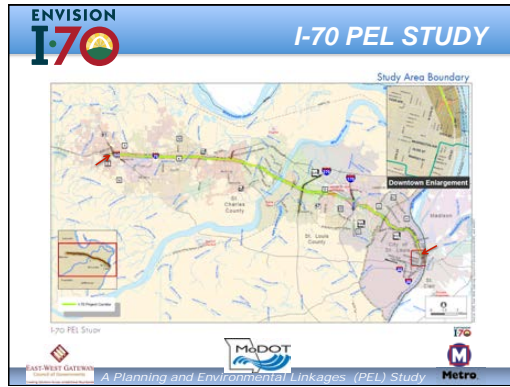
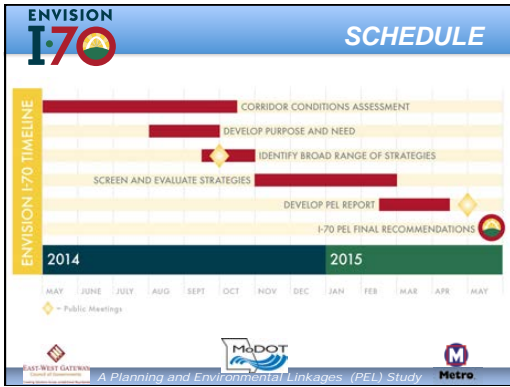
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 I-70 PEL STUDY**

### Outcome of a PEL

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that will progress into the NEPA process
- Prioritize and move forward sections as funding is available

A Planning and Environmental Linkages (PEL) Study





**ENVISION I-70** **I-70 PEL STUDY**

### Early History of I-70

- June 1956—President Eisenhower signs the Federal Aid-Highway Act into law.
- August 1956—Contracts were approved to build a portion of I-70 in St. Charles County and a segment within the City of St. Louis.

EAST-WEST GATEWAY  
ST. LOUIS COUNTY  
M&DOT  
Metro

**ENVISION I-70** **PUBLIC OUTREACH**

- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

EAST-WEST GATEWAY  
ST. LOUIS COUNTY  
M&DOT  
Metro

**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG)

**Role:** *Members of this group will provide strategy-level insights on the efforts of the project team, as well as explore and dive into some of the key issues around the study.*

EAST-WEST GATEWAY  
ST. LOUIS COUNTY  
M&DOT  
Metro

**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG) *invited*

- Mayor, City of St. Louis
- County Executive – St. Louis County
- County Executive – St. Charles County
- Missouri Department of Transportation
- Metro
- East-West Gateway Council of Governments
- St. Louis Municipal League
- St. Louis Economic Development Partnership
- Greater St. Charles Chamber
- St. Louis Convention and Visitors Commission
- Greater St. Charles Convention and Visitors Bureau
- St. Louis Regional Chamber
- Lambert-St. Louis International Airport
- University of Missouri - St. Louis
- Lindenwood University

EAST-WEST GATEWAY  
ST. LOUIS COUNTY  
M&DOT  
Metro

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Groups (TAG)

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*

LAKE WEST GATEWAY Council of Governments | M&DOT | Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Charles)

*invited*

- Great Rivers Greenway
- St. Charles County Transportation Department
- City of O'Fallon Economic Development
- City of St. Peters Transportation and Development
- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

LAKE WEST GATEWAY Council of Governments | M&DOT | Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis County)

*invited*

- Berkeley Planning and Zoning Commission
- Bridgeton Planning & Economic Development
- Cool Valley Public Works Director
- Edmunson Public Works Director
- Ferguson Public Works Director
- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Highways, Traffic and Public Works
- University of MO St. Louis
- Woodson Terrace Public Works

LAKE WEST GATEWAY Council of Governments | M&DOT | Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis City)

*invited*

- Great Rivers Greenway
- Ridefinders
- St. Louis City Streets Department
- Lambert St. Louis-International Airport
- St. Louis Planning and Urban Design
- St. Louis City Board of Public Service
- St. Louis Port Authority
- St. Louis Development Corp.

LAKE WEST GATEWAY Council of Governments | M&DOT | Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **PURPOSE AND NEED**

### Purpose and Need Statement

- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

M&DOT Metro

**ENVISION I-70** **DATA COLLECTION**

### Previous and Ongoing Studies

- St. Peter's Outer Road AJR
- O'Fallon Transportation Study
- I-70/Hanley/Scudder AJR
- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

M&DOT Metro

**ENVISION I-70** **DATA COLLECTION**

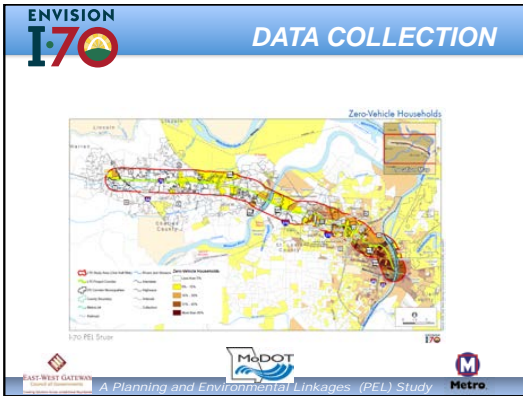
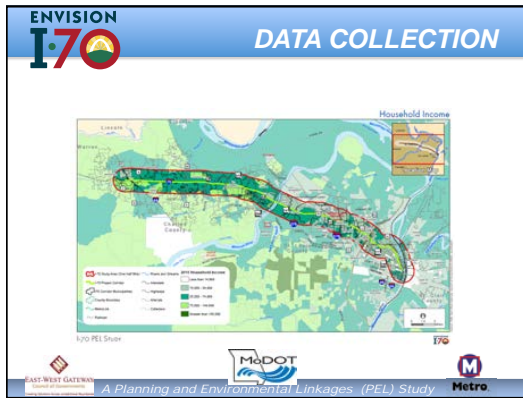
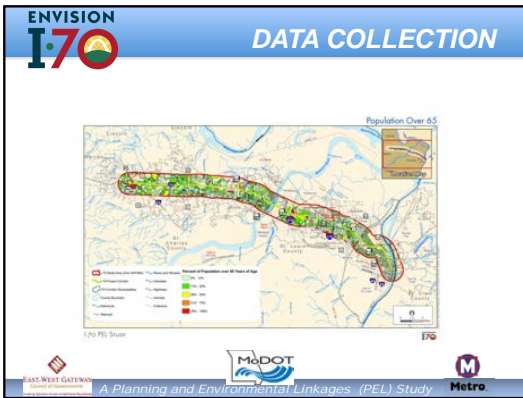
EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

M&DOT Metro

**ENVISION I-70** **DATA COLLECTION**

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

M&DOT Metro



**ENVISION I-70 PUBLIC INVOLVEMENT**

**Why Are You Here Today?**

Help the project team identify other important information that we should consider incorporating in the Purpose and Need

EAST-WEST GATEWAY  
Council of Governments

M&DOT

Metro

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC INVOLVEMENT**

## Breakout

**ENVISION I-70 PUBLIC OUTREACH**

## How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
- Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
- Follow us on Facebook and Twitter

**ENVISION I-70 PUBLIC OUTREACH**

## How Else Can You Participate?

- Take our survey at [www.envisioni70.com](http://www.envisioni70.com)
- Does your organization have an email list that would be interested in the Envision I-70 PEL? Can you send them the [www.envisioni70.com](http://www.envisioni70.com) link and ask them to take the survey?
- Ask us to provide you with a paragraph(s) for your newsletter.

**ENVISION I-70 PUBLIC OUTREACH**

## What's Next?

- Study team will report on the Purpose and Need
- "Visualization Workshop" with all TAGs in a joint meeting
- Take our survey and pass it along!

## COMMENTS

07 28 2014 ST. CHARLES COUNTY TAG



### MoDOT Advisory Group Meeting Analysis

Date: July 28, 2014

### St. Charles County TAG

Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	2.93
2. My time was well-spent.	3.00
3. The topic was relevant to me and/or my organization.	2.93
4. The right people for this discussion were in the room.	2.93
5. The pace of the meeting kept my attention.	3.00
6. I will participate in similar events by this group in the future.	3.00


Please add any comments on the reverse side. Thank you for helping us improve.

- *No comments*

# 07 29 2014 St. Louis County TAG Meeting

## MEETING INVITE/ANNOUNCEMENT

07 29 2014 STL COUNTY TAG



**ENVISION  
I-70**

**MoDOT invites you  
to join the conversation**



**The 1-70 Planning and Environmental Linkages  
Study is underway!**

Please be a part of our St. Louis County Technical Advisory  
Group meeting and offer your insights to our study.

This is the first of four meetings for this group.

**Tuesday, July 29, 2014 • 9:00-10:30am**


**At the Maryland Heights Centre (Community Center)  
Room 3  
2344 McKelvey Rd., Maryland Heights, MO 63043**



**JUL  
29**

**MoDOT St. Louis County Technical Advisory Group Meeting**  
*Hosted by Lisa Kuntz, P.E., Project Manager, Missouri Department of Transportation*

**Location**



**St. Louis County Technical  
Advisory Group**

9:00 AM - 10:30 AM Tuesday, July 29, 2014

Maryland Heights Centre (Community Center),  
Room 3  
2344 McKelvey Road  
Maryland Heights, MO 63043 (map)  
314-738-2599

[Add to calendar](#)

# MINUTES

07 29 2014 STL COUNTY TAG



## Meeting Minutes

501 North Broadway  
Suite 100  
St. Louis, Missouri 63102 USA  
1.314.335.4000 Fax 1.314.335.5130

<b>Subject</b>	St. Louis County Technical Advisory Group (TAG)	<b>Client</b>	MoDOT
<b>Date/Time</b>	July 29, 2014 9:00 a.m.	<b>Project</b>	I-70 PEL
<b>Meeting Location</b>	Maryland Heights Centre	<b>Project Number</b>	MoDOT J6I3038 Jacobs C1X32800

**Meeting Participants:**

<u>St. Louis County TAG Members</u>	<u>I-70 Team Members</u>
Doug Zaiz, Woodson Terrace	Lisa Kuntz, MoDOT
Jan Titus, St. Louis-Lambert International Airport	Wesley Stephen, MoDOT
Glenn Powers, St. Louis County Planning	Larry Welty, MoDOT
Ted Medler, St. Louis County Highway and Traffic	Denis Beganovic, MoDOT
Kittrel Braselman, City of Northwoods	Mark Phillips, Metro
David Bookless, Bridgeton	Tracey Lober, Jacobs
Tom Curran, St. Louis County	Jo Emerick, URS
Chuck Nunn, City of Edmundson	Denise Zerillo, Jacobs
Mark Vogel, Great Rivers Greenway	Heather Lasher Todd, StratCommRX
Ralph McDaniel, City of Berkeley	
<u>Alternates</u>	
J.G. Loos, City of Maryland Heights	

**Summary of Meeting**

1. Welcome and Introductions
 

Tracey Lober, Jacobs project manager, welcomed the group and introduced the Jacobs/URS team. Those in attendance were asked to introduce themselves.
2. Project Schedule and Description
  - a. The project began in late April and will take 18 months to complete.
  - b. Ms. Lober described the I-70 PEL as a transportation study that will provide a visioning framework for the future of I-70.
  - c. The corridor limits are from I-64/US 61, St. Charles County to the end of the reversible lanes, St. Louis City.





- d. Strategies will look beyond traditional highway/road planning and also include multimodal options that will accommodate a framework for the corridor over the next 20 years.
3. Public Outreach Opportunities
- a. The team has formed four advisory groups, three Technical Advisory Groups (TAGs) and one Senior Advisory Group (SAG). The TAGs are St. Louis City, St. Louis County, and St. Charles County.
  - b. TAGs include members who can provide the study team with unique perspectives on the technical challenges of the I-70 corridor and include planning, engineering, economic development, and other jurisdictional representatives along the corridor.
  - c. SAG members are local officials and representatives of regional organizations and agencies from St. Louis City, St. Louis County, and St. Charles County.
  - d. There will be three more advisory group meetings with the St. Louis TAG that will focus on visioning for the future of the corridor, identification of strategies, and the recommendation of strategies.
  - e. There will be two public meetings, immediately preceded by public officials briefings, the first during the visioning phase and the last to present the recommendations
  - f. Other outreach tools that will be utilized will include a project website that will incorporate a digital survey and social media.
4. Purpose and Need Elements
- a. Ms. Lober explained that the team is now collecting information for the I-70 PEL Study Purpose and Need Statement which is critical in developing the basis for the study.
  - b. The Purpose—Defines the problem (need) to be solved and outlines the goals and objectives of a specific project. The purpose is not a solution, but the reason why an agency is proposing the project.
  - c. The Need—Provides data to support the problem statement (purpose). In addition, the need describes the key problem(s) that are being addressed and the cause of those problems.
  - d. The Region has invested in a variety of previous and ongoing studies that contain important information to consider and incorporate into the study. Those studies were identified and members were encouraged to alert the team of any studies that should be considered.
5. Public Outreach Opportunities
- a. The team has formed four advisory groups, three Technical Advisory Groups (TAGs) and one Senior Advisory Group (SAG). The TAGs are made up of representatives of St. Louis City, St. Louis County and St. Charles County.

TAGs include members who can provide the study team with unique perspectives on the technical challenges of the I-70 corridor and include planning, engineering, economic development and other jurisdictional representatives along the corridor.

- b. SAG members are local officials and representatives of regional organizations and agencies from St. Louis City, St. Louis County, and St. Charles County.
  - c. The groups will meet three more times to focus on visioning for the future of the corridor, help in the development of strategies, and to allow the team to present the recommendation of strategies.
  - d. There will be two public meetings, immediately preceded by public officials briefings, the first during the visioning phase and the last to present the recommendations
  - e. Other outreach tools that will be utilized will include a project website that will incorporate a digital survey and social media.
6. Purpose and Need Elements
- a. Ms. Lober explained that the team is now collecting information for the I-70 PEL study Purpose and Need Statement which is critical in developing the basis for the study.
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  - c. The Need—Provides data to support the problem statement (purpose). In addition, the need describes the key problem(s) that are being addressed and the cause of those problems.
  - d. The Region has invested in a variety of previous and ongoing studies that contain important information to consider and incorporate into the study. Those studies were identified and members were encouraged to alert the team of any additional studies that should be considered.
7. Ms. Lober explained the “breakout sessions” with the TAGs that met earlier in the week. The purpose of the breakout sessions was to collect information that will be used in developing the existing conditions report along with other social, environmental, and transportation data that is being collected. TAG members were asked to identify the “problems and needs” of the corridor and their input was summarized and reviewed by the SAG.

**General Themes Identified**

*Problems:*

- o Lack of freight routes from airport to ports
- o I-70 is a barrier for communities/pedestrians/bikes



- Pedestrian/bike access/safety near airport is non-existent
- Vehicular access at Airport is confusing
- Specific interchange deficiencies noted

**Needs:**

- Community cohesion
- Accommodate freight better
- Extend MetroLink to Earth City
- Improved truck access to North Park development area
- Better access from interchanges in general

**Sampling of comments and input received**

- Jennings Station Road, four-lane reconstruction completed; TIF potential for redevelopment
- Emerson is expanding at Bermuda and I-70: continuous development is planned, geometric concerns at interchange for trucks
- 24:1, Beyond Housing, redevelopment; Normandy School District should be considered
- Natural Bridge Road diet (Great Streets), could divert more traffic to I-70
- Edmunson commented that Woodson Rd. (Rte. EE) was overbuilt for the traffic it carries and shrinking it ( road diet) would be appropriate. A road diet would help change the character of the area
- I-70 and I-170, concern with northbound left lane exit
- South side of Lambert is cut off by I-70
- St. Charles Rock Road, development between Walmart and I-270
- Need for freight between St Louis City and Lambert, concern with geometrics at most interchanges for freight
- Increase non-modal, BRT along I-70, extend LRT from Lambert to Earth City needed
- NorthPark area, unincorporated, mixed use potential; South of I-70 redevelopment potential including Metro P&R lot
- New MetroLink stop at Springdale was considered at one time
- Lambert cargo, I-170 and Scudder; vacant land, potential industrial and commercial
- Poor access for both pedestrians and cars along Air Flight and Pear Tree
- Bike/Pedestrian access not available to Lambert MetroLink station

**8. How Else Can You Participate**

- The website, [www.envisioni70.com](http://www.envisioni70.com), will go live approximately one month prior to the public meeting
- Share and link the website to appropriate sites.
- Take the survey on the website once it goes live and pass it along!



- 
- Attend future meetings and help us announce the public meetings!

9. Next Steps

- At the next meeting the team will present the Purpose and Need
- The next “visualization” meeting will be a joint meeting of all three TAGs.

**SIGN-IN SHEETS**  
07 29 2014 STL COUNTY TAG

Name	Representing/Organization	Phone	E-Mail
Kittel Braslow	City of Northwoods	314-393-9920	kbraslow@cityofnorthwoods.com
JIM TIRUS	Lambert Airport	314-551-5033	JMTIRUS@FYSFC.com
Jo Emerick	URS	314-743-4138	jo.emerick@urs.com
Larry Welty	MoDOT	314-877-2777	Lawrence_welty@modot.mo.gov
Dan Backler	Budgeton	314-373-3820	dbackler@budgeton.com
TOM CURRAN	ST. LOUIS COUNTY	314-615-7007	TCURRAN@STLOUISCO.COM
Chuck Nunn	CITY OF Edmondson	314-568-5130	plucnunn@es&cglobal.net
Mark Phillips	Metro Transit	314-992-1400/130	mphilip@metrolouis.org
Denis Begonovic	MoDOT	314-453-5026	Denis.Begonovic@modot.mo.gov
Nick Buss	MoDOT	314-229-4127	<del>nick</del> nicholas.buss@modot.mo.gov
MARK VOGL	GRG	314-283-0154	MVOGL@GRGSTL.ORG

Name	Representing/Organization	Phone	E-Mail
Ted Medlar	St. Louis Co. Hi-T	314-615-2637	tmedlar@stlouisco.com
Nesley Stephen	MoDOT		



**MoDOT I-70 PEL Study**  
**St. Louis County Technical Advisory Group**  
**July 29, 2014, 9am**  
**Maryland Heights Centre**

Name	Representing/Organization	Phone	E-Mail
Don Zarz	WOODSON TOWNSHIP	314-227-2600	ZARZ@WOODSONTOWNSHIP.MO
Glenn Powers	County Planning	314-615-7847	gpowers@stlouislo.com
Ralph McDaniel	City of Berkeley HEIGHTS	314-706-0824	mcDaniel@City.Berkeley.missouri
L. G. Loos	CITY OF MARYLAND HEIGHTS	314-738-2252	LLOOS@MARYLANDHEIGHTS.COM

# EXHIBITS

07 29 2014, STL COUNTY TAG

**ENVISION I-70** **WELCOME**

**I-70 Regional Needs Assessment and Strategies Development Study**

**Technical Advisory Group  
St. Louis County Meeting  
July 29, 2014**

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

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Archaeological Research Center of St. Louis

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

**Planning and Environmental Linkages (PEL) Study**

**What is it?**

A transportation planning study that takes a broad look at transportation, economic, social, and environmental issues to determine the needs along a corridor

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

**What is the I-70 PEL?**

A transportation study that will provide a visioning framework for I-70.

Will the future I-70 be a commuter corridor?  
Freight? Short trips?

Who will be using I-70 in 20 years?

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

### Benefits of a PEL

- Early public involvement
- Improved decision-making
- Streamlining project development
- Allows study of future project areas without funding
- Does not prohibit existing projects in corridor from moving forward

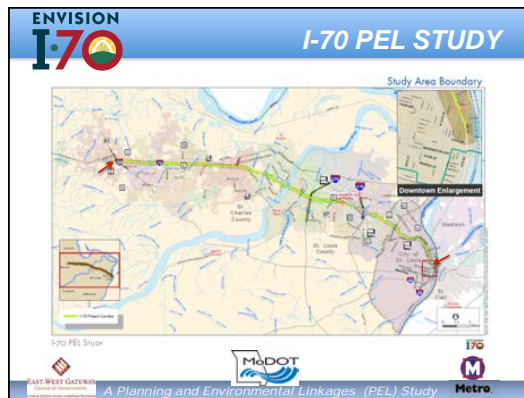
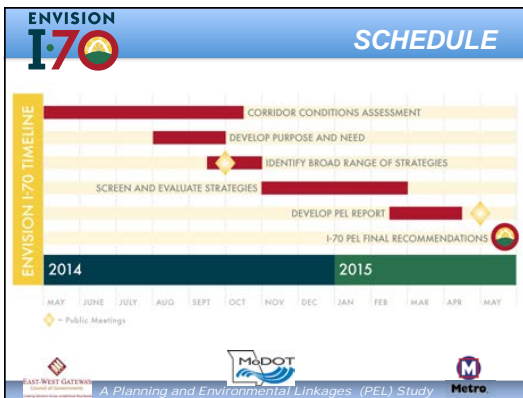
EAST WEST GATEWAY | A Planning and Environmental Linkages (PEL) Study | MDOT | Metro

**ENVISION I-70** **I-70 PEL STUDY**

### Outcome of a PEL

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that will progress into the NEPA process
- Prioritize and move forward sections as funding is available

EAST WEST GATEWAY | A Planning and Environmental Linkages (PEL) Study | MDOT | Metro





**ENVISION I-70** **I-70 PEL STUDY**

### Early History of I-70

- June 1956—President Eisenhower signs the Federal Aid-Highway Act into law.
- August 1956—Contracts were approved to build a portion of I-70 in St. Charles County and a segment within the City of St. Louis.

EAST-WEST GATEWAY Council of Governments M&DOT Metro

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PUBLIC OUTREACH**

- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

EAST-WEST GATEWAY Council of Governments M&DOT Metro

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG)

**Role:** *Members of this group will provide strategy-level insights on the efforts of the project team, as well as explore and dive into some of the key issues around the study.*

EAST-WEST GATEWAY Council of Governments M&DOT Metro

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG)

*invited*

- Mayor, City of St. Louis
- County Executive – St. Louis County
- County Executive – St. Charles County
- Missouri Department of Transportation
- Metro
- East-West Gateway Council of Governments
- St. Louis Municipal League
- St. Louis Economic Development Partnership
- Greater St. Charles Chamber
- St. Louis Convention and Visitors Commission
- Greater St. Charles Convention and Visitors Bureau
- St. Louis Regional Chamber
- Lambert-St. Louis International Airport
- University of Missouri - St. Louis
- Lindenwood University

EAST-WEST GATEWAY Council of Governments M&DOT Metro

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Groups (TAG)

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*

EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Charles)

*invited*

- Great Rivers Greenway
- St. Charles County Transportation Department
- City of O'Fallon Economic Development
- City of St. Peters Transportation and Development
- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis County)

*invited*

- Berkeley Planning and Zoning Commission
- Bridgeton Planning & Economic Development
- Cool Valley Public Works Director
- Edmunson Public Works Director
- Ferguson Public Works Director
- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Highways, Traffic and Public Works
- University of MO St. Louis
- Woodson Terrace Public Works

EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis City)

*invited*



- Great Rivers Greenway
- Ridefinders
- St. Louis City Streets Department
- Lambert St. Louis-International Airport
- St. Louis Planning and Urban Design
- St. Louis City Board of Public Service
- St. Louis Port Authority
- St. Louis Development Corp.

EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PURPOSE AND NEED**

### Purpose and Need Statement



- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST-WEST GATEWAY  
Environmental Assessment    
A Planning and Environmental Linkages (PEL) Study


**ENVISION I-70** **DATA COLLECTION**



### Previous and Ongoing Studies

- St. Peter's Outer Road AJR
- O'Fallon Transportation Study
- I-70/Hanley/Scudder AJR
- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans


EAST-WEST GATEWAY  
Environmental Assessment    
A Planning and Environmental Linkages (PEL) Study



**ENVISION I-70** **DATA COLLECTION**

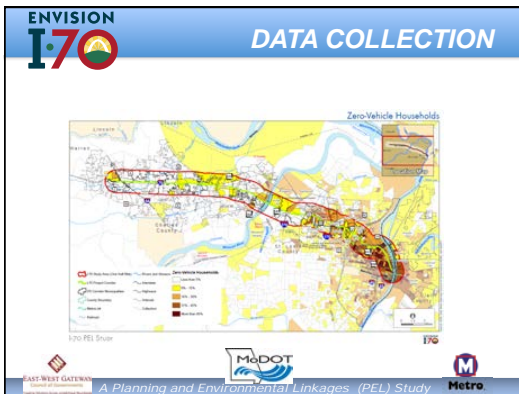
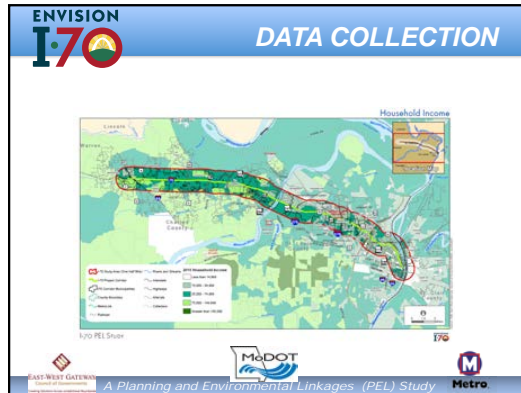
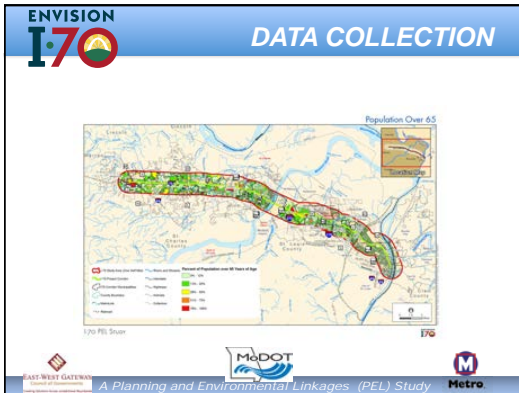


EAST-WEST GATEWAY  
Environmental Assessment    
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **DATA COLLECTION**



EAST-WEST GATEWAY  
Environmental Assessment    
A Planning and Environmental Linkages (PEL) Study



**ENVISION I-70 PUBLIC INVOLVEMENT**

**Why Are You Here Today?**

Help the project team identify other important information that we should consider incorporating in the Purpose and Need

**M&DOT Metro**

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC INVOLVEMENT**


## Breakout

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC OUTREACH**

## How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
- Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
- Follow us on Facebook and Twitter




A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC OUTREACH**

## How Else Can You Participate?

- Take our survey at [www.envisioni70.com](http://www.envisioni70.com)
- Does your organization have an email list that would be interested in the Envision I-70 PEL? Can you send them the [www.envisioni70.com](http://www.envisioni70.com) link and ask them to take the survey?
- Ask us to provide you with a paragraph(s) for your newsletter.



A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC OUTREACH**

## What's Next?

- Study team will report on the Purpose and Need
- "Visualization Workshop" with all TAGs in a joint meeting
- Take our survey and pass it along!

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70**

## THANK YOU!

A Planning and Environmental Linkages (PEL) Study

# COMMENTS

07 29 2014 STL COUNTY TAG



## MoDOT Advisory Group Meeting Analysis

Date: July 29, 2014

**St. Louis County TAG**

<b>Please indicate your response to each statement by checking the appropriate box.</b>	<b>Average from 1 Not Favorable; 2 Neutral; 3 Favorable</b>
1. The location of the meeting worked for me.	3.00
2. My time was well-spent.	3.00
3. The topic was relevant to me and/or my organization.	3.00
4. The right people for this discussion were in the room.	3.00
5. The pace of the meeting kept my attention.	3.00
6. I will participate in similar events by this group in the future.	3.00


Please add any comments on the reverse side. Thank you for helping us improve.

- Please provide tea, coffee, water, etc.

# 03 01 2017 TAG Meeting

## MEETING INVITE/ANNOUNCEMENT

03 01 2017 TAG




**MoDOT invites you to join the conversation**

THE PLANNING AND ENVIRONMENTAL LINKAGES STUDY IS UNDERWAY!

Please be a part of our Technical Advisory Group meeting and offer your insights to our study.

**Wednesday, March 1, 2017  
10:00am - noon**

**At the Overland Community Center  
9119 Lackland Rd.  
Overland, MO 63114**



### 1-70 Planning & Environmental Linkages Study Public Meeting

**MAR 1** **I-70 Technical Advisory Group Meeting**  
*Hosted by Laura Ellen, MoDOT*

Location

**I-70 TAG Meeting**

The Technical Advisory Group for the I-70 Planning and Environmental Linkages Study will meet this date. Invitations are for those TAG members who directly influence project area, or their designee.

10:00 AM - 12:00 PM Wednesday, March 1, 2017

Overland Community Center  
9119 Lackland Rd  
Overland, MO 63114-5410  
(314) 428-0490

[Add to calendar](#)

**MINUTES**  
03 01 2017 TAG



**Meeting Minutes**

<b>Subject:</b>	I-70 PEL Study Technical Advisory Group (TAG) Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	March 1, 2017 10:00 am	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	Overland Park Community Center	<b>Project Number:</b>	MoDOT: J613038 Jacobs: C1X32800

**Meeting Participants**

TAG Members

Burt Bensek, City of St. Peters  
Amanda Brauer, St. Charles County Transportation Dept.  
Kittrel Braselman, City of Northwoods  
Louis Clayton, City of Lake St. Louis  
Joe Ebert, Lambert St. Louis International Airport  
Gary Elmestad, City of St. Peters  
Jerry Hurlbert, St. Charles City  
Michael Hurlbert, St. Charles County  
Rodney Jarrett, City of Normandy  
Derek Koestel, City of Lake St. Louis  
Douglas Lee, City of Wentzville  
David Leezer, City of St. Charles  
L.G. Loos, City of Maryland Heights  
Patrick McKeehan, City of O'Fallon  
Julie Powers, City of St. Peters  
Jen Samson, St. Louis County Planning  
Brad Temme, City of St. Charles  
Andy Tuerck, MoDOT  
Matt Unrein, City of Ferguson  
Deanna Venker, City of St. Louis  
Stefanie Voss, St. Louis County Dept of Highways  
David Woods, City of O'Fallon

I-70 PEL Team Members

MoDOT  
Laura Ellen  
Wesley Stephen  
Richard Moore

EWG  
Marcie Meystrik  
Paul Hubbman

Consultant Team  
Tracey Lober (Jacobs)  
Jo Emerick (AECOM)  
Kelly Ferrara (StratCommRx)  
Heather Lasher Todd (StratCommRx)  
Mackenzie Norton (StratCommRx)  
MaryAnn Taylor Crate (Added  
Dimension)





## Meeting Minutes

*(Continued)*

Page 2 of 4

### Summary of Meeting

1. Welcome and Introductions
  - a. Tracey Lober, Jacobs Project Manager, introduced presenters, Transportation Corridor Improvement Group, and project subcontractors.
2. Project Refresh
  - a. Project was placed on hold in October of 2014; new Notice to Proceed issued in December of 2016.
  - b. Team is currently updating Corridor Condition Assessment report.
  - c. This is the I-70 Planning and Environmental Linkage Study. This study will take a broad look at the corridor needs, including community, environmental and economic goals and inform the review process. A goal is to identify strategies for sections of independent utility for future study to create logical phases of work to be advanced for further environmental study.
  - d. Impacts on I-70 PEL: Create a visioning process for this corridor. What will the future of I-70 look like in 20 years? Freight? Commuters? Transit riders? Primary economic and land use opportunities along the corridor? Primary and secondary users?
  - e. Early public involvement is part of a PEL study. It streamlines project development and doesn't inhibit any existing corridor projects.
  - f. Outcome will be to determine system-wide strategies, identify infrastructure investments and services what would implement strategies, establish section so f independent utility that could progress into the NEPA process, and prioritize and move forward sections as funding becomes available.
3. Schedule
  - a. Review of project schedule from Jan – Nov 2017.
  - b. First public meeting set for March 30, 2017. Second and final public meeting anticipated in November 2017.
4. Scope
  - a. Area of the study is roughly 40 miles from the I-64 exchange in Wentzville to just past the express lanes in St. Louis City.
  - b. Project engagement includes three technical advisory groups – meeting today as a group, a senior advisory group – meeting tomorrow, public officials briefing and public meeting – both on March 30, 2017. Our website went live this morning and includes a digital survey. Social media content from our partners will be key to driving the public to our website, survey, and meetings.
  - c. Review of TAG members from all three subsections (St. Charles County, St. Louis County and St. Louis City).



## Meeting Minutes

*(Continued)*

Page 3 of 4

- d. Prior studies will be reviewed and will feed into the various alternatives considered by the project team.
5. Purpose of today's meeting
  - a. What we need from you is help identifying other important information that should be considered to develop the draft Purpose and Need Statement.
  - b. A Purpose and Need Statement drives the study process and informs how we measure and apply outcomes. It informs what options are reasonable, prudent, and practical.
6. Purpose and Need Statement: In 2014, a draft Purpose and Need Statement was prepared. It reads as follows:
  - a. Purpose Statement: The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.
  - b. Needs Statement: The needs for the I-70 corridor vary from end to end, but overall there are many that apply to the corridor as a whole.
  - c. During the 2014 TAG and SAG meetings, a series of recommendations were heard for all three segments of the project area.
  - d. Specific needs from each of the three segments were also noted. Added since the 2014 process, was to create access to the NGA site.
7. Breakout Sessions
  - a. Guests were invited to review large scale maps of the corridor and discuss suggestions. Preferences and notes were captured on sticky notes and placed on the map strategically. Others made notes directly on the maps.
  - b. The same maps will be used to share with the Senior Advisory Group meeting tomorrow.
8. Options for participation
  - a. Website – [EnvisionI70.com](http://EnvisionI70.com)
  - b. Future meetings; two more Technical Advisory Group meetings, the first of which will be independent meetings with each county, and then a final meeting as a group.
  - c. Public meetings: March 30, 2017 and again in November 2017
  - d. Social media – copy will be drafted and delivered to you to customize
  - e. Newsletter copy can be provided to you
9. Questions and Answers



## Meeting Minutes

*(Continued)*

Page 4 of 4

- a. Timeline is to present to East-West Gateway in October 2017 and complete the project by the end of 2017
- b. Website URL confirmation
- c. Outreach plan for St. Louis City residents was discussed

10. Adjourn

###

# SIGN-IN SHEETS

03 01 2017 TAG



**Technical Advisory Group**  
**March 1, 2017**  
**10am - Noon**  
**Overland Community Center**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Address	Phone	E-Mail
✓ David Woods	100 N. Main St. O'Fallon, MO	636-379-5541	dwoods@ofallonmo.us
✓ Dee Venker	1908 Hampton St St. Louis, MO	314-647-2111	venkerd@shaws-mo.gov
✓ Amanda Brauer	201 N. 2nd, St. Charles, MO	636-949-7490	abrauer@secmo.org
✓ Brad Temme	200 N 2nd St. Charles MO	636-940-4617	brad.temme@stcharlescitymo.gov
✓ Michael Hurlbert			
✓ L. G. Loos			
✓ Heather Lasker Todd			
✓ MaryAnna Taylor Crate			
✓ Mackenzie Norton			
✓ Tracey Lober			



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Name	Address	Phone	E-Mail
✓ Laura Ellen			Laura.Ellen@mdot.mo.gov
✓ Kithal Broadman	7600 Oakridge	314-393-9920	kbroadman@cityofnorthwaukegan.com
✓ Jo Emerick			jo.emerick@necva.com
✓ Douglas Lee		636-639-2052	douglas.lee@wotzuillemo.org
✓ Kelly Ferrare			
✓ Gary EL West	P.O. Box 235 St. Peters, MO 65250	314-537-2120	gwest@regbar.com
✓ Rodney Jarrett	7700 Natural Bldg	314-267-3695	rjarrett@CityofNormandy.gov
✓ David Leccia	2001 Seward St. Hannibal	(636)-949-3831	david.leccia@stcharlescitymo.gov
✓ ANDY TUERCK			ANDREW.TUERCK@MODT.MO.GOV
✓ LUIS CLAYTON	200 CIVIC CENTER DR.	314-348-4353	LCLAYTON@CAMCESARTWLS.COM



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**March 1, 2017**  
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Name	Address	Phone	E-Mail
✓ Stefanie Voss	1050 N. Lindbergh, St. Louis 63132	314 615-8503	Svoss1@stlouisco.com
✓ Joe Ebert	PO Box 10412 63145	(314) 521-5063	je_ebert@frystl.com
✓ HARLIE TIEGSTRICK	EWG.		
✓ PAUL HUBBMAN	EWG.		
✓ BURT BENESIEK	ONE St. PETERS CENTERBLVD ST. PETERS, MO 63376	636 477-6609	BENESIEK@STPETERSMO.NET
✓ Richard Moore	MoDOT - Jeff City	573-526-2809	richard.moore@moDOT.mo.gov
✓ JEN SAMSON	STL COUNTY PLANNING	615-5463	jsamson@stlouisco.com
✓ Derek Koestel	307 Parkway Inn Dr. Leestown	636 685-4221	dkoestel@leestown.com
✓ PARRICK P. KEHAN	O'FALLON, MO	636-379-5510	
✓ Matt Unrein	city of Fry	314 524 4724	MUnrein@fergsoncity.com



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Name	Address	Phone	E-Mail
Michael Huribert	St. Charles County		



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Name	Address	Phone	E-Mail
✓ Wesley Stephm	1590 Woodlake Dr.	314-453-1899	wesley.stephm@mdot.mo.gov
✓ Jerry Hurlbert	St. Charles City Hall one st. peter's centre bldg	636-949-3241 636 x1355 4776600	jerry.hurlbert@stcharlescitymo.gov
✓ Duke Powers			dpowers@stcharlescitymo.net

# EXHIBITS

03 01 2017 TAG

**ENVISION**  
**I-70**

**WELCOME**

**I-70 Regional Needs Assessment and Strategies Development Study**

**Technical Advisory Group**  
**March 1, 2017**



EAST-WEST GATEWAY  
Center of Excellence   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70**

**UPDATE**

**What's Happened Since 2014?**

- Project put on hold October 2014
- MoDOT issued a Notice to Proceed December 2016
- Project Team has been updating the Corridor Condition Assessment Report
  - Focus on changes in the corridor since 2014

EAST-WEST GATEWAY  
Center of Excellence   A Planning and Environmental Linkages (PEL) Study



**ENVISION**  
**I-70**

**I-70 PEL STUDY**

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EAST-WEST GATEWAY  
Center of Excellence   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70**



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EAST-WEST GATEWAY  
Center of Excellence   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

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- Early public involvement
- Improved decision-making
- Streamlining project development
- Does not prohibit existing projects in corridor from moving forward

EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study  
 MoDOT Metro

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EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study  
 MoDOT Metro

**ENVISION I-70** **SCHEDULE**

**ENVISION I-70 TIMELINE**

Phase	Start	End	Public Meetings
CORRIDOR CONDITIONS ASSESSMENT	Jan	Feb	None
DEVELOP PURPOSE AND NEED	Jan	Mar	None
IDENTIFY BROAD RANGE OF STRATEGIES	Mar	Apr	Mar
SCREEN AND EVALUATE STRATEGIES	Apr	Jul	None
DEVELOP PEL REPORT	Jul	Oct	None
I-70 PEL FINAL RECOMMENDATIONS	Oct	Nov	Oct

EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study  
 MoDOT Metro

**ENVISION I-70** **I-70 PEL STUDY**

Study Area Boundary



Downtown Enlargement

EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study  
 MoDOT Metro



**ENVISION I-70 PUBLIC OUTREACH**



- Advisory Groups
- Public Official Briefings
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EAST-WEST GATEWAY Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

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**Role:** *Members of this group will provide strategy-level insights on the efforts of the project team, as well as explore and dive into some of the key issues around the study.*

EAST-WEST GATEWAY Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

**Senior Advisory Group (SAG)**  
*invited*

<ul style="list-style-type: none"> <li>• Mayor, City of St. Louis</li> <li>• County Executive – St. Louis County</li> <li>• County Executive – St. Charles County</li> <li>• Missouri Department of Transportation</li> <li>• Metro</li> <li>• East-West Gateway Council of Governments</li> <li>• St. Louis Municipal League</li> <li>• St. Charles County – Economic Development Council</li> </ul>	<ul style="list-style-type: none"> <li>• St. Louis Economic Development Partnership</li> <li>• Greater St. Charles Chamber</li> <li>• St. Louis Convention and Visitors Commission</li> <li>• Greater St. Charles Convention and Visitors Bureau</li> <li>• St. Louis Regional Chamber</li> <li>• Lambert-St. Louis International Airport</li> <li>• University of Missouri - St. Louis</li> <li>• Lindenwood University</li> <li>• St. Louis Regional Freightway</li> </ul>
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EAST-WEST GATEWAY Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

**Technical Advisory Groups (TAG)**

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
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**Technical Advisory Group (St. Charles)**  
*invited*

- Great Rivers Greenway
- St. Charles County Transportation Department
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- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study






**ENVISION I-70** **ADVISORY GROUPS**

**Technical Advisory Group (St. Louis County)**  
*invited*

- Berkeley Planning and Zoning Commission
- Bridgeton Planning & Economic Development
- Cool Valley Public Works Director
- Edmunson Public Works Director
- Ferguson Public Works Director
- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Transportation
- University of MO St. Louis
- Woodson Terrace Public Works

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **ADVISORY GROUPS**

**Technical Advisory Group (St. Louis City)**  
*invited*

- Great Rivers Greenway
- Ridefinders
- St. Louis City Streets Department
- Lambert St. Louis-International Airport
- St. Louis Planning and Urban Design
- St. Louis City Board of Public Service
- St. Louis Port Authority
- St. Louis Development Corp.
- Project Connect

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study






**ENVISION I-70** **DATA COLLECTION**

**Previous and Ongoing Studies/Projects**

- St. Peters' Outer Road AJR
- O'Fallon Transportation Study
- I-70/Hanley/Scudder AJR
- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study/St. Louis Regional Freightway
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- MetroLink Studies (Northside/Southside and St. Louis County)
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans



EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PUBLIC INVOLVEMENT**

**Why Are You Here Today?**



Help the project team identify other important information that we should consider incorporating into the Purpose and Need

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70** **PURPOSE AND NEED**

**Purpose and Need Statement**

- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70** **Purpose & Need**

**Purpose Statement**



The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70** **Purpose & Need**

**Needs**



The needs for the I-70 corridor vary from end-to-end, but overall there are many that apply to the corridor as a whole.

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION**  
**I-70** *Purpose & Need*

### Needs - Corridor



- Improved connections across I-70 to maintain community cohesion on either side of the interstate, including bicycle and pedestrian accommodations
- Enhanced aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor

EAST WEST GATEWAY  
 Board of Transportation   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70** *Purpose & Need*

### Needs - Corridor



- Upgraded access to and from interchanges
- Upgraded freight vehicle access
- Increased multimodal travel options
- Improve the condition of the infrastructure for preservation of the corridor

EAST WEST GATEWAY  
 Board of Transportation   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70** *Purpose & Need*

### Needs – St. Charles County



- Improve alternative modes of transportation to local hospitals

EAST WEST GATEWAY  
 Board of Transportation   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70** *Purpose & Need*

### Needs – St. Louis County



- Improved access to Lambert Airport

EAST WEST GATEWAY  
 Board of Transportation   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** Purpose & Need



### Needs – St. Louis City

- Better use of reversible lanes
- Identify transportation options to support development that will backfill areas of aging population
- Accommodate freight access to river ports
- Provide access to NGA

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70**


## BREAKOUT SESSION



EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** PUBLIC OUTREACH

### How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
- Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
- Follow us on MoDOT's Facebook and Twitter pages






EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** PUBLIC OUTREACH

### How Else Can You Participate?

- Take our survey at [www.envisioni70.com](http://www.envisioni70.com)
- Does your organization have an email list that would be interested in the Envision I-70 PEL. Can you send them the [www.envisioni70.com](http://www.envisioni70.com) link and ask them to take the survey?
- Ask us to provide you with a paragraph(s) for your newsletter.





EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** PUBLIC OUTREACH

### What's Next?

- Public Meeting to gain further input on Purpose and Need – March 30, 2017
- Take our survey and pass it along!
- Next TAG meeting will begin to look at Alternatives to consider throughout the corridor – Summer 2017

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70**

## THANK YOU!

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

# COMMENTS

03 01 2017 TAG



## MoDOT Advisory Group Meeting Analysis

Date: March 1, 2017

### TAG Full Group

Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	2.46
2. My time was well-spent.	2.96
3. The topic was relevant to me and/or my organization.	2.96
4. The right people for this discussion were in the room.	2.96
5. The pace of the meeting kept my attention.	2.85
6. I will participate in similar events by this group in the future.	2.88

Please add any comments on the reverse side. Thank you for helping us improve.

Contact for newsletter: Tom Drabelle - Public Relations [tdrabelle@ofallon.mo.us](mailto:tdrabelle@ofallon.mo.us)

Please email [dkoestel@lakesaintlouis.com](mailto:dkoestel@lakesaintlouis.com) w/ social media infor. We have website, Facebook, e-mail list.

Elizabeth Norviel - Public Information Mgr - City of St. Charles,  
[elizabeth.norviel@stcharlescitemo.gov](mailto:elizabeth.norviel@stcharlescitemo.gov), 636-949-3361

Our public works media contact is [jeremy.lutgen@stcharlescitemo.gov](mailto:jeremy.lutgen@stcharlescitemo.gov), (636) 949-3353 for any articles or info to public.

St. Louis County DOT, PR handled by David Wrone, [Dwrone@stlouisco.com](mailto:Dwrone@stlouisco.com) (I think) -- Stefanie Voss

Public Relation Contact @ St. Louis-Lambert Airport is Jeff Lea, [jrlea@flystl.com](mailto:jrlea@flystl.com)


[Bhartmann@sccmo.org](mailto:Bhartmann@sccmo.org), Bryanna Hartmann - Social Media, St. Charles County

Regarding social media and newsletter content, contact Lisa Bedian (St. Peters Director of Communication), [lbedian@stpetersmo.net](mailto:lbedian@stpetersmo.net). Primary contact for study should be Bart Benesek (636) 477-6600 x1390 and Julie Powers (636) 477-6600 x1305with St. Peters.

# 08 17 2017 St. Charles County TAG Meeting

## MEETING INVITE/ANNOUNCEMENT

08 17 2017 ST. CHARLES COUNTY TAG





**MoDOT invites you to join the conversation**

UPDATE ON THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Please join us for a meeting of the St. Charles County Technical Advisory Group to hear updates and offer your insights to our study.

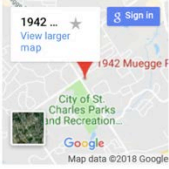
**Thursday, August 17, 2017**  
1:30 pm - 3:30 pm

**George Gould Building**  
Wapelhorst Park  
1875 Muegge Rd.  
St. Charles, MO 63303



**August 2017 I-70 St. Charles County Technical Advisory Group Meeting**  
Hosted by Laura Ellen, MoDOT

Location



**I-70 St. Charles County TAG Meeting**

The St. Charles County Technical Advisory Group for the I-70 Planning and Environmental Linkages Study will meet on August 17. Invitations are for those TAG members who directly influence project area, or their designee.


1:30 PM - 3:30 PM Thursday, August 17, 2017

Wapelhorst Park, George Gould Building  
1942 Muegge Rd  
St Charles, MO 63303-5419 (map)  
(314) 428-0490

[Add to calendar](#)

# SIGN-IN SHEETS


08 17 2017 ST. CHARLES COUNTY TAG



St. Charles TAG  
Gould Building  
8/17/17  
Technical Advisory Group

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Organization	Phone	E-Mail
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Richard Moor	MoDOT	573-5R6-2939	richard.moor@moDOT.mo.gov
LOUIS CLAYTON	LAKE SAINT LOUIS	314-746 4353	LCLAYTON@LAKE-SAINLLOUIS.COM
* JEFF PARKSEVICZ	CITY OF O'FAHON	636-379-5663	JPAKSEVICZ@OFAHON.MO.US
DAVID LEECE	City of St. Charles	636-799-3331	david.leece@stcharles.mo.gov
Andrew Frey	Jacobs	314-335-9949	andrew.frey@jacobs.com
Kyle Baumann	Jacobs	314-335-4069	Kyle.baumann@jacobs.com
MARTIN THUR CATE	AXED DIMENSION, LLC	636-410-4185	
BURT BENESK	CITY OF ST. PETERS	(636) 477-6600 X1390	BBENESK@STPETERSMO.NET



ST. CHARLES TAG  
August 17, 2017  
Wapfelhorst Park  
Technical Advisory Group

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Name	Organization	Phone	E-Mail
Brad Tomme	City of St. Charles	636-940-1617	brad.tomme@stcharlescity.mo.gov
Laura Ellen	MoDOT		
Marcie Meystrik	EWG	<del>314-421-4220</del> 314-421-4220	marcie@ewgateway.org
Chris Jaskowski	St. Charles Co	636-949-7365	ctjaskow@scmo.org
Amanda Brainer	St. Charles County	636-949-7490	abrainer@scmo.org
David Koestel	Lake Saint Louis City	636-695-4271	dakoestel@lksaintlouis.com
Gaule Elin Egan	St. Charles County	636-441-7186	G.E.LIN@STADCOE2.COM
MIKE HURLBERT	ST. CHARLES COUNTY	636-749-7400 x7221	mhurlbert@stcharlescounty.org
John Greiffy	St. Charles county	636-949-1876	jgreiffy@scmo.org
Susan Sprengel	City of Wentzville	636-639-0459	susan.sprengel@wentzville.mo.gov



# EXHIBITS

08 17 2017 ST. CHARLES COUNTY TAG



PLANNING FOR THE  
**FUTURE**



I-70 PLANNING AND ENVIRONMENTAL LINKAGES (I-70 PEL) STUDY  
**Technical Advisory Group Meeting**  
AUGUST 17, 2017

WELCOME



WHERE ARE WE?

- Public Engagement
- Purpose and Need/Goals
- Broad Range of Alternatives
- What's Next?

PUBLIC ENGAGEMENT



## Website

**ENVISION I-70**

[www.EnvisionI70.com](http://www.EnvisionI70.com)

## Digital

**ENVISION I-70**

### Facebook

## Press

**ENVISION I-70**

### MoDOT surveying drivers to determine future of I-70


### Interstate 70 study to provide vision for 40-mile corridor

### Along for the Ride: What's next for Interstate 70 in the St. Louis area?


## Public Meeting


**ENVISION I-70**

- 13 people attended
- Project boards on display
- Computer stations set up to take survey
- MoDOT, EWG promoted on Facebook

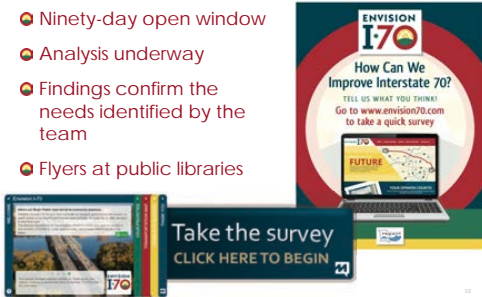
**Public Official, Resource Agency Briefings** 


**Public Officials: Two locations**  
**Resource Agencies: Jefferson City**



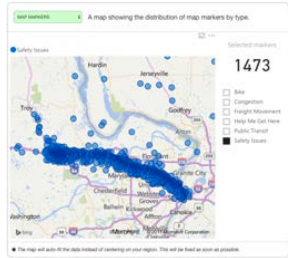
**MetroQuest Survey** 


- Ninety-day open window
- Analysis underway
- Findings confirm the needs identified by the team
- Flyers at public libraries




**MetroQuest Survey Data** 

- 2,601 submitted surveys
- 32,525 data points received
- 10,022 markers dropped

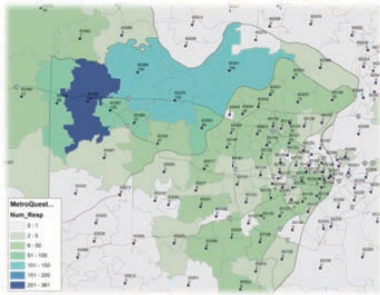


**MetroQuest Survey Data** 

- Project team is reviewing substantive comments
- Comments have been used to determine broad range of alternatives
- Comments reviewed to date have verified existing conditions



## Who Participated?



## Next Steps



- Senior Advisory Group meeting will follow the three Technical Advisory Group meetings; One more round near conclusion of project
- MetroQuest report to be finalized and delivered; published to website
- Website updated as needed
- Public meeting, officials and resource agency briefings
- Key Influencer Interviews

## PURPOSE AND NEED/GOALS




## Purpose and Need/Goals



### Purpose

The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.

**Purpose and Need/Goals** 

**Needs/Goals**

The needs and goals identified were derived from the visions that MoDOT, the TCIG, and stakeholders have for the future of the corridor, data obtained from the Corridor Assessment Report, and comments received from the public, key influencers, stakeholders, and advisory groups.

- Corridor-Wide
- St. Charles County
- St. Louis County
- St. Louis City

17

**Purpose and Need** 

**Corridor-Wide Needs/Goals**

- Improve connections across I-70 to maintain community cohesion on either side of the highway, including active transportation accommodations
- Enhance aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor
- Improve operational characteristics to and from interchanges
- Upgrade freight vehicle access
- Increase transit and active transportation travel options in the roadway network
- Improve connectivity of the on-street network to the greenway network along and across I-70
- Anticipate evolution and application of new/smart technologies
- Improve the condition of the infrastructure for sustainability of the corridor
- Increase safety throughout the corridor
- Limit impacts to manmade and natural environmental attributes in the corridor

18

**Purpose and Need** 

**St. Charles County Needs/Goals**

- Improve alternative modes of transportation to local hospitals
- Improve functionality of parallel road system
- Manage transportation network that serves future development and redevelopment areas
- Increase accessibility to public transportation

19

**BROAD RANGE OF ALTERNATIVES**



20

## Broad Range of Alternatives

- Project team has developed a broad range of over 75 alternatives throughout the corridor
- Interchange, outer roads, and mainline improvements and reconfigurations are included
- Improvements will accommodate bike, pedestrian, and transit movements and access

21

## WHAT'S NEXT?



22

## What's Next?

- Project team will evaluate the alternatives based on the Purpose and Need and Goals of the Project
- Level 1 and Level 2 screening process will determine which alternatives will be carried forward
- Project team will begin to prepare the PEL Report and Questionnaire

23

## What's Next?

- Present final PEL recommendations
  - Advisory Group Meetings (November 2017)
  - Public Meeting (November/December 2017)
  - Public Officials Briefing (in conjunction with Public Meeting)
- PEL Report and Questionnaire ( December 2017)

24

## THANK YOU!

Questions?

25

# COMMENTS

08 17 2017 ST. CHARLES COUNTY TAG



## MoDOT Advisory Group Meeting Analysis

Date: August 17, 2017

### St. Charles County TAG

Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	3
2. My time was well-spent.	3
3. The topic was relevant to me and/or my organization.	2.86
4. The right people for this discussion were in the room.	3
5. The pace of the meeting kept my attention.	3
6. I will participate in similar events by this group in the future.	2.86

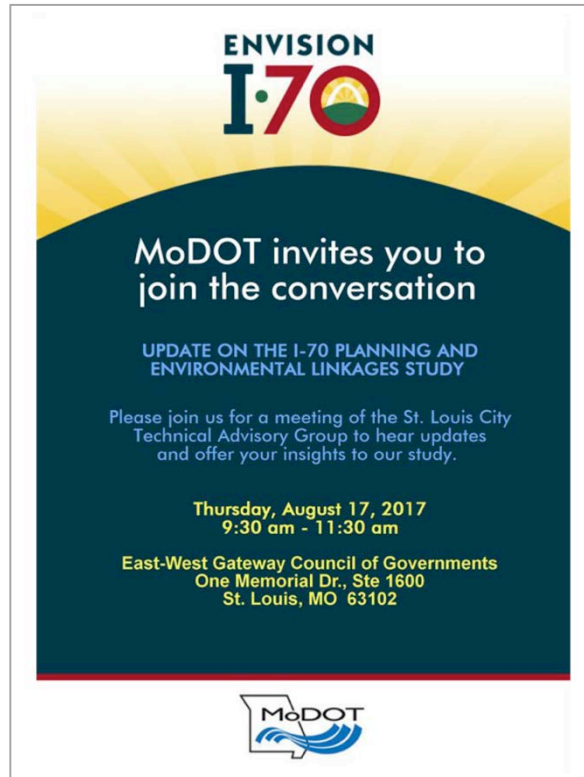
Please add any comments on the reverse side. Thank you for helping us improve.

13 people at public meeting, 2601 survey responses, 1473 safety issues, 249 bike issues, over 75 alternatives

# 08 17 2017 St. Louis City TAG Meeting

## MEETING INVITE/ANNOUNCEMENT

08 17 2017 STL CITY TAG



**ENVISION**  
**I-70**



**MoDOT invites you to join the conversation**

**UPDATE ON THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY**

Please join us for a meeting of the St. Louis City Technical Advisory Group to hear updates and offer your insights to our study.

**Thursday, August 17, 2017**  
**9:30 am - 11:30 am**

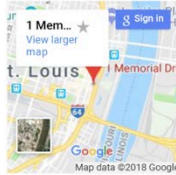
**East-West Gateway Council of Governments**  
**One Memorial Dr., Ste 1600**  
**St. Louis, MO 63102**



**AUG 17**

**August 2017 I-70 St. Louis City Technical Advisory Group Meeting**  
*Hosted by Laura Ellen, MoDOT*

Location



**I-70 St. Louis City TAG Meeting**

The St. Louis City Technical Advisory Group for the I-70 Planning and Environmental Linkages Study will meet on August 17. This invitation is for those TAG members who directly influence the project area, or their designee.

9:30 AM - 11:30 AM Thursday, August 17, 2017


East-West Gateway Council  
1 S Memorial Dr # 1600  
St. Louis, MO 63102-2451 (map)  
(314) 421-4220

[Add to calendar](#)



# SIGN-IN SHEETS

08 17 2017 STL CITY TAG




St. Louis City - August 17, 2017  
East-West Gateway

**Technical Advisory Group**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

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Andrew Frey	Jacobs	314 335 4949	andrew.frey@jacobs.com
Kyle Baumann	Jacobs	314 335 4069	Kyle.baumann@jacobs.com
Marcie Meistrick	EWG	314-421-4220	Marcie@ewgateway.org
Laura Ellen	Mo DOT		
WATSON III, JAY	<del>Mo DOT</del> ST. LOUIS DEVELOPMENT	314-657-3757	watsonj@stlouis-mo.gov
Nichols Nick	ST. LOUIS PORT AUTH.	314-657-3744	nichols@stlouis-mo.gov
Paul Hubberman	EWG	314-421-4220	Paul@ewgateway.org



St. Louis City - August 17, 2017  
East-West Gateway

**Technical Advisory Group**

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Name	Organization	Phone	E-Mail
Nick Nichols	St. Louis Port Authority	314-657-3744	nichols@stlouis-mo.gov
J.C. Murray	AECOM	314-743-4189	j.c.murray@aecom.com
Andrew Gates	Modot	314-453-1808	Andrew.gates@modot.mo.gov
Don Rose	City of St. Louis	314-652-3848	Rose@stlouis-mo.gov
JAY WATSON, III.	CITY OF ST. LOUIS	314-657-3757	watsonj@stlouis-mo.gov
Kyle Levenhagen	AECOM	314-743-4193	Kyle.Levenhagen@aecom.com
Len Efflin	City of St. Louis Traffic	314-647-3111	efflin@stlouis-mo.gov
Michelle Fomeris	MoDOT	314-453-1799	michelle.fomeris@modot.mo.gov
Jessica Malloy Miller	Metro	314-992-1479	jmalloy@metro-stlouis.org
Wesley Stephens	Mo DOT	314-453-1899	wesley.stephens@modot.mo.gov
Marylann Taylor-Crutz	ADDED DIMENSION LLC	636-410-4185	mtaylorcrutz@added-dimension.com

# EXHIBITS

08 17 2017 STL CITY TAG



PLANNING FOR THE  
**FUTURE**



I-70 PLANNING AND ENVIRONMENTAL LINKAGES (P-70 PEL) STUDY

**Technical Advisory Group Meeting**

AUGUST 17, 2017

WELCOME



WHERE ARE WE?

- Public Engagement
- Purpose and Need/Goals
- Broad Range of Alternatives
- What's Next?

PUBLIC ENGAGEMENT



## Website

www.EnvisionI70.com

## Digital

### Facebook

## Press


### MoDOT surveying drivers to determine future of I-70

### Interstate 70 study to provide vision for 40-mile corridor


### Along for the Ride: What's next for Interstate 70 in the St. Louis area?


## Public Meeting

- 13 people attended
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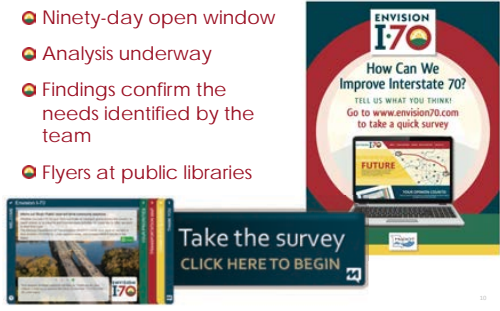
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**Public Officials: Two locations**  
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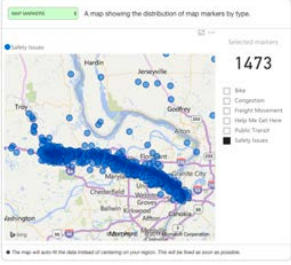
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- Analysis underway
- Findings confirm the needs identified by the team
- Flyers at public libraries




**MetroQuest Survey Data** 

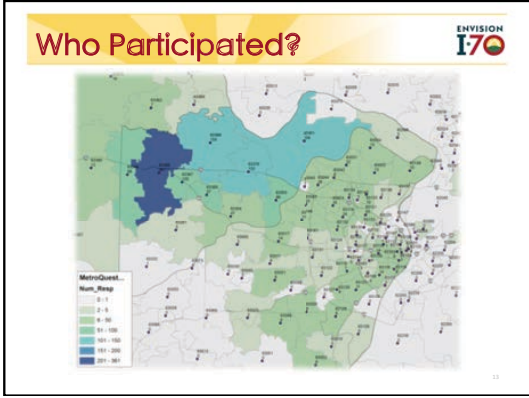
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- 10,022 markers dropped



**MetroQuest Survey Data** 

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- Comments have been used to determine broad range of alternatives
- Comments reviewed to date have verified existing conditions





- ### Next Steps
- Senior Advisory Group meeting will follow the three Technical Advisory Group meetings; One more round near conclusion of project
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### Purpose and Need/Goals

#### Purpose

The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.

## Purpose and Need/Goals



### Needs/Goals

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- St. Charles County
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- St. Louis City

17

## Purpose and Need



### Corridor-Wide Needs/Goals

- Improve connections across I-70 to maintain community cohesion on either side of the highway, including active transportation accommodations
- Enhance aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor
- Improve operational characteristics to and from interchanges
- Upgrade freight vehicle access
- Increase transit and active transportation travel options in the roadway network
- Improve connectivity of the on-street network to the greenway network along and across I-70
- Anticipate evolution and application of new/smart technologies
- Improve the condition of the infrastructure for sustainability of the corridor
- Increase safety throughout the corridor
- Limit impacts to manmade and natural environmental attributes in the corridor

18

## Purpose and Need



### St. Louis City Needs/Goals

- Improve functionality of the reversible lanes
- Increase transportation options to households without access to vehicles
- Accommodate freight access to river ports
- Provide full access interchanges
- Provide connection to potential MetroLink expansion

19

## BROAD RANGE OF ALTERNATIVES



20

## Broad Range of Alternatives

- Project team has developed a broad range of over 75 alternatives throughout the corridor
- Interchange, outer roads, and mainline improvements and reconfigurations are included
- Improvements will accommodate bike, pedestrian, and transit movements and access

21

## WHAT'S NEXT?



22

## What's Next?

- Project team will evaluate the alternatives based on the Purpose and Need and Goals of the Project
- Level 1 and Level 2 screening process will determine which alternatives will be carried forward
- Project team will begin to prepare the PEL Report and Questionnaire

23

## What's Next?

- Present final PEL recommendations
  - Advisory Group Meetings (November 2017)
  - Public Meeting (November/December 2017)
  - Public Officials Briefing (in conjunction with Public Meeting)
- PEL Report and Questionnaire ( December 2017)

24

## THANK YOU!



# Questions?

25



# COMMENTS

08 17 2017 STL CITY TAG



## MoDOT Advisory Group Meeting Analysis

Date: August 17, 2017

**St. Louis City TAG**

<b>Please indicate your response to each statement by checking the appropriate box.</b>	<b>Average from 1 Not Favorable; 2 Neutral; 3 Favorable</b>
1. The location of the meeting worked for me.	2.67
2. My time was well-spent.	3
3. The topic was relevant to me and/or my organization.	3
4. The right people for this discussion were in the room.	3
5. The pace of the meeting kept my attention.	3
6. I will participate in similar events by this group in the future.	3


Please add any comments on the reverse side. Thank you for helping us improve.



# 08 23 2017 St. Louis County TAG Meeting

## MEETING INVITE/ANNOUNCEMENT

08 23 2017 ST. LOUIS COUNTY TAG





**MoDOT invites you to join the conversation**

UPDATE ON THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Please join us for a meeting of the St. Louis County Technical Advisory Group to hear updates and offer your insights to our study.

**Wednesday, August 23, 2017  
10:00am - Noon**


**Maryland Heights Municipal Court  
11911 Dorsett Rd.  
Maryland Heights, MO 63043**



**AUG 23**

**August 2017 I-70 St. Louis County Technical Advisory Group Meeting**  
Hosted by Laura Ellen, MoDOT

Location



**I-70 St. Louis County TAG Meeting**

The St. Louis County Technical Advisory Group for the I-70 Planning and Environmental Linkages Study will meet on August 23. This invitation is for TAG members who directly influence the project area, or their designee.


10:00 AM - 12:00 PM Wednesday, August 23, 2017

Maryland Heights Municipal Court  
11911 Dorsett Rd  
Maryland Heights, MO 63043-2597 (map)

[Add to calendar](#)

# SIGN-IN SHEETS

08 23 2017 ST. LOUIS COUNTY TAG




St. Louis County

**Technical Advisory Group**

8/23/17

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Organization	Phone	E-Mail
Kyle Baumann	Jacobs	314-335-4069	Kyle.baumann@jacobs.com
L.G. Loos	CMH	314-758-2252	L.Loos@MARYLAND I&G&TS.COM
<sup>CHIEF</sup> <sup>HARRIS</sup> C. Harris	CITY OF FERGUSON	514-521-2373	CHARRIS@FERGUSONCITY.COM
Drew Frey	Jacobs		
Kelly Ferraro	StratCommRx		
Heather Lasher Todd	StratCommRx		
Tracey Lober	Jacobs		
Laura Ellen	MoDOT		
Julie Murray	AECOM		
MaryAnn Taylor-Crato	ADDED DIMENSION		



STL ~~County~~

**Technical Advisory Group**

8/23/17

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Name	Organization	Phone	E-Mail
John Hicks	St. Louis County	615-9532	jhicks@stlouisco.com
Kyle Levenhagen	AECOM	314-743-4193	Kyle.Levenhagen@aecom.com
Marcie Meustrik	EWG	314-421-4220	marcie@ewgateway.org
Wesley Stephen	MoDOT		
Jim Titus	STCAA	314-557-5023	JM.TITUS@stca.com

# EXHIBITS

08 23 2017 ST. LOUIS COUNTY TAG



ENVISION  
**I-70**



PLANNING FOR THE  
**FUTURE**

I-70 PLANNING AND ENVIRONMENTAL LINKAGES (I-70 PEL) STUDY  
**Technical Advisory Group Meeting**  
AUGUST 23, 2017

WELCOME



ENVISION  
**I-70**

WHERE ARE WE?

- Public Engagement
- Purpose and Need/Goals
- Broad Range of Alternatives
- What's Next?

PUBLIC ENGAGEMENT



## Website

**www.EnvisionI70.com**

ENVISION I-70

PLANNING FOR THE FUTURE

ENVISION I-70

Home About ENVISION I-70 ENVISION I-70

## Digital

**Facebook**

MoDOT - St. Louis  
May 16 · 🌐  
Don't wait to share your thoughts! MoDOT, Metro and the East-West Gateway Council of Governments have initiated a study to develop a strategic plan for the future of the I-70 corridor. Spend 10 minutes taking our interactive survey before the survey closes on May 22.  
<http://www.ENVISIONI70.com>

East-West Gateway Council of Governments  
March 13 · 🌐  
Envision I-70 with the Missouri Department of Transport  
Your point of view is important to MoDOT as its plans the 70 corridor, as part of the I-70 Planning and Environment PELI Study. You are encouraged to attend a public meet to 7 p.m., Thursday, March 30, 2017, at the Normandy GI on 7700 Natural Bridge Road, in Normandy, Mo., 63121. Interactive survey is also available to you, and can be found at [www.ENVISIONI70.com](http://www.ENVISIONI70.com).

Envision I-70 - Planning Future  
Welcome to the project website for Needs Assessment and Strategies Study, which will be developed as an Environmental Linkages (PEL) Study.

## Press

**MoDOT surveying drivers to determine future of I-70**

MoDOT is surveying drivers on Interstate 70 to determine their vision for the future of the corridor. The survey is available at [www.ENVISIONI70.com](http://www.ENVISIONI70.com).


**Interstate 70 study to provide vision for 40-mile corridor**

MoDOT is surveying drivers on Interstate 70 to determine their vision for the future of the corridor. The survey is available at [www.ENVISIONI70.com](http://www.ENVISIONI70.com).

## Public Meeting


- 13 people attended
- Project boards on display
- Computer stations set up to take survey
- MoDOT, EWG promoted on Facebook

**Public Meeting on I-70 Planning & E...**  
Thu 5 PM - Normandy Government Office, 7700 Natural Bridge Road, Normandy, MO 63121  
You for MoDOT - St. Louis


**Public Official, Resource Agency Briefings** 


**Public Officials: Two locations**  
**Resource Agencies: Jefferson City**



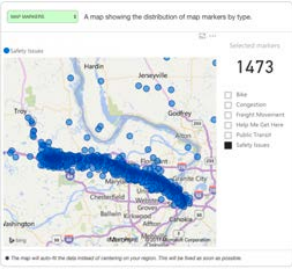
**MetroQuest Survey** 


- Ninety-day open window
- Analysis underway
- Findings confirm the needs identified by the team
- Flyers at public libraries




**MetroQuest Survey Data** 

- 2,601 submitted surveys
- 32,525 data points received
- 10,022 markers dropped

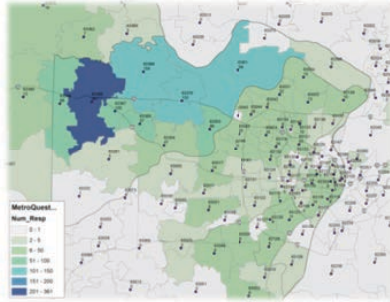


**MetroQuest Survey Data** 

- Project team is reviewing substantive comments
- Comments have been used to determine broad range of alternatives
- Comments reviewed to date have verified existing conditions



## Who Participated?



33

## Next Steps



- Senior Advisory Group meeting will follow the three Technical Advisory Group meetings; One more round near conclusion of project
- MetroQuest report to be finalized and delivered; published to website
- Website updated as needed
- Public meeting, officials and resource agency briefings
- Key Influencer Interviews

34

## PURPOSE AND NEED/GOALS



35

## Purpose and Need/Goals



### Purpose

The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.

36



## Purpose and Need/Goals



### Needs/Goals

The needs and goals identified were derived from the visions that MoDOT, the TCIG, and stakeholders have for the future of the corridor, data obtained from the Corridor Assessment Report, and comments received from the public, key influencers, stakeholders, and advisory groups.

- Corridor-Wide
- St. Charles County
- St. Louis County
- St. Louis City

17

## Purpose and Need



### Corridor-Wide Needs/Goals

- Improve connections across I-70 to maintain community cohesion on either side of the highway, including active transportation accommodations
- Enhance aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor
- Improve operational characteristics to and from interchanges
- Upgrade freight vehicle access
- Increase transit and active transportation travel options in the roadway network
- Improve connectivity of the on-street network to the greenway network along and across I-70
- Anticipate evolution and application of new/smart technologies
- Improve the condition of the infrastructure for sustainability of the corridor
- Increase safety throughout the corridor
- Limit impacts to manmade and natural environmental attributes in the corridor

18

## Purpose and Need



### St. Louis County Needs/Goals

- Improve access to St. Louis Lambert International Airport for passengers, employees, and freight/cargo
- Improve active transportation options to public transit
- Provide connection to potential MetroLink expansion

19

## BROAD RANGE OF ALTERNATIVES



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24

**THANK YOU!** 

**Questions?**

25



# COMMENTS

08 23 2017 ST. LOUIS COUNTY TAG



## MoDOT Advisory Group Meeting Analysis

Date: August 23, 2017

### St. Louis County TAG


Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	3
2. My time was well-spent.	3
3. The topic was relevant to me and/or my organization.	3
4. The right people for this discussion were in the room.	3
5. The pace of the meeting kept my attention.	3
6. I will participate in similar events by this group in the future.	3

Please add any comments on the reverse side. Thank you for helping us improve.

# 06 21 2018 TAG Meeting

## INVITE/ANNOUNCEMENT

06 21 2018 ST. LOUIS TAG





**MoDOT invites you to join the conversation**

UPDATE ON THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Please be a part of our Technical Advisory Group meeting and offer your insights to our study.

**Thursday, June 21, 2018  
2:00pm - 4:00pm**


**At the Maryland Heights Municipal Court  
11911 Dorsett Rd.  
Maryland Heights, MO 63043**



**JUN 21** 2018 06 21 I-70 Technical Advisory Group Meeting  
Hosted by Wesley Stephen, MoDOT

The Technical Advisory Group for the I-70 Planning and Environmental Linkages Study will meet on June 21. This invitation is for TAG members who directly influence the project area, or their designee.

**Location**




**I-70 TAG Meeting**  
2:00 PM - 4:00 PM Thursday, June 21, 2018  
Maryland Heights Municipal Court  
11911 Dorsett Rd  
Maryland Heights, MO 63043 (map)  
Add to calendar

# EXHIBITS

06 21 2018 ST. LOUIS TAG

7/27/18




**I-70 PEL Study** 

PEL Refresher

- Multi-modal, systems-level, corridor or subarea analysis
- Goals driven, collaborative decision-making; shared vision
- Streamlines project development/delivery
- Flexibility
- Robust engagement with the public

[envisioni70.com](http://envisioni70.com)


**I-70 PEL Study** 

Vision Statement

The vision for the I-70 Corridor between Wentzville and the Mississippi River is for a safe, well-maintained, interstate facility offering reliable mobility for all users into the distant future.

- By year 2045, the corridor will afford multi-modal transportation options, foster vibrant communities, lessen the highway's impact on neighborhoods that pre-date the interstate, and be a catalyst for economic development opportunities.
- The corridor will be made efficient through enhanced public transportation; and modernized and made smart to accommodate an array of new and emerging technologies, including connected vehicles (CV) and autonomous vehicles (AV).

[envisioni70.com](http://envisioni70.com)


**I-70 PEL Study** 

Vision Statement (cont.)

- Communities along the corridor will thereby be effectively connected to the much larger intra- and interstate roadway.
- At the regional level, commerce will be bolstered by efficient access to businesses, employment centers, and freight hubs, such as the St. Louis Lambert International Airport.

In conjunction with transportation improvements in the corridor, governments and private ventures will partner to coordinate investments that complement the I-70 transportation system and improve the economic vitality of the corridor.


[envisioni70.com](http://envisioni70.com)

**I-70 PEL Study - Goals** 

• Corridor-Wide Goals

- Reduce potential for crashes, including crashes involving bicycles and pedestrians
- Maintain/preserve physical condition of infrastructure
- Ensure mainline and interchanges operate at current MoDOT LOS standard
- Improve efficiency of access to freight hubs

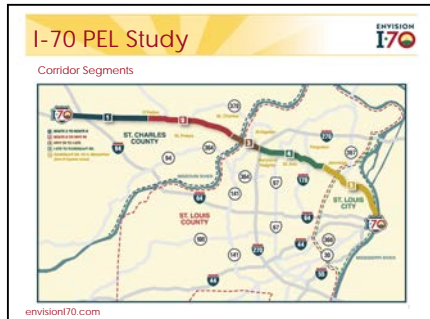
[envisioni70.com](http://envisioni70.com)

**I-70 PEL Study - Goals** 

• Corridor-Wide Goals (cont.)

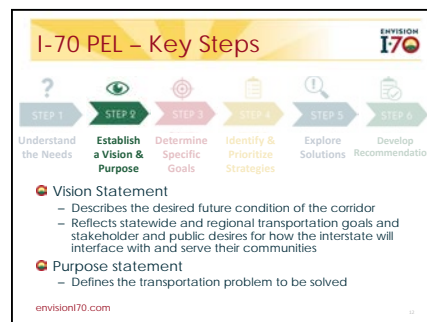
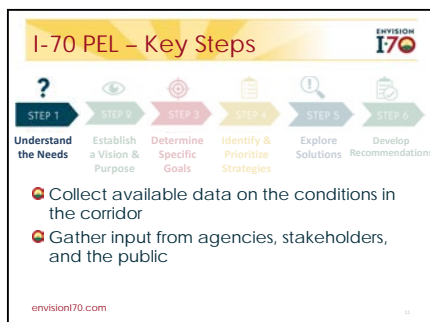
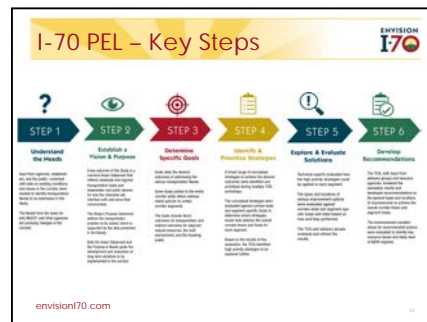
- Minimize/eliminate impediments to freight movement along the corridor
- Allow improved accessibility to public transportation
- Improve active transportation to major destinations and the local network
- Minimize impacts to the natural environment
- Minimize impacts to the built environment
- Minimize constructability issues, including disruption to utilities and the traveling public

[envisioni70.com](http://envisioni70.com)



- ### I-70 PEL Study - Goals
- ENVISSION I70
- Segment 1
    - Reduce congestion on parallel/local road system
  - Segment 2
    - Reduce congestion on parallel road system
    - Provide/improve interstate connections serving current/future development/redevelopment areas
  - Segment 3
    - Provide/improve interstate connections serving current/future development/redevelopment areas
- envisiion70.com

- ### I-70 PEL Study - Goals (cont.)
- ENVISSION I70
- Segment 4
    - Improve configurations to address high crash locations
    - Improve access to Lambert Airport for passengers, employees, and freight/cargo
    - Provide/improve interstate connections serving current/future development/redevelopment areas
  - Segment 5
    - Improve configurations to address high crash locations
    - Optimize the function of the existing reversible lanes area
    - Increase transportation options for households without access to vehicles
    - Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles
- envisiion70.com



### I-70 PEL – Key Steps

STEP 1 Understand the Needs | STEP 2 Establish a Vision & Purpose | **STEP 3 Determine Specific Goals** | STEP 4 Identify & Prioritize Strategies | STEP 5 Explore Solutions | STEP 6 Develop Recommendations

- What are the goals and how are they used?
  - Goals state the desired outcomes
  - Goals directly reflect the needs in the corridor
  - Goals guide the development and evaluation of transportation strategies

envisioni70.com

### I-70 PEL – Key Steps

STEP 1 Understand the Needs | STEP 2 Establish a Vision & Purpose | STEP 3 Determine Specific Goals | **STEP 4 Identify & Prioritize Strategies** | STEP 5 Explore Solutions | STEP 6 Develop Recommendations

- Corridor-wide strategies – TDM, ITS, New and Emerging Technology
- Segment-specific strategies – broad range of conceptual strategies

envisioni70.com

### I-70 PEL Study - Strategies

- Bring facility to standards (address substandard curves, narrow shoulders, etc.)
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70 and improve bike/ped connections to the larger bike/ped network
- Improve parallel road system capacity and control access

envisioni70.com

### I-70 PEL Study – Strategies (cont.)

- Transit enhancements (low, medium, and high costs)
- Address weave sections
- Improve operations of interchanges
- Reduce/eliminate conflict points at interchanges
- Improve [freight] access to the airport (Segment 3)

envisioni70.com

### I-70 PEL Study – Evaluating Strategies

(Highway 94 to I-270)	Reduce potential for crashes (including access crossing, bike/ped)	Minimize present physical condition of infrastructure	Improve LOS on mainline and at interchanges
Reduce/eliminate conflict points at interchanges	●	●	○
Add and/or improve bike/ped facilities crossing I-70 and improve bike/ped connections to the larger bike/ped network	●	○	○
Improve operations of interchanges	○	○	●
Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)	○	●	○

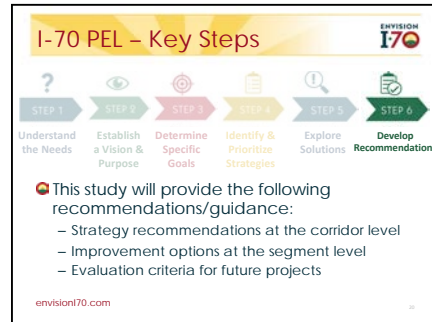
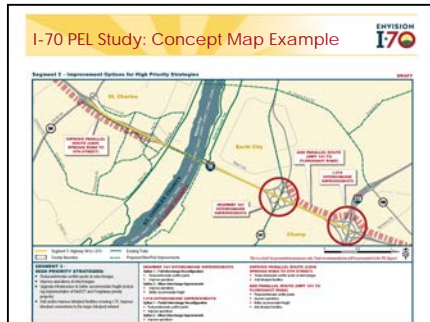
envisioni70.com

### I-70 PEL – Key Steps

STEP 1 Understand the Needs | STEP 2 Establish a Vision & Purpose | STEP 3 Determine Specific Goals | STEP 4 Identify & Prioritize Strategies | **STEP 5 Explore Solutions** | STEP 6 Develop Recommendations

- Corridor-wide strategies – what's in place now and what are the additional options?
- Segment-specific improvement options – identify types and location of improvement options for each strategy.

envisioni70.com



- ### I-70 PEL Study Outcomes
- Develop recommendations for corridor-wide strategies and segment-level improvement options
  - Identify improvement options in each segment for future evaluation
  - Identify evaluation criteria for consideration of future projects advancing into NEPA
  - Identify/recommend likely NEPA classification
- envisioni70.com

- ### I-70 PEL Study
- Final PEL Report
  - PEL Questionnaire
  - Letter of Acceptance from FHWA
  - Study Website will include all related documents
- envisioni70.com

- ### I-70 PEL Study
- Advisory Group Meetings
    - June 21 – Project update to all TAG members
    - July 18-19 – Final TAG/SAG meetings
  - EWG Board Meeting – June 27
  - Public Meetings
    - July 18 – UMSL JC Penney Bldg., Rm. 202
    - July 19 – O’Fallon City Hall
    - Preceded by SAG/TAG and public officials briefings
- envisioni70.com

THANK YOU!

ENVISION I70


Questions?

**SENIOR  
ADVISORY GROUP  
(SAG)  
MEETINGS**

# 07 31 2014 SAG Meeting

## MEETING INVITE/ANNOUNCEMENT

07 31 2014 SAG



**MoDOT invites you to join the conversation**



**THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY IS UNDERWAY!**

Please be a part of our Senior Advisory Group meeting and offer your insights to our study.

This is the first of four meetings for this group.

**Thursday, July 31, 2014  
9:00-10:30 am**


**At the Maryland Heights Centre  
Room 3  
2344 McKelvey Rd.  
Maryland Heights, MO 63043**



**JUL 31**

**MoDOT I-70 Senior Advisory Group Meeting**  
*Hosted by Lisa Kuntz, P.E., Project Manager, Missouri Department of Transportation*

Location



**Maryland Heights Centre (Community Center)**

9:00 AM - 10:30 AM Thursday, July 31, 2014

Maryland Heights Centre, Room 3  
2344 McKelvey Rd.  
Maryland Heights, MO 63043 (map)  
314-738-2599

Add to calendar



# MINUTES

07 31 2014 SAG



## Meeting Minutes

501 North Broadway  
Suite 100  
St. Louis, Missouri 63102 USA  
1.314.335.4000 Fax 1.314.335.5130

<b>Subject</b>	Senior Advisory Group	<b>Client</b>	<b>MoDOT</b>
<b>Date/Time</b>	July 31, 2014 2:00 p.m.	<b>Project</b>	I-70 PEL
<b>Meeting Location</b>	Maryland Heights Centre	<b>Project Number</b>	MoDOT J6I3038 Jacobs C1X32800

### Meeting Participants:

<b>SAG Members</b>	<b>I-70 Team Members</b>
John Nations, Metro	Lisa Kuntz, MoDOT
Jerry Beckmann, Lambert-St. Louis International Airport	Wesley Stephen, MoDOT
Scott Tate, Greater St. Charles	Deanna Venker, MoDOT
Jerry Blair, EWGCOG	Denis Beganovic, MoDOT
Monica Conners, St. Louis Economic Development Partnership	Richard Moore, MoDOT
Jessica Mefford-Miller, Metro	Larry Welty, MoDOT
Greg Horn, MoDOT	Jon Swagman, MoDOT
Otis Williams, SLDC	Tim Schroeder, MoDOT
Brett Barger, Lindenwood University	MaryGrace Lewandowski, EWGCOG
Betty Van Um, UMSL	
Scott Drachnik, St. Charles Economic Development Corp.	<b><u>Others Attending</u></b>
Tim Fischesser, St. Louis County Municipal League	Larry Eisenberg, UMSL
	Eric Sterman, St. Charles EDC
	Gary Elimestad, St. Charles County
<b><u>Alternates</u></b>	
John Greizu, St. Charles County Executive (Alt)	

### Summary of Meeting

1. Welcome and Introductions

Tracey Lober, Jacobs project manager, welcomed the group and introduced the Jacobs/URS team. Those in attendance were asked to introduce themselves.

2. Project Schedule and Description

- a. The project began in late April and will take 18 months to complete.
- b. Ms. Lober described the I-70 PEL as a transportation study that will provide a visioning framework for the future of I-70.

I-70 Planning and Environmental Linkages (PEL) Study



- 
- c. The corridor limits are from I-64/US 61, St. Charles County to the end of the reversible lanes, St. Louis City,
  - d. Strategies will look beyond traditional highway/road planning and also include multimodal options that will accommodate a framework for the corridor over the next 20 years.
3. Public Outreach Opportunities
- a. The team has formed four advisory groups, three Technical Advisory Groups (TAGs) and one Senior Advisory Group (SAG). The TAGs are made up of representatives of St. Louis City, St. Louis County and St. Charles County.
  - b. TAGs include members who can provide the study team with unique perspectives on the technical challenges of the I-70 corridor and include planning, engineering, economic development and other jurisdictional representatives along the corridor.
  - c. SAG members are local officials and representatives of regional organizations and agencies from St. Louis City, St. Louis County, and St. Charles County.
  - d. The groups will meet three more times to focus on visioning for the future of the corridor, help in the development of strategies, and to allow the team to present the recommendation of strategies.
  - e. There will be two public meetings, immediately preceded by public officials briefings, the first during the visioning phase and the last to present the recommendations
  - f. Other outreach tools that will be utilized will include a project website that will incorporate a digital survey and social media.
4. Purpose and Need Elements
- a. Ms. Lober explained that the team is now collecting information for the I-70 PEL study Purpose and Need Statement which is critical in developing the basis for the study.
  - b. The Purpose—Defines the problem (need) to be solved and outlines the goals and objectives of a specific project. The purpose is not a solution, but the reason why an agency is proposing the project.
  - c. The Need—Provides data to support the problem statement (purpose). In addition, the need describes the key problem(s) that are being addressed and the cause of those problems.
  - d. The Region has invested in a variety of previous and ongoing studies that contain important information to consider and incorporate into the study. Those studies were identified and members were encouraged to alert the team of any additional studies that should be considered.
5. Ms. Lober explained the “breakout sessions” with the TAGs that met earlier in the week. The purpose of the breakout sessions was to collect information that will be used in developing the existing conditions report along with other social, environmental, and transportation data that is being collected. TAG members



were asked to identify the "problems and needs" of the corridor and their input was summarized and reviewed by the SAG.

6. The purpose of this first meeting of the SAG was to look at the corridor at a 30,000-foot level and to ask the members to provide insight on the needs and potential of the I-70 corridor from a regional perspective. Members were given three notes cards each and asked to write down the "*strengths*" of the corridor (green cards), the "*weaknesses*" of I-70 (red cards), and their "*vision*" for the future of the corridor (blue cards).

After the cards were collected and placed on the wall, the group discussed the various themes that

***Themes and sampling of input received***

**Strengths (Green):**

Connectivity

- UMSL member noted that the University is an asset to the region in its role in education - educated population leads to good jobs and economic development
- St. Louis is transitioning, freight could be good connection between MO and IL, St. Louis is being looked at as a key port
- Region has capacity for increased freight. Investments in freight; St Louis is viewed as a freight hub for roads, ports, and rail
- Focus on industrial type jobs that could position the region as a diverse economic engine

Congestion

- I-70 traffic is not too bad; minimal congestion
- Specific interchange issues exist
- Accident/incident recovery causes most of the congestion

Transcontinental Corridor

- GM, Express Scripts, Lambert
- Need to take better advantage of the opportunities of the I-70 corridor

**Weaknesses (red):**

Aesthetics

- Poor first impression of St. Louis
- Ugly

Alignment/Interchanges

- Geometrics

- 
- Lack of access for oversized vehicles – turning radius at many interchanges inadequate
  - Need to determine key location of freight access and address those locations
  - Needs between through traffic vs. local are different

Lindenwood University

- 16,000 national and international students
- Isolated in community – students and families rarely go to experience regional attractions and experiences
- Need choice of modes
- Extend MetroLink to Earth City and into St. Charles

Other

- Take cars off I-70 and improve access to transit
- Bottleneck at Blanchette Bridge during rush hour
- Disconnected interchanges, especially in St. Charles County
- Consider Bike/Pedestrian; Use Great Rivers Greenway plan; UMSL access to Express Scripts
- Study to extend MetroLink into St. Charles; last study was done in 1996
- Rubber-wheeled trolley study in St. Charles was conducted around 2008
- I-70 speed control gives poor image (high instances of police ticketing drivers) and discourages economic development interests. High crime perception and the corridor is not welcoming

**Vision: (Blue)**

- Recent successes
  - Hanley/Express Scripts
  - Natural Bridge Great Streets project
- Potential areas-looking ahead; need to look beyond what we know now
  - Bermuda Road
  - Florissant Road
- Bike/pedestrian
  - Need to adapt to changing demographics
  - Transit can change demographics
  - Normandy Great Streets project is an example
- Human components
  - Affordable housing opportunities needs to be part of the strategies
  - Mixed-use opportunities, involvement by the counties
- International
  - St Louis County Economic Development



- 
- o Look into “Mosaic” program that is preparing region to increase international population

Other

- Team will identify key influencers for individual interviews
- I-70 is a (regional) gateway - part of the vision needs to address it as such – and not just in/around the airport
- Need to look away from roads (including for freight), socially and economically; to determine the need for infrastructure in the future.

7. How Else Can You Participate


- a. The website, [www.envisioni70.com](http://www.envisioni70.com), will go live approximately one month before the public meeting.
- b. Share and link the website to appropriate sites.
- c. Take the survey on the website once it goes live and pass it along!
- d. Attend future meetings and help us announce the public meetings!


8. Next Steps

- a. At the next meeting the team will present the Purpose and Need.
- b. The next meeting will be focused on visualizing the future of the corridor.

# SIGN-IN SHEETS

07 31 2014 SAG

		<b>MoDOT I-70 PEL Study Senior Advisory Group July 31, 2014, 9am Maryland Heights Centre</b>	
Name	Representing/Organization	Phone	E-Mail
LARRY EISENBERG	UMSL	314-516-6469	eisenberg@umsl.edu
Jean NAYTONS Wesley Stephen	BI-STATE MoDOT	314-982-1522	jean.nayton@bi-state.org
Jared Beckmann	AIRPORT	314-551-5034	JBECKMANN@CRVSL.COM
Larry Welty	MoDOT	314-877-2777	Lawrence.Welty@MoDOT.Mo.Gov
Scott Tate	GSTCC	636-944-0633	scott@gstccc.com
Diana Venker	MoDOT	314-877-0118	
Jon Swogman	MoDOT	314-220-6675	
Eric Sterman	City of Lab Saint Louis	636-625-7433	esterman@lakesaintlouis.com
Serry Blair	EWG	314-421-4216	jserry@ewg.org
Monica Conway	SLC	636-5338	monica@slcpartnership.org
Jessica Melford Miller	Metro	982-4179	jmelford@metro-stlouis.org
ARCE Horn	MoDOT		

		<b>MoDOT I-70 PEL Study Senior Advisory Group July 31, 2014, 9am Maryland Heights Centre</b>	
Name	Representing/Organization	Phone	E-Mail
Jo Emerick	URS	314-743-4138	jo.emerick@urs.com
Richard Moore	MoDOT	573-526-2909	richard.moore@modot.mogov
Mary Grace Levanowski	EWG	314-421-4220	marygrace@ewg.org
Otis Williams	SLC	314-657-3703	williamsot@stlouis-mo.gov
BRETT BARGER	LINDENWOOD U.	636-949-4356	BBARGER@LINDENWOOD.EDU
Tim Schroeder	MoDOT	314-453-5099	Timothy.Schroeder@modot
Mark Phillips	Metro	314-452-1400	mark.phillips@metrolink.com
Scott Drachnik	EBC	636-229-5284	SDRACHNIK@EBC.CC.COM
John Greifzu	St. Charles Co.	636-949-7490	jgreifzu@scemo.org
GANGELINE STEIN	St. CHARLES CO.	636-441-7150	GELSTEIN@STCHARLES.CO.MO
Tim Fischesser	St. L. Co Muni League	314-726-4747	staff@STLMUNI.ORG
BETTY VAN UUN	UMSL	314-516-5974	VANUUN@UMSL.EDU

# EXHIBITS

07 31 2014 SAG

**ENVISION**  
**I-70**

**WELCOME**

**I-70 Regional Needs  
Assessment and Strategies  
Development Study**

**Senior Advisory Group  
July 31, 2014**

LAST WEST GATEWAY  
Transportation Corridor  Metro


A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70**

**STUDY TEAM**

**Transportation Corridor Improvement Group (TCIG)**  
McDOT  
East-West Gateway Council of Governments  
Metro

**Consultant Team**  
Jacobs  
URS  
StratCommRx  
Development Strategies  
Alta Planning & Design  
Archaeological Research Center of St. Louis

LAST WEST GATEWAY  
Transportation Corridor  Metro

A Planning and Environmental Linkages (PEL) Study


**ENVISION**  
**I-70**

**I-70 PEL STUDY**

**Planning and Environmental Linkages (PEL)  
Study**

**What is it?**

A transportation planning study that takes a broad look at transportation, economic, social, and environmental issues to determine the needs along a corridor

LAST WEST GATEWAY  
Transportation Corridor  Metro

A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70**


**I-70 PEL STUDY**

**What is the I-70 PEL?**

A transportation study that will provide a visioning framework for I-70.

Will the future I-70 be a commuter corridor?  
Freight? Short trips?

Who will be using I-70 in 20 years?

LAST WEST GATEWAY  
Transportation Corridor  Metro

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

### Benefits of a PEL

- Early public involvement
- Improved decision-making
- Streamlining project development
- Allows study of future project areas without funding
- Does not prohibit existing projects in corridor from moving forward

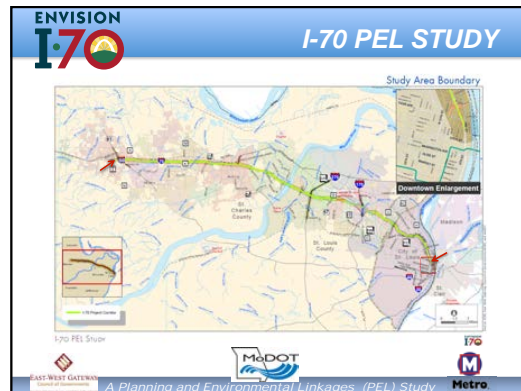
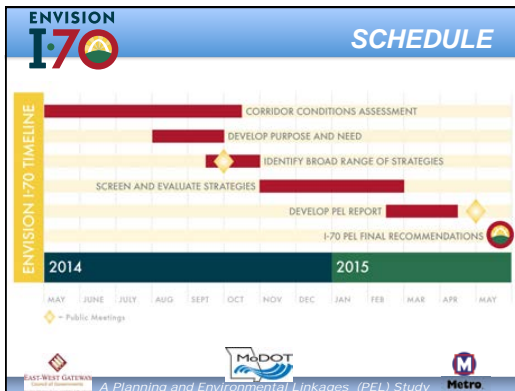
EAST-WEST GATEWAY M&DOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

### Outcome of a PEL

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that will progress into the environmental (NEPA) process
- Prioritize and move forward sections as funding is available

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**ENVISION I-70** **I-70 PEL STUDY**

### Early History of I-70

- June 1956—President Eisenhower signs the Federal Aid-Highway Act into law.
- August 1956—Contracts were approved to build a portion of I-70 in St. Charles County and a segment within the City of St. Louis.

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **PUBLIC OUTREACH**

- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG)

**Role:**  
*As a member of this group we are looking for you to provide strategy-level insights on the efforts of the project team, as well as explore and discuss key issues around the study.*

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**ENVISION I-70** **ADVISORY GROUPS**

### Senior Advisory Group (SAG) *invited*

- Mayor, City of St. Louis
- County Executive – St. Louis County
- County Executive – St. Charles County
- Missouri Department of Transportation
- Metro
- East-West Gateway Council of Governments
- St. Louis Municipal League
- St. Louis Development Corp.
- St. Louis Economic Development Partnership
- Greater St. Charles Chamber
- St. Louis Convention and Visitors Commission
- Greater St. Charles Convention and Visitors Bureau
- St. Louis Regional Chamber
- Lambert-St. Louis International Airport
- University of Missouri - St. Louis
- Lindenwood University

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**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Groups (TAG)

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*

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 TRANSPORTATION  
 M&DOT  
 Metro

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**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Charles)

*invited*

- Great Rivers Greenway
- St. Charles County Transportation Department
- City of O'Fallon Economic Development
- City of St. Peters Transportation and Development
- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

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**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis County)

*invited*

- Berkeley Planning and Zoning Commission
- Bridgeton Planning & Economic Development
- Cool Valley Public Works Director
- Edmunson Public Works Director
- Ferguson Public Works Director
- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Highways, Traffic and Public Works
- University of MO St. Louis
- Woodson Terrace Public Works

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A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis City)

*invited*

- Great Rivers Greenway
- Ridefinders
- St. Louis City Streets Department
- Lambert St. Louis-International Airport
- St. Louis Planning and Urban Design
- St. Louis City Board of Public Service
- St. Louis Port Authority
- St. Louis Development Corp.

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 M&DOT  
 Metro

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**ENVISION I-70** **PURPOSE AND NEED**

### Purpose and Need Statement

- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

FAIR WEISS GARDNER  
A Planning and Environmental Linkages (PEL) Study

MoDOT Metro

**ENVISION I-70** **DATA COLLECTION**

### Previous and Ongoing Studies

- St. Peter's Outer Road AJR
- O'Fallon Transportation Study
- I-70/Hanley/Scudder AJR
- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans

FAIR WEISS GARDNER  
A Planning and Environmental Linkages (PEL) Study


MoDOT Metro

**ENVISION I-70** **DATA COLLECTION**

### Existing Conditions in the Corridor

Such as:

- Major Employers/Activity Centers
- Current Vacant Land
- Demographics
- Traffic/Congestion
- Transit
- Bike/Pedestrian
- Freight
- Environmental Conditions



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A Planning and Environmental Linkages (PEL) Study


MoDOT Metro

**ENVISION I-70** **DATA COLLECTION**

### Existing Conditions in the Corridor

To Determine:

- Access to Jobs
- Economic Development Potential
- Movement of Goods
- Alternative Transportation Needs
- Multimodal Opportunities



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A Planning and Environmental Linkages (PEL) Study

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**ENVISION I-70 TAG INPUT**

### What We Heard from St. Louis City



<p><b>Problems:</b></p> <ul style="list-style-type: none"> <li>• Access to ports</li> <li>• Freight routes from ports to airport</li> <li>• Reversible lanes</li> <li>• I-70 is a barrier</li> <li>• Confusing I-70 access points downtown</li> </ul>	<p><b>Needs:</b></p> <ul style="list-style-type: none"> <li>• Aesthetics of the corridor</li> <li>• Better use for reversible lanes</li> <li>• Better access from interchanges</li> <li>• Community cohesion</li> <li>• Accommodate freight better</li> <li>• Development to backfill areas of aging population</li> </ul>
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EAST-WEST GATEWAY  
Corridor Development   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 TAG INPUT**

### What We Heard from St. Louis County



<p><b>Problems:</b></p> <ul style="list-style-type: none"> <li>• Freight routes from airport to ports</li> <li>• I-70 is a barrier</li> <li>• Pedestrian/bike access/safety to transit at airport</li> <li>• Access at Airport</li> <li>• Specific interchange deficiencies noted</li> </ul>	<p><b>Needs:</b></p> <ul style="list-style-type: none"> <li>• Community cohesion</li> <li>• Accommodate freight better</li> <li>• Extend MetroLink to Earth City</li> <li>• Access to North Park development area</li> <li>• Better access from interchanges</li> </ul>
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EAST-WEST GATEWAY  
Corridor Development   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 TAG INPUT**

### What We Heard from St. Charles County



<p><b>Problems:</b></p> <ul style="list-style-type: none"> <li>• Freight access north of I-70 and to GM</li> <li>• Corridor is looking old</li> <li>• I-70 is a barrier</li> <li>• Pedestrian/bike conflicts with highway</li> <li>• Specific interchange deficiencies noted</li> <li>• Good visibility, poor access</li> </ul>	<p><b>Needs:</b></p> <ul style="list-style-type: none"> <li>• Community cohesion</li> <li>• Aesthetics of corridor</li> <li>• Accommodate freight better</li> <li>• Alternative transportation to hospitals</li> <li>• Better access from interchanges and development areas</li> </ul>
---	---

EAST-WEST GATEWAY  
Corridor Development   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC OUTREACH**

### Why Are You Here Today?

Help the project team identify *regional* needs that we should consider incorporating into the Purpose and Need

EAST-WEST GATEWAY  
Corridor Development   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC OUTREACH**


## Regional Strengths and Weaknesses

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**ENVISION I-70 PUBLIC OUTREACH**

## How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
- Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
- Follow us on Facebook and Twitter




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**ENVISION I-70 PUBLIC OUTREACH**

## How Else Can You Participate?

- Take our survey at [www.envisioni70.com](http://www.envisioni70.com)
- Does your organization have an email list that would be interested in the Envision I-70 PEL? Can you send them the [www.envisioni70.com](http://www.envisioni70.com) link and ask them to take the survey?
- Ask us to provide you with a paragraph(s) for your newsletter.



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**ENVISION I-70 PUBLIC OUTREACH**

## What's Next?

- Study team will report on the Purpose and Need
- "Visualization Workshop" with all TAGs in a joint meeting
- Take our survey and pass it along!

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**ENVISION I-70**

# THANK YOU!

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M<sub>DOT</sub> Metro

# COMMENTS

07 31 2014 SAG



## MoDOT Advisory Group Meeting Analysis

Date: July 31, 2014

### SAG Full Group

Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	2.50
2. My time was well-spent.	3.00
3. The topic was relevant to me and/or my organization.	3.00
4. The right people for this discussion were in the room.	2.71
5. The pace of the meeting kept my attention.	3.00
6. I will participate in similar events by this group in the future.	3.00


Please add any comments on the reverse side. Thank you for helping us improve.

- Add St. Ann to local committee.

# 03 02 2017 SAG Meeting

## MEETING INVITE/ANNOUNCEMENT

03 02 2017 SAG




**MoDOT invites you to join the conversation**

THE PLANNING AND ENVIRONMENTAL LINKAGES STUDY IS UNDERWAY!

Please be a part of our Senior Advisory Group meeting and offer your insights to our study.

Thursday, March 2, 2017  
10:00am - 12:00pm

At the Hazelwood Civic Center  
8969 Dunn Road  
Multipurpose Room 104  
Hazelwood, MO 63042



### 1-70 Planning & Environmental Linkages Study Public Meeting

**I-70 Senior Advisory Group Meeting**  
*Hosted by Laura Ellen, MoDOT*

Location

**I-70 SAG Meeting**

The Senior Advisory Group for the I-70 Planning and Environmental Linkages Study will meet this date. Invitations are for those SAG members who directly influence the project area, or their designee.

10:00 AM - 12:00 PM Thursday, March 2, 2017

Hazelwood Civic Center East  
8969 Dunn Rd  
Hazelwood, MO 63042  
(314) 839-5575

[Add to calendar](#)

# MINUTES

03 02 2017 SAG



## Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Senior Advisory Group (SAG) Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	March 2, 2017 10:00 am	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	Hazelwood Civic Center East	<b>Project Number:</b>	MoDOT: J613038 Jacobs: C1X32800

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### Meeting Participants

#### SAG Members

Ray Friem, Metro  
Pat Remming, St. Louis Convention and Visitors Center  
John McCarthy, University of Missouri-St. Louis  
Gary Elmestad, St. Charles County  
John Greifzu, St. Charles County  
Tom Curran, St. Louis County  
Dale Ruthsatz, St. Louis Development Corporation  
Pat Kelly, Municipal League of Metro St. Louis  
Scott Tate, Greater St. Charles County Chamber  
Jerry Beckmann, St. Louis Lambert Airport  
Mary Lamie, St. Louis Regional Freightway  
Jerry Blair, East-West Gateway Council of Governments

### I-70 PEL Team Members

#### MoDOT

Laura Ellen  
Wesley Stephen  
Richard Moore

#### EWG

Marcie Meystrik

#### Consultant Team

Tracey Lober (Jacobs)  
Jo Emerick (AECOM)  
Kelly Ferrara (StratCommRx)  
Heather Lasher Todd (StratCommRx)  
Mackenzie Norton (StratCommRx)  
MaryAnn Taylor Crate (Added  
Dimension)

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### Summary of Meeting

1. Welcome and Introductions
  - a. Tracey Lober, Jacobs Project Manager, introduced presenters, Transportation Corridor Improvement Group, and project subcontractors. Attendees introduced themselves.
2. Project Refresh
  - a. Project was placed on hold in October of 2014; new Notice to Proceed issued in December of 2016.
  - b. Team is currently updating Corridor Condition Assessment report.
  - c. This is the I-70 Planning and Environmental Linkage Study. This study will take a broad look at the corridor needs, including community, environmental and





## Meeting Minutes

*(Continued)*

Page 2 of 4

economic goals and inform the review process. A goal is to identify strategies for sections of independent utility for future study to create logical phases of work to be advanced for further environmental study.

- d. Impacts on I-70 PEL: Create a visioning process for this corridor. What will the future of I-70 look like in 20 years? Freight? Commuters? Transit riders? Primary economic and land use opportunities along the corridor? Primary and secondary users?
  - e. Early public involvement is part of a PEL study. It streamlines project development and doesn't inhibit any existing corridor projects.
  - f. Outcome will be to determine system-wide strategies, identify infrastructure investments and services that would implement strategies, establish section so f independent utility that could progress into the NEPA process, and prioritize and move forward sections as funding becomes available.
3. Schedule
    - a. Review of project schedule from Jan – Nov 2017.
    - b. First public meeting set for March 30, 2017. Second and final public meeting anticipated in November 2017.
  4. Scope
    - a. Area of the study is roughly 40 miles from the I-64 exchange in Wentzville to just past the express lanes in St. Louis City.
    - b. Project engagement includes three technical advisory groups – that met on March 1, 2017 as a group, a senior advisory group – that met on March 2, 2017, public officials briefing, and public meeting – both on March 30, 2017. Our website went live on March 1, 2017 and includes a digital survey. Social media content from our partners will be key to driving the public to our website, survey, and meetings.
    - c. Review of TAG members from all three subsections (St. Charles County, St. Louis County and St. Louis City).
    - d. Prior studies will be reviewed and will feed into the various alternatives considered by the project team.
  5. Purpose of today's meeting
    - a. What we need from you is help identifying other important information that should be considered to develop the draft Purpose and Need Statement.
    - b. A Purpose and Need Statement drives the study process and informs how we measure and apply outcomes. It informs what options are reasonable, prudent, and practical.
  6. Purpose and Need Statement: In 2014, a draft Purpose and Need Statement was prepared. It reads as follows:



## Meeting Minutes

*(Continued)*

Page 3 of 4

- a. Purpose Statement: The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.
  - b. Needs Statement: The needs for the I-70 corridor vary from end to end, but overall there are many that apply to the corridor as a whole.
  - c. During the 2014 TAG and SAG meetings, a series of recommendations were heard for all three segments of the project area.
  - d. Specific needs from each of the three segments were also noted. Added since the 2014 process, was to create access to the NGA site.
7. Breakout Sessions
- a. Guests were invited to review large scale maps of the corridor and discuss suggestions. Preferences and notes were captured on sticky notes and placed on the map strategically. Others made notes directly on the maps.
  - b. The same maps were used by both the TAG and SAG members.
8. Options for participation
- a. Website – Envisioni70.com
  - b. Future meetings; two more Technical Advisory Group meetings, the first of which will be independent meetings with each county, and then a final meeting as a group. Additional Senior Advisory Group meetings.
  - c. Public meetings: March 30, 2017 and again in November 2017
  - d. Social media – copy will be drafted and delivered to you to customize
  - e. Newsletter copy can be provided to you
9. Questions and Answers
- a. Timeline is to present to East-West Gateway in October 2017 and complete the project by the end of 2017
  - b. Can we have freight recognized in the Purpose Statement? Yes. Mary Lamie stated preferred language is: “improve efficiency and reliability of freight movement.”
  - c. Are we looking at lane management and other options to pouring concrete? Yes
  - d. Website URL was clarified – both Envision70.com and Envisioni70.com will work. Preferred URL for publishing and promoting is Envisioni70.com.
  - e. It was recommended we add trucking industry representatives to TAG.
  - f. How will comments left on maps be used? They will be condensed and added to meeting minutes’ document.



## Meeting Minutes

*(Continued)*

Page 4 of 4

- g. It was asked if fiber optic cable can be added to any improvements.
- h. It was suggested we add the URL for the survey onto the variable message boards on the highway.
- i. How long will it take to complete the MetroQuest survey? Less than 10 minutes.
- j. Can the team provide copy and a link with artwork that can be used on our websites? Yes.
- k. How are major employers being contacted? Several of them will be included in our interviews with Key Influencers.
- l. How does the team differentiate between strategies and alternatives? Strategies are high level and may include interchanges grouped together to create segments of independent utility (SIUs). Alternatives will look at how well interchanges work and to see how they could be realigned.
- m. What are the number of miles in each of the counties? St. Charles County includes 20 miles; St. Louis County includes 13 miles; St. Louis City includes 7 miles.
- n. Are there any talking points or details on website about why we are talking about I-70? Not at this time, that question seems to point to the condition assessment the Jacobs team is currently completing.
- o. Will the findings of the condition assessment be shared with the public? We can include in our information for the public meeting.
- p. It was noted that freight data can provide context into why people should care about this highway.
- q. It was suggested that additional context be added that this 40-mile corridor is part of an entire transcontinental system.
- r. How will newsletter copy be distributed to us? Watch your email.

10. Adjourn

###

# SIGN-IN SHEETS

03 02 2017 SAG



**Senior Advisory Group**  
**March 2, 2017**  
**10am - Noon**  
**Hazelwood Civic Center East**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Organization	Phone	E-Mail
Jo Emerick			jo.emerick@ge.com.com
Lana Ellen			
Wesley Stephen			
Kelly Ferrara			
Heather Lasher	Todd		
Tracey Lober			
Macq Norton			
MaryAnn Taylor	Crate		
Ry Frisco	Memo		
Pat Remming	SCCVC		



**Senior Advisory Group**  
**March 2, 2017**  
**10am - Noon**  
**Hazelwood Civic Center East**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Organization	Phone	E-Mail
John McCaskey	Field Pershing	314-367-8127	jmcaskey2015@att.net
Marnie Mays	EWG		
ANDY TUERCK	MODOT	314 453-5046	ANDREW.TUERCK@MO.MI.GOV
GARY ELNESTAD	ST. CHARLES COUNTY	314 537-2120	GELNESTAD@AOL.COM
John Griffin	St. Charles County	636 844 7490	jgriffin@SCCMO-015
TOM WYMAN	ST. LOUIS COUNTY	314-615-7007	twyman3@stlovisca.com
Dale Ruthsatz	SLDC	314 657 3732	ruthsatzd@stlouis-mo.gov



**Senior Advisory Group**  
**March 2, 2017**  
**10am - Noon**  
**Hazelwood Civic Center East**

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Name	Organization	Phone	E-Mail
Pat Kelly	Metro St. Louis Municipal League	314-786-4747	pkelly@stlmuni.org
Scott Tate	Greater St. Charles County Chamber	636-946-0653	scott@gstccc.com
JUDY BERENSON	STLAA	314-551-5034	JAberenson@F74672.com
Jerry Blair	EWGCOB	314-421-4220	jerry.blair@ewgco.org



**Senior Advisory Group**  
**March 2, 2017**  
**10am - Noon**  
**Hazelwood Civic Center East**

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Name	Organization	Phone	E-Mail
Richard Moore	MoDOT	573-526-2909	richard.moore@moDOT.mo.gov
May Lame	Freightway	314-315-3011	mlamez@thefreightway.com

# EXHIBITS

03 02 2017 SAG

**ENVISION**  
**I-70**

**WELCOME**

**I-70 Regional Needs  
Assessment and Strategies  
Development Study**

**Senior Advisory Group  
March 2, 2017**

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

MoDOT

Metro

**ENVISION**  
**I-70**

**UPDATE**

**What's Happened Since 2014?**

- Project put on hold October 2014
- MoDOT issued a Notice to Proceed December 2016
- Project Team has been updating the Corridor Condition Assessment Report
  - Focus on changes in the corridor since 2014

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

MoDOT

Metro

**ENVISION**  
**I-70**

**I-70 PEL STUDY**

**Planning and Environmental Linkages (PEL)  
Study**

**What is it?**

A transportation planning study that takes a broad look at transportation, economic, social, and environmental issues to determine the needs along a corridor

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

MoDOT

Metro

**ENVISION**  
**I-70**

**I-70 PEL STUDY**

**What is the I-70 PEL?**

A transportation study that will provide a visioning framework for I-70.

Will the future I-70 be a commuter corridor?  
Freight? Short trips?

Who will be using I-70 in 20 years?

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

MoDOT

Metro

**ENVISION I-70 I-70 PEL STUDY**

### Benefits of a PEL

- Early public involvement
- Improved decision-making
- Streamlining project development
- Does not prohibit existing projects in corridor from moving forward

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 I-70 PEL STUDY**

### Outcome of a PEL

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that could progress into the NEPA process
- Prioritize and move forward sections as funding is available

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 I-70 PEL STUDY SCHEDULE**

Month	Activity
Jan - Feb	CORRIDOR CONDITIONS ASSESSMENT
Mar - Apr	DEVELOP PURPOSE AND NEED
May	IDENTIFY BROAD RANGE OF STRATEGIES
Jun - Sep	SCREEN AND EVALUATE STRATEGIES
Oct - Nov	DEVELOP PEL REPORT
Nov	I-70 PEL FINAL RECOMMENDATIONS

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 I-70 PEL STUDY**

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC OUTREACH**

- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

EAST-WEST GATEWAY  
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

M&DOT Metro

**ENVISION I-70 ADVISORY GROUPS**

**Senior Advisory Group (SAG)**

**Role:** *Members of this group will provide strategy-level insights on the efforts of the project team, as well as explore and dive into some of the key issues around the study.*

EAST-WEST GATEWAY  
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

M&DOT Metro

**ENVISION I-70 ADVISORY GROUPS**

**Senior Advisory Group (SAG)**  
*invited*

- Mayor, City of St. Louis
- County Executive – St. Louis County
- County Executive – St. Charles County
- Missouri Department of Transportation
- Metro
- East-West Gateway Council of Governments
- St. Louis Municipal League
- St. Charles County – Economic Development Council
- St. Louis Economic Development Partnership
- Greater St. Charles Chamber
- St. Louis Convention and Visitors Commission
- Greater St. Charles Convention and Visitors Bureau
- St. Louis Regional Chamber
- Lambert-St. Louis International Airport
- University of Missouri - St. Louis
- Lindenwood University
- St. Louis Regional Freightway

EAST-WEST GATEWAY  
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

M&DOT Metro

**ENVISION I-70 ADVISORY GROUPS**

**Technical Advisory Groups (TAG)**

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*

EAST-WEST GATEWAY  
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY


M&DOT Metro



**ENVISION I-70** **ADVISORY GROUPS**

**Technical Advisory Group (St. Charles)**  
*invited*

- Great Rivers Greenway
- St. Charles County Transportation Department
- City of O'Fallon Economic Development
- City of St. Peters Transportation and Development
- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

LAST WEST GATEWAY  
ST. LOUIS COUNTY   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **ADVISORY GROUPS**

**Technical Advisory Group (St. Louis County)**  
*invited*


- Berkeley Planning and Zoning Commission
- Bridgeton Planning & Economic Development
- Cool Valley Public Works Director
- Edmunson Public Works Director
- Ferguson Public Works Director
- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Transportation
- University of MO St. Louis
- Woodson Terrace Public Works

LAST WEST GATEWAY  
ST. LOUIS COUNTY   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **ADVISORY GROUPS**

**Technical Advisory Group (St. Louis City)**  
*invited*



- Great Rivers Greenway
- Ridefinders
- St. Louis City Streets Department
- Lambert St. Louis-International Airport
- St. Louis Planning and Urban Design
- St. Louis City Board of Public Service
- St. Louis Port Authority
- St. Louis Development Corp.
- Project Connect

LAST WEST GATEWAY  
ST. LOUIS CITY   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **DATA COLLECTION**

**Previous and Ongoing Studies/Projects**



- St. Peters' Outer Road AJR
- O'Fallon Transportation Study
- I-70/Hanley/Scudder AJR
- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study/St. Louis Regional Freightway
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- MetroLink Studies (Northside/Southside and St. Louis County)
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans

LAST WEST GATEWAY  
ST. LOUIS COUNTY   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *PUBLIC INVOLVEMENT*

**Why Are You Here Today?**



Help the project team identify other important information that we should consider incorporating into the Purpose and Need

EAST-WEST GATEWAY  
Council of Governments    
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** *PURPOSE AND NEED*

**Purpose and Need Statement**



- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST-WEST GATEWAY  
Council of Governments    
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** *Purpose & Need*

**Purpose Statement**



The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.

EAST-WEST GATEWAY  
Council of Governments    
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** *Purpose & Need*

**Needs**



The needs for the I-70 corridor vary from end-to-end, but overall there are many that apply to the corridor as a whole.

EAST-WEST GATEWAY  
Council of Governments    
A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70** *Purpose & Need*

### Needs - Corridor



- Improved connections across I-70 to maintain community cohesion on either side of the interstate, including bicycle and pedestrian accommodations
- Enhanced aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor

EAST WEST GATEWAY  
 State of Missouri   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70** *Purpose & Need*

### Needs - Corridor



- Upgraded access to and from interchanges
- Upgraded freight vehicle access
- Increased multimodal travel options
- Improve the condition of the infrastructure for preservation of the corridor

EAST WEST GATEWAY  
 State of Missouri   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70** *Purpose & Need*

### Needs – St. Charles County



- Improve alternative modes of transportation to local hospitals

EAST WEST GATEWAY  
 State of Missouri   A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70** *Purpose & Need*

### Needs – St. Louis County



- Improved access to Lambert Airport

EAST WEST GATEWAY  
 State of Missouri   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** Purpose & Need



### Needs – St. Louis City

- Better use of reversible lanes
- Identify transportation options to support development that will backfill areas of aging population
- Accommodate freight access to river ports
- Provide access to NGA

EAST-WEST GATEWAY  
I-70 Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70**


## BREAKOUT SESSION



EAST-WEST GATEWAY  
I-70 Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** PUBLIC OUTREACH

### How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
- Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
- Follow us on MoDOT's Facebook and Twitter pages






EAST-WEST GATEWAY  
I-70 Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** PUBLIC OUTREACH

### How Else Can You Participate?

- Take our survey at [www.envisioni70.com](http://www.envisioni70.com)
- Does your organization have an email list that would be interested in the Envision I-70 PEL. Can you send them the [www.envisioni70.com](http://www.envisioni70.com) link and ask them to take the survey?
- Ask us to provide you with a paragraph(s) for your newsletter.





EAST-WEST GATEWAY  
I-70 Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** PUBLIC OUTREACH


### What's Next?

- Public Meeting to gain further input on Purpose and Need – March 30, 2017
- Take our survey and pass it along!
- Next TAG meeting will begin to look at Alternatives to consider throughout the corridor – Summer 2017

EAST-WEST GATEWAY  
I-70 Corridor   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70**

## THANK YOU!

EAST-WEST GATEWAY  
I-70 Corridor   A Planning and Environmental Linkages (PEL) Study

## COMMENTS

03 02 2017 SAG



### MoDOT Advisory Group Meeting Analysis

Date: March 2, 2017

### SAG Full Group

Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	2.63
2. My time was well-spent.	3.00
3. The topic was relevant to me and/or my organization.	3.00
4. The right people for this discussion were in the room.	2.88
5. The pace of the meeting kept my attention.	3.00
6. I will participate in similar events by this group in the future.	3.00


Please add any comments on the reverse side. Thank you for helping us improve.

- *"Purpose statement – stronger emphasis on economic development, freight, and managed lane options."*
- For question 4, an individual's rating was a 2 and the comment was: "GRG."

# 08 23 2017 SAG Meeting

## MEETING INVITE/ANNOUNCEMENT

08 23 2017 SAG



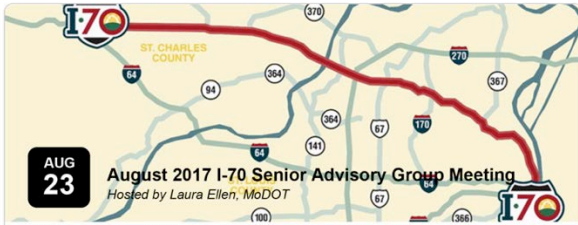

**MoDOT invites you to join the conversation**

UPDATE ON THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Please join us for a meeting of the Senior Advisory Group to hear updates and offer your insights to our study.

**Wednesday, August 23, 2017  
1:30 pm - 3:30 pm**

**Maryland Heights Municipal Court  
11911 Dorsett Rd.  
Maryland Heights, MO 63043**



**AUG 23** August 2017 I-70 Senior Advisory Group Meeting  
Hosted by Laura Ellen, MoDOT

Location



**I-70 SAG Meeting**

The Senior Advisory Group for the I-70 Planning and Environmental Linkages Study will meet this date. Invitations are for those SAG members who directly influence the project area, or their designee.

1:30 PM - 3:30 PM Wednesday, August 23, 2017

Maryland Heights Municipal Court  
11911 Dorsett Rd  
Maryland Heights, MO 63043-2597 (map)

[Add to calendar](#)


## MEETING MINUTES

08 23 2017 SAG

2017 08 SAG meeting minutes were presented in combination and are located with the TAG 2017 08 meeting minutes.

## SIGN-IN SHEETS

08 23 2017 SAG



**Senior Advisory Group**  
**August 23, 2017**

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Name	Organization	Phone	E-Mail
Mary Lammie	Freightway		
John McCarty	O. Square	314-367-8127	jmccarty2015@att.net
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Jason Archer	SLEDP		jasarcher@stlpartnership.com
Lisa Kuntz	MoDOT	314-531-8799	lkuntz@mo-dot.missouri.gov
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**Senior Advisory Group  
August 23, 2017**

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Laura Ellen	MoDOT		
Gary ELWESTAD	St. Francois County	636 441-7186	GELWESTAD@OL.COM
Larry Bolivar	EWG CCG		
JAMES BECKMAN	AIRPORT	314-551-5034	JA.BECKMAN@FCASD.COM
TOM CURRAN	ST. LOUIS COUNTY	314-615-7007	
Richard Moore	MoDOT		
Pat Kelly	MUNICIPAL LEAGUE		
ANDY TUERCK	MoDOT		



**Senior Advisory Group  
August 23, 2017**

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Name	Organization	Phone	E-Mail
Kelly Ferrara	SCBA		
Heather Lasker Todd	SCBA		
Tracey Lober	Jacobs		
Drew Frey	Jacobs		
Kyle Baumann	Jacobs		
JE Murray	AECOM		
Kyle Lovenhagen	AECOM		
MaryAnn Taylor Crake	Added Dimension		
Marcie Megstrik	EWG		
Laura Ellen	MoDOT		



# EXHIBITS

08 23 2017 SAG



PLANNING FOR THE  
**FUTURE**



I-70 PLANNING AND ENVIRONMENTAL LINKAGES (I-70 PEL) STUDY  
**Senior Advisory Group Meeting**  
AUGUST 23, 2017

WELCOME



WHERE ARE WE?

- Public Engagement
- Purpose and Need/Goals
- Broad Range of Alternatives
- What's Next?

PUBLIC ENGAGEMENT



## Website

www.EnvisionI70.com

## Digital

### Facebook

## Press


### MoDOT surveying drivers to determine future of I-70

### Interstate 70 study to provide vision for 48-mile corridor

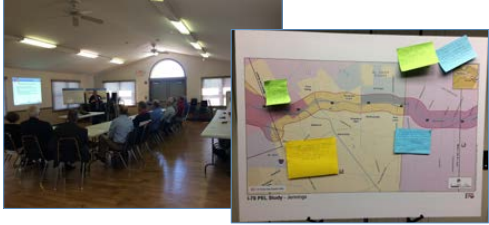
### Along for the Ride: What's next for Interstate 70 in the St. Louis area?


## Public Meeting

- 13 people attended
- Project boards on display
- Computer stations set up to take survey
- MoDOT, EWG promoted on Facebook


**Public Official, Resource Agency Briefings** 

**Public Officials: Two locations**  
**Resource Agencies: Jefferson City**




**MetroQuest Survey** 

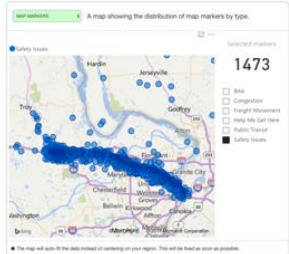
- Ninety-day open window
- Analysis underway
- Findings confirm the needs identified by the team
- Flyers at public libraries




**Take the survey**  
**CLICK HERE TO BEGIN**


**MetroQuest Survey Data** 

- 2,601 submitted surveys
- 32,525 data points received
- 10,022 markers dropped

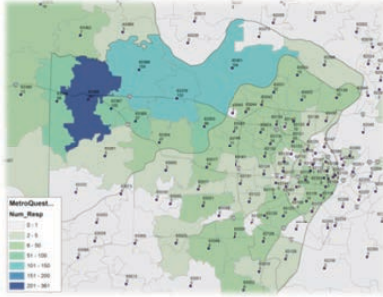


**MetroQuest Survey Data** 

- Project team is reviewing substantive comments
- Comments have been used to determine broad range of alternatives
- Comments reviewed to date have verified existing conditions



## Who Participated?



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## Next Steps



- One more round of advisory group meetings near conclusion of project
- MetroQuest report to be finalized and delivered; published to website
- Website updated as needed
- Public meeting, officials and resource agency briefings
- Key Influencer Interviews

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## PURPOSE AND NEED/GOALS



15

## Purpose and Need/Goals



### Purpose

The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.

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## Purpose and Need/Goals



### Needs/Goals

The needs and goals identified were derived from the visions that MoDOT, the ICIG, and stakeholders have for the future of the corridor, data obtained from the Corridor Assessment Report, and comments received from the public, key influencers, stakeholders, and advisory groups.

- Corridor-Wide
- St. Charles County
- St. Louis County
- St. Louis City

17

## Purpose and Need



### Corridor-Wide Needs/Goals

- Improve connections across I-70 to maintain community cohesion on either side of the highway, including active transportation accommodations
- Enhance aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor
- Improve operational characteristics to and from interchanges
- Upgrade freight vehicle access
- Increase transit and active transportation travel options in the roadway network
- Improve connectivity of the on-street network to the greenway network along and across I-70
- Anticipate evolution and application of new/smart technologies
- Improve the condition of the infrastructure for sustainability of the corridor
- Increase safety throughout the corridor
- Limit impacts to manmade and natural environmental attributes in the corridor

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## Purpose and Need



### St. Charles County Needs/Goals

- Improve alternative modes of transportation to local hospitals
- Improve functionality of parallel road system
- Manage transportation network that serves future development and redevelopment areas
- Increase accessibility to public transportation

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## Purpose and Need



### St. Louis County Needs/Goals

- Improve access to St. Louis Lambert International Airport for passengers, employees, and freight/cargo
- Improve active transportation options to public transit
- Provide connection to potential MetroLink expansion

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## Purpose and Need



### St. Louis City Needs/Goals

- Improve functionality of the reversible lanes
- Increase transportation options to households without access to vehicles
- Accommodate freight access to river ports
- Provide full access interchanges
- Provide connection to potential MetroLink expansion

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## BROAD RANGE OF ALTERNATIVES



22

## Broad Range of Alternatives



- Project team has developed a broad range of over 75 alternatives throughout the corridor
- Interchange, outer roads, and mainline improvements and reconfigurations are included
- Improvements will accommodate bike, pedestrian, and transit movements and access

23

## WHAT'S NEXT?



24

## What's Next?



- Project team will evaluate the alternatives based on the Purpose and Need and Goals of the Project
- Level 1 and Level 2 screening process will determine which alternatives will be carried forward
- Project team will begin to prepare the PEL Report and Questionnaire

25

## What's Next?



- Present final PEL recommendations
  - Advisory Group Meetings (November 2017)
  - Public Meeting (November/December 2017)
  - Public Officials Briefing (in conjunction with Public Meeting)
- PEL Report and Questionnaire ( December 2017)

26

THANK YOU!



Questions?

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## COMMENTS

08 23 2017 SAG



### MoDOT Advisory Group Meeting Analysis

Date: August 23, 2017

### Senior Advisory Group

Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	3
2. My time was well-spent.	3
3. The topic was relevant to me and/or my organization.	3
4. The right people for this discussion were in the room.	2.83
5. The pace of the meeting kept my attention.	3
6. I will participate in similar events by this group in the future.	3

Please add any comments on the reverse side. Thank you for helping us improve.

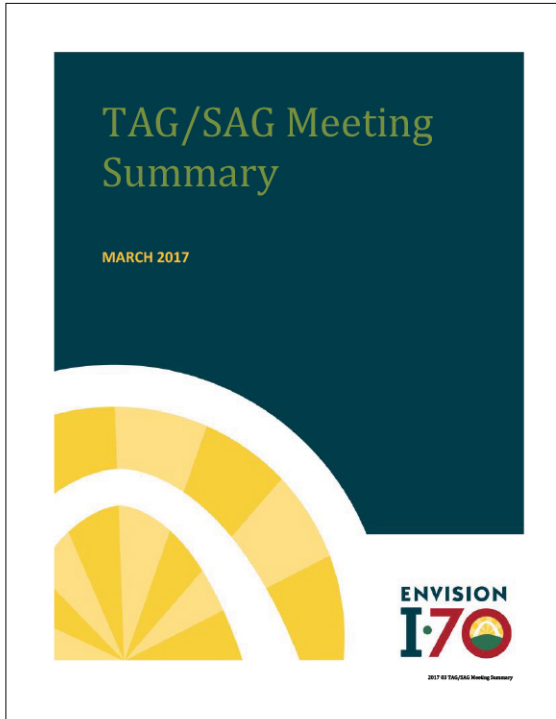
Happy to see attention to Hanley!
Right people were in the room except city?
Trucking <ul style="list-style-type: none"> <li>• DNJ               <ul style="list-style-type: none"> <li>◦ Matt Freix – North St. Louis, (314) 932-1090, <a href="mailto:mfreix@godnj.com">mfreix@godnj.com</a></li> </ul> </li> <li>• Midwest Systems               <ul style="list-style-type: none"> <li>◦ Steve Williamson – North St. Louis, <a href="mailto:steve.williamson@mwsystems.com">steve.williamson@mwsystems.com</a></li> </ul> </li> <li>• Affton Trucking               <ul style="list-style-type: none"> <li>◦ Terry Travis – North St. Louis, <a href="mailto:terry@afftontrucking.com">terry@afftontrucking.com</a></li> </ul> </li> </ul> P&G Manufacturing <ul style="list-style-type: none"> <li>• Herb Hall – North St. Louis, <a href="mailto:hall.h.2@pg.com">hall.h.2@pg.com</a></li> </ul> NFS Railroad <ul style="list-style-type: none"> <li>• Eli Falls – North St. Louis, <a href="mailto:eli.falls@nscorp.com">eli.falls@nscorp.com</a> (very busy person!)</li> </ul> Barge Industry <ul style="list-style-type: none"> <li>• Rick Barbee, SCF Marine – Services St. Louis City Munc River Port Terminal, <a href="mailto:rbarbee@ckor.com">rbarbee@ckor.com</a></li> </ul>



# **JOINT TAG/SAG MEETINGS**

# ADVISORY GROUP MEETINGS SUMMARY

03 16 2017



## Table of Contents

1. TAG Meeting Minutes
2. SAG Meeting Minutes
3. Corridor Maps and Comments
4. Stakeholder Communications Deliverables March 2017

This document contains the work products of the March 2017 meetings of the Technical Advisory Group and Senior Advisory Group for the I-70 Planning and Environmental Linkages Study conducted by the Missouri Department of Transportation. Project is managed by Jacobs, with public engagement support by StratCommRx.

### 1. TAG Meeting Minutes

**Subject:** I-70 PEL Study Technical Advisory Group (TAG) Meeting  
**Meeting Date/Time:** March 1, 2017 10:00 am  
**Meeting Location:** Overland Park Community Center

**Client:** MoDOT  
**Project:** I-70 PEL Study  
**Project Number:** MoDOT: J613038 Jacobs: C1X32800

**Meeting Participants**

<b>TAG Members</b>	<b>I-70 PEL Team Members</b>
Burt Bensch, City of St. Peters	MoDOT
Amanda Bramer, St. Charles County Transportation Dept.	Tracy Lober (Jacobs)
Kimel Brasselman, City of Northwoods	Jo Emerick (AECOM)
Louis Clayton, City of Lake St. Louis	Kelly Ferrara (StratCommRx)
Joe Ebert, Lambert St. Louis International Airport	Heather Lober, Todd (StratCommRx)
Gary Elmstead, City of St. Peters	Mackenzie Norman (StratCommRx)
Jerry Hulbert, St. Charles City	MaryAnn Taylor Cate (Added Dimension)
Michael Hulbert, St. Charles County	
Reahy Jarrett, City of Normandy	<b>Committee Team</b>
Derek Kowal, City of Lake St. Louis	Tracy Lober (Jacobs)
Douglas Lee, City of Wentzville	Jo Emerick (AECOM)
David Leszer, City of St. Charles	Kelly Ferrara (StratCommRx)
I. G. Loois, City of Maryland Heights	Heather Lober, Todd (StratCommRx)
Patrick McCosken, City of O'Fallon	Mackenzie Norman (StratCommRx)
Julie Powers, City of St. Peters	MaryAnn Taylor Cate (Added Dimension)
Jan Simon, St. Louis County Planning	
Brad Truena, City of St. Charles	
Andy Tuerck, MoDOT	
Matt Uffers, City of Ferguson	
Danna Vaaker, City of St. Louis	
Stefanie Voss, St. Louis County Dept of Highways	
David Woods, City of O'Fallon	

**Summary of Meeting**

1. Welcome and Introductions
  - a. Tracy Lober, Jacobs Project Manager, introduced presenters, Transportation Corridor Improvement Group, and project subcontractors.

2. Project Refresh
  - a. Project was placed on hold in October of 2014; new Notice to Proceed issued in December of 2016.
  - b. Team is currently updating Corridor Condition Assessment report.
  - c. This is the I-70 Planning and Environmental Linkage Study. This study will take a broad look at the corridor needs, including community, environmental and economic goals and inform the review process. A goal is to identify strategies for sections of independent utility for future study to create logical phases of work to be advanced for further environmental study.
  - d. Impacts on I-70 PEL: Create a visioning process for this corridor. What will the future of I-70 look like in 20 years? Freight? Commuters? Transit riders? Primary economic and land use opportunities along the corridor? Primary and secondary users?
  - e. Early public involvement is part of a PEL study. It streamlines project development and doesn't inhibit any existing corridor projects.
  - f. Outcome will be to determine system-wide strategies, identify infrastructure investments and services what would implement strategies, establish section so f independent utility that could progress into the NEPA process, and prioritize and move forward sections as funding becomes available.
3. Schedule
  - a. Review of project schedule from Jan – Nov 2017.
  - b. First public meeting set for March 30, 2017. Second and final public meeting anticipated in November 2017.
4. Scope
  - a. Area of the study is roughly 40 miles from the I-64 exchange in Wentzville to just past the express lanes in St. Louis City.
  - b. Project engagement includes three technical advisory groups – meeting today as a group, a senior advisory group – meeting tomorrow, public officials briefing and public meeting – both on March 30, 2017. Our website went live this morning and includes a digital survey. Social media content from our partners will be key to driving the public to our website, survey, and meetings.
  - c. Review of TAG members from all three subsections (St. Charles County, St. Louis County and St. Louis City).
  - d. Prior studies will be reviewed and will feed into the various alternatives considered by the project team.
5. Purpose of today's meeting
  - a. What we need from you is help identifying other important information that should be considered to develop the draft Purpose and Need Statement.

- b. A Purpose and Need Statement drives the study process and informs how we measure and apply outcomes. It informs what options are reasonable, prudent, and practical.
- 6. Purpose and Need Statement: In 2014, a draft Purpose and Need Statement was prepared. It reads as follows:
  - a. Purpose Statement: The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.
  - b. Needs Statement: The needs for the I-70 corridor vary from end to end, but overall there are many that apply to the corridor as a whole.
  - c. During the 2014 TAG and SAG meetings, a series of recommendations were heard for all three segments of the project area.
  - d. Specific needs from each of the three segments were also noted. Added since the 2014 process, was to create access to the NGA site.
- 7. Breakout Sessions
  - a. Guests were invited to review large scale maps of the corridor and discuss suggestions. Preferences and notes were captured on sticky notes and placed on the map strategically. Others made notes directly on the maps.
  - b. The same maps will be used to share with the Senior Advisory Group meeting tomorrow.
- 8. Options for participation
  - a. Website – EnvisionI70.com
  - b. Future meetings; two more Technical Advisory Group meetings, the first of which will be independent meetings with each county, and then a final meeting as a group.
  - c. Public meetings: March 30, 2017 and again in November 2017
  - d. Social media – copy will be drafted and delivered to you to customize
  - e. Newsletter copy can be provided to you
- 9. Questions and Answers
  - a. Timeline is to present to East-West Gateway in October 2017 and complete the project by the end of 2017
  - b. Website URL confirmation
  - c. Outreach plan for St. Louis City residents was discussed
- 10. Adjourn  
###

2017 03 TAG/SAG Meeting Summary

## 2. SAG Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Senior Advisory Group (SAG) Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	March 2, 2017 10:00 am	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	Hazelwood Civic Center East	<b>Project Number :</b>	MoDOT: J613038 Jacobs: C1X32800

<b>Meeting Participants:</b>	<b>I-70 PEL Team Members:</b>
<b>SAG Members</b> Ray Frim, Metro Pat Fleming, St. Louis Convention and Visitors Center John McCarthy, University of Missouri-St. Louis Gary Elamstad, St. Charles County John Genflo, St. Charles County Tom Curran, St. Louis County Dale Furbush, St. Louis Development Corporation Pat Kelly, Municipal League of Metro St. Louis Scott Tate, Greater St. Charles County Chamber Jerry Beckmann, St. Louis Lambert Airport Mary Leslie, St. Louis Regional Freightway Jerry Blair, East-West Gateway Council of Governments	<b>MoDOT</b> Laura Ellen Wesley Stephen Richard Moore  <b>EWG</b> Marcia Meynrik  <b>Consultant Team</b> Tracey Lober (Jacobs) Jo Emerick (AECOM) Kelly Perran (StratCommRx) Heather Lashar Todd (StratCommRx) Mackenzie Norton (StratCommRx) MaryAnn Taylor Cote (Added Dimension)

### Summary of Meeting

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  - a. Tracey Lober, Jacobs Project Manager, introduced presenters, Transportation Corridor Improvement Group, and project subcontractors. Attendees introduced themselves.
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2017 03 TAG/SAG Meeting Summary

- review process. A goal is to identify strategies for sections of independent utility for future study to create logical phases of work to be advanced for further environmental study.
- d. Impacts on I-70 PEL. Create a visioning process for this corridor. What will the future of I-70 look like in 20 years? Freight? Commuters? Transit riders? Primary economic and land use opportunities along the corridor? Primary and secondary users?
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  - c. Review of TAG members from all three subsections (St. Charles County, St. Louis County and St. Louis City).
  - d. Prior studies will be reviewed and will feed into the various alternatives considered by the project team.
- 5. Purpose of today's meeting
  - a. What we need from you is help identifying other important information that should be considered to develop the draft Purpose and Need Statement.
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2017 03 TAG/SAG Meeting Summary

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- d. Specific needs from each of the three segments were also noted. Added since the 2014 process, was to create access to the NGA site.
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  - a. Guests were invited to review large scale maps of the corridor and discuss suggestions. Preferences and notes were captured on sticky notes and placed on the map strategically. Others made notes directly on the maps.
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  - a. Website – EnvisionI70.com
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  - c. Public meetings: March 30, 2017 and again in November 2017
  - d. Social media – copy will be drafted and delivered to you to customize
  - e. Newsletter copy will be provided to you
- 9. Questions and Answers
  - a. Timeline is to present to East-West Gateway in October 2017 and complete the project by the end of 2017
  - b. Can we have freight recognized in the Purpose Statement? Yes. Mary Lamie stated preferred language is: "improve efficiency and reliability of freight movement."
  - c. Are we looking at lane management and other options to pouring concrete? Yes
  - d. Website URL was clarified – both Envision70.com and EnvisionI70.com will work. Preferred URL for publishing and promoting is EnvisionI70.com
  - e. It was recommended we add trucking industry representatives to TAG
  - f. How will comments left on maps be used? They will be condensed and added to meeting minutes' document.

2017 03 TAG/SAG Meeting Summary

- g. It was asked if fiber optic cable can be added to any improvements.
- h. It was suggested we add the URL for the survey onto the variable message boards on the highway.
- i. How long will it take to complete the MetroQuest survey? Less than 10 minutes.
- j. Can the team provide copy and a link with artwork that can be used on our websites? Yes.
- k. How are major employers being contacted? Several of them will be included in our interviews with Key Influencers.
- l. How does the team differentiate between strategies and alternatives? Strategies are high level and may include interchanges grouped together to create segments of independent utility (SIUs). Alternatives will look at how well interchanges work and to see how they could be realigned.
- m. What are the number of miles in each of the counties? St. Charles County includes 20 miles; St. Louis County includes 13 miles; St. Louis City includes 7 miles.
- n. Are there any talking points or details on website about why we are talking about I-70? Not at this time, that question seems to point to the condition assessment the Jacobs team is currently completing.
- o. Will the findings of the condition assessment be shared with the public? We can include in our information for the public meeting.
- p. It was noted that freight data can provide context into why people should care about this highway.
- q. It was suggested that additional context be added that this 40-mile corridor is part of an entire transcontinental system.
- r. How will newsletter copy be distributed to us? Watch your email.

10. Adjourn

###

2017 03 TRAC/SAC Meeting Summary

### 3. Corridor Maps and Comments

Map 1 – Wentzville

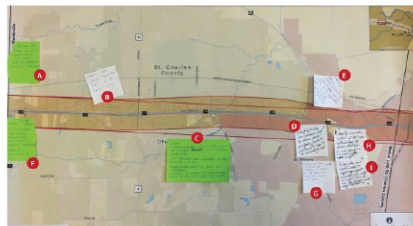


- A: For eastbound traffic on I-70, could there be better (or earlier) signage about which lane is exit for Church Street vs. I-64/60? Curve needs improvement.
- B: Capacity and configuration of 6I for freight and commuter traffic from north.
- C: Truck wayfinding west of I-70/I-64 interchange.
- D: How can we improve access and use of the ramps at Pearce Blvd.?
- E: How can we improve access to businesses between Rte. A and 70/64/61?
- F: Proposed roundabout. See Lake Saint Louis Study
- G: Wentzville: Expand study limits to Foristel! W/T to incorporate major safety concern of RXR bridge and highest growth area through Wentzville Parkway and future David Hood Parkway. Use DHP AUR/NEPA. Possibly include Parkway South Study
- H: Consideration of outer road connectivity in western St. Charles County, as well as function of 64/70 interchange. Highway Z south roundabout
- I: PM Peak WB: 64 major congestion @ 64/70 interchange
- J: Continued enhancement of A intersection to accommodate industrial growth, as well as commercial. Look N. Pointe Plans & ITS
- K: 122 additional beds @ new addition to hospital
- L: "Uptown" Lake St. Louis Overlay zoning in place for mixed-use, higher density development
- M: Hoff Road extension over I-70 to Veterans Memorial Parkway

**Additional Note:** Hwy N Improvements could take traffic off 64/I-70 interchange.

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Map 2 – O'Fallon



- A: Bryan Rd.: Plans to have Deer Creek into north side of Bryan Road interchange.
- B: Create space for bus rapid transit station in St. Charles County.
- C: O'Fallon:
  - One way outer roads – north & south sides of I-70; from TR Hughes to Woodlawn.
  - New development – retail & residential at SW-TR Hughes & I-70.
  - Better access needed at Route 79 interchange.
  - Considering an expansion of one way outer roads to the west within city limits.
- D: Evaluation of 70 bridge over Dardenne needed to address potential HWY/flooding similar to what occurred in December '15. COE is aware of the need.
- E: Hwy 79: Major improvement to interchange and outer road system for truck and employee vehicles
- F: O'Fallon: Existing quarry (west of Bryan) will be filled and used for potential retail/industrial/residential development. Better access to I-70.
- G: Concerned that it might be confusing if O'Fallon and St. Charles are looking at one-way outer roads (in reference to note J).
- H: (1 of 2) Need for reconstruction of North Outer Road and Veteran's Memorial Parkway from Salt Lick Road to Mid Rivers Mall Drive. This need identified in I-70 access public engagement.
- I: (2 of 2) Two-way outer road system needed to support adjacent residential areas north and south of 70 in the area. This connect would reduce trips (local) on 70.

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Map 3 – St. Charles



- A: How can we divert trips from the Mid Rivers Mall Drive interchange to Spencer Rd.? How does converting the Salt River Road/Rte. 370 Interchange to full access impact traffic patterns?
- B: How can we improve or increase use of the SB Rte 370 to EB I-70 ramp?
- C: Connections to 370 to South of Spencer. Improved 370/Salt River Road/70 connection of great interest to area business park.
- D: Additional industrial park development, similar and Premier 370, located north of 370, from Spencer and Truman
- E: Need to think about access at 70 and 370 from St. Peters Premium Business Park. Spans Premium Parkway from Spencer Road to Truman. Major job and industrial center.
- F: Potential overpass near Sandfort property to provide better movement across I-70.
- G: Please consider impact or how to promote redevelopment of vacant and under-utilized parcels by improving access to and from the outer roads.
- H: Look for ways to increase bike crossing at lesser traveled roads that cross 70 and tie into existing/planned bike routes, parks, neighborhoods, schools, jobs, etc.
- I: Consider extending one-way outer roads in St. Peters segment on Veteran's Memorial Parkway from segment in front of mall to east into St. Charles. Maybe two-way north outer road.
- J: If we promoted local travel on outer roads, would we free up capacity on mainline for freight only lanes, HOT lanes, or other managed lanes (BRT)?
- K: Closely spaced signals at Cave Springs cause congestion. Cave Spring has been identified as a major need/congestion issue along 70 corridor in St. Charles County.
- L: Maintain two-way access to Country Club from/to Zumbel.
- M: Congestion at Zumbel from closely spaced signals.
- N: Maintain two-way access to West Clay St. from Zumbel (existing city road).

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- O: Hawks Nest access to I-70/outer roads.
- P: Prepare for new technologies throughout the corridor, esp. connected vehicles and smart roadways
- Q: Slip ramps to provide additional access to businesses (one-way outer roads) Fairgrounds to Cave Springs. Revitalize businesses that are vacant.

**Additional Note:** Aesthetic improvements needed along entire corridor.

**Map 4 – Missouri River**



- A: No outer road north of I-70 to provide access east west from Fairgrounds to Zumbeli.
- B: Interchange aesthetic improvements.
- C: Interchange aesthetic improvements
- D: MetroLink expansion on I-70 corridor.
- E: Pedestrian crossing of Missouri River that connects to Riverwoods Trail and Katy Trail. Study completed by City of St. Charles and MoDOT.
- F: What is the plan at this intersection?
- G: St. Louis Co proposed STP projects @ McKinley and Creve Coeur Mill Rd.
- H: St. Louis Co. Dorsett overlay w/ ped crossing at McKinley Hill 270 West to Dorsett Shopping Center.
- I: Dorsett Great Streets Project. Maryland Heights and St. Louis Co on limits of project.

2017 03 TAC/SAC Meeting Summary

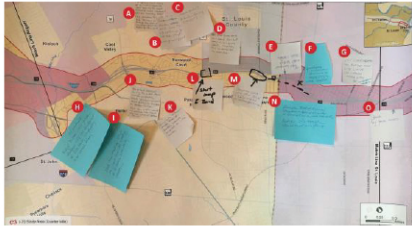
**Map 5 – Airport**



- A: Lambert is studying potential for new interchange between St. Charles Rock Road & 370. Lots of trucks from 370/270.
- B: Improved access from I-270 to area north of new runway.
- C: Most cargo from west/east. New cargo facility NW corner of airport.
- D: The N. bound 170 to W. bound 70. Combine airport and W. 70 ramp access?
- E: Entry to I-70 WB at American really necessary or could traffic be routed to Cypress.
- F: Enhance exit 236/Cypress as "the" airport exit from EB I-70.
- G: City CMAQ-study signals along upcoming LIB.
- H: Consecutive entries onto I-70 WB from I-170 are confusing.
- I: Better signage needed for Rock Road exit – not intuitive. I second this comment!
- J: Municipalities south of I-70 are interested in pedestrian connections across I-70 in order to access MetroLink.
- K: Increase pedestrian access from Pear Tree to Terminal 1.
- L: I-70 relocation south not likely.
- M: Very difficult to merge onto I-70 from right. Cross lanes of traffic to exit on left to 170 North – especially during rush hours.

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**Map 6 – Jennings**



- A: Improve exit ramp at exit 241 (Bermuda westbound) to make exchange more commercial-vehicle friendly. MoDOT has considered this in the past. The house at 5300 Bermuda has been seeking sale of his vacant house to MoDOT for this improvement.
- B: Commercial vehicles directed north from 241 west bound from northbound ramp gives into side street access primarily north.
- C: Impacts MoDOT trucks from facility (MoDOT).
- D: The 242 (Lucas Hunt) west bound cloverleaf ramp is extremely short. Hopefully this on-ramp can be extended.
- E: Tight footprint under bridge causes crashes. (under Goodfellow)
- F: Improve access to Goodfellow to encourage commercial development.
- G: Use landscaping to buffer some sight lines on corridor through city. Enhance aesthetics.
- H: SE quadrant: Major Bi-State-UMSL-private developer RFP for development of North Hanley-I-70 property to be issued shortly.
- I: Need free-standing GRG St. Vincent Greenway crossing at Bi-State's North Hanley station.
- J: The actual MoDOT facility perimeter fence needs upgrading. MoDOT vehicle and equipment noise disturbs residents on Contour Drive. Also rain water run off is a problem from MoDOT onto rear yards of Contour Drive.
- K: Improve difficult merge from WB traffic leaving airport to I-170 north.
- L: Short ramp east bound. (at Lucas Hunt Road)
- M: Dangerous curve getting off at Jennings Station Rd. Cars crash and run into fence at Lillian Ave.
- N: Eliminate Bircher/Riverview structure – extend Riverview to Goodfellow on north side of I-70. Realign I-70 through cleared small arms plant.
- O: Shreve big truck access.

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**Map 7 – St. Louis City**



- A: Why keep the reversible lanes? They haven't changed direction in years.
- B: Exit ramp @ (North) Broadway is scheduled to be modified
- C: Need dynamic signing on Interstate when trains are sitting/blocking at-grade crossings.
- D: Grand - at-grade crossing @ RR backs up traffic to 70.
- E: If you keep reversible – fix gates on the east end!
- F: N. Florissant bad design.
- G: O'Fallon curve – lots of crashes – evidence on wall – water issue from springs.
- H: Grand: trucks coming off Grand/70 trying to get to Broadway – doing a 180.
- I: Need to redesign exits and approaches McKinley Bridge.
- J: Branch: huge port access not a full interchange – need to design for bike access, as well MRT is here too.
- K: Make sure any changes allow for the added access needs as N. City repopulates.
- L: Bad design with 2 bridges at 70 on Salibury/McKinley.
- M: Add Old North and Hyde Park Neighborhoods are redeveloped consider sound wall barriers along west side on I-70.
- N: Hopefully there will be some consideration to opening or improvement to the "Reversible Lanes." They have been one direction for some time. The reversible lanes work well during rush hours.
- O: Lose reversible lanes, redistribute lanes per direction as needed for capacity.
- P: Improved access from downtown core to 44-70 West. Improved aesthetics downtown to Grand Ave.
- Q: Critical to upgrade freight access to the entire North Port area – enhancing interchanges, eliminating rail crossings near interchanges (e.g. Grand). Also improving direct access to MGA & Promise Zone/Project Connect neighborhoods & improved bike/ped access through the I-70 barrier.

2017 03 TAC/SAC Meeting Summary



4. Stakeholder Communications Deliverables March 2017

March 9, 2017

To: Community Partners and MoDOT Stakeholders:

Please help MoDOT share news about the new I-70 project and help gather feedback on this interactive survey tool. Below please find:

- 1) Draft copy for your newsletter – which includes details on the project scope and parameters.
- 2) Low-resolution graphic files you can use online; cutlines are also provided. High resolution files are available by contacting Kelly Ferrara, StratCommRx. Her email is [Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com).
- 3) Draft social media content for Facebook and Twitter.

We will also be posting on the MoDOT social media channels and encourage you to share these posts as well. Thank you for doing your part for helping us create a report informed by the community.

Laura Ellen  
Missouri Department of Transportation

2017 03 TML/DAC Meeting Summary

1) Draft copy for your newsletter

*(Note to editor: Please feel free to customize this information to fit your available space, but we do ask that you include the link to the website.)*

*(Note to designer: Please use the artwork and outline option included, should space permit. We also recommend the option of a Call Out box highlighting the public meeting information presented here.)*

Envision I-70: Join the Conversation!

How will Interstate 70 (I-70), and the area around it, look in the future? What changes would be welcome and what should be preserved? What multimodal considerations should be included? Now you have an opportunity to share **your ideas** about this critical part of our region.

The Missouri Department of Transportation (MoDOT) is taking a high-level look at what I-70 is today, and envisioning what it can be in the future. A new study, managed by MoDOT, in close coordination with East-

West Gateway Council of Governments and Metro, will look at the area of the interstate beginning just west of the I-70/I-64 interchange in Wentzville and continuing through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City.

The area includes a vibrant mix of residential, commercial, and industrial land uses. Whether you use I-70 for your daily commute, to transport goods across the country, to reach school, or to travel to and from the many activities St. Louis has to offer, MoDOT wants to hear from you!

MoDOT Hosts Public Meeting  
March 30, 2017, 5 - 7pm  
Normandy Government Office  
Courtroom  
7700 Natural Bridge Road  
Normandy, MO 63121

To provide your input, visit [www.envisioni70.com](http://www.envisioni70.com), where you can take a brief survey, share your ideas for the I-70 corridor, and learn more about this study. Please feel free to share this link with colleagues, neighbors, friends, and others who use I-70 for business or personal travel.



MoDOT is eager to collect your thoughts on I-70. Please use their digital survey today. Link is available at [EnvisionI70.com](http://EnvisionI70.com).

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You can also share feedback and learn more at an upcoming public meeting MoDOT will hold related to the I-70 study on Thursday, March 30, 2017, from 5 - 7 pm. The meeting will be in the Normandy Government Office Courtroom located at 7700 Natural Bridge Road in Normandy, MO, 63121.

- 2) Low-resolution graphic files you can use online; cutlines are also provided. High resolutions files are available by contacting Kelly Ferrara, StratCommRx. Her email is [Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com).



Cutline: MoDOT is eager to collect your thoughts on I-70. Please use their digital survey today. Link is available at [EnvisionI70.com](http://EnvisionI70.com).

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Cutline: MoDOT's newest project is a study of I-70. Please visit their website; take the online survey. [www.EnvisionI70.com](http://www.EnvisionI70.com).

3) Draft social media content for Facebook and Twitter

Draft language for MoDOT partners and community advocates to consider using on their social media pages. The above graphics can also be used, along with links to the project website. [www.EnvisionI70.com](http://www.EnvisionI70.com).

Facebook

A. Use before public meeting on 3/30

Envision I-70 with MoDOT! They want to hear your point of view about your vision for the I-70 corridor, as part of the I-70 Planning and Environmental Linkages (I-PEL) Study. Attend a public meeting on Thursday, March 30, 2017, from 5 - 7 pm, at the Normandy Government Office on 7700 Natural Bridge Road, in Normandy, MO, 63121. Their online interactive survey is also available to you, and can be found here: [www.EnvisionI70.com](http://www.EnvisionI70.com).

B. Use after 3/30

Join the conversation to envision the future of I-70! MoDOT, Metro and the East-West Gateway Council of Governments have initiated a study to develop a strategic

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plan for the future of the I-70 corridor. The I-70 Planning and Environmental Linkages (I-PEL) Study will provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Share your point of view by taking this interactive survey and submitting comments to help formulate a vision for the I-70 corridor. [www.Envision70.com](http://www.Envision70.com)

**Twitter**

**A. Use before public meeting on 3/30 (127 characters – link to public meeting page of website)**

MoDOT will host a public meeting on 3/30. Take their online, interactive survey and learn about an I-70 Study. More online here <http://bit.ly/2mHtQm3>

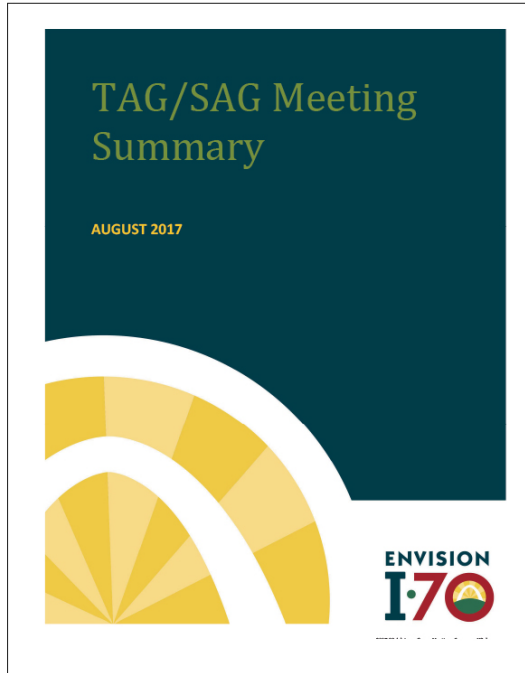
**B. Use after 3/30 (124 characters)**

MoDOT recently unveiled an interactive survey tool to help study I-70 in the St. Louis region. Please share your feedback at [www.Envision70.com](http://www.Envision70.com).

###

# ADVISORY GROUP MEETINGS SUMMARY

08 2017



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- 1) St. Louis City TAG Meeting Minutes
- 2) St. Charles County TAG Meeting Minutes
- 3) St. Louis County TAG Meeting Minutes
- 4) SAG Meeting Minutes
- 5) Improvement Maps and Comments

This document contains the work products of the August 2017 meetings of the Technical Advisory Groups and Senior Advisory Group for the I-70 Planning and Environmental Linkages Study conducted by the Missouri Department of Transportation. Project is managed by Jacobs, with public engagement support by StratCommRx.

### 1. St. Louis City TAG Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Technical Advisory Group (TAG) Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/Time:</b>	August 17, 2017 9:30 am	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	East-West Gateway Council of Governments	<b>Project Number:</b>	MoDOT: J613038 Jacobs: CLX32800

#### Meeting Participants

<b>TAG Members</b>	<b>I-70 PEL Team Members</b>
Lee Ethim, City of St. Louis Traffic Division	MoDOT
Nick Nichols, St. Louis Port Authority	Laura Ellen
Don Rose, St. Louis Planning & Urban Design	Wesley Stapton
Jan Titus, Lambert - St. Louis International Airport	Richard Moore
Jay Watson, St. Louis Development Corp.	Andrew Ginter
	Michelle Fontaris
	<b>EWG</b>
	Marcie Meystrik
	Paul Hubbsman
	<b>METRO</b>
	Jessica Mefford-Miller
	<b>Consultant Team</b>
	Kyle Benmans (Jacobs)
	MaryAnn Taylor Crain (Added Dimension)
	Kathy Ferrera (StratCommRx)
	Andrew Frey (Jacobs)
	Kyle Levenshagen, (ABCOM)
	J.C. Murray, (ABCOM)
	Tacey Lober (Jacobs)
	Heather Lasher Tom (StratCommRx)

#### Summary of Meeting

1. Welcome and Introductions
2. Public Engagement
  - a. Website: [www.EnvisionI70.com](http://www.EnvisionI70.com)
  - b. Digital

- i. Presence reinforced with MoDOT and EWG Facebook posts to push survey participation, and media coverage of survey and public meetings.
- c. Meetings
  - i. Public meeting
    1. 13 people attended
    2. Project boards on display
    3. Computer stations set up to take survey
    4. MoDOT, EWG promoted on Facebook
  - ii. Two public official briefings
  - iii. Resource agency briefing held in Jefferson City
  - iv. Documents, photos, meeting minutes, etc. are available on website along with contact sheet to email MoDOT.
- d. MetroQuest survey
  - i. Ninety-day open window
  - ii. Promoted through online outreach, social media posts, traditional media outreach, and newsletter articles for municipalities and other partners to publish. Provided ability to complete survey at public meetings, and put fliers in public libraries. Made sure it was mobile-friendly, as well.
  - iii. Allowed people to zoom in to an intersection or generally leave a comment.
  - iv. Survey data
    1. 2,601 submitted surveys
    2. 32,525 data points received
    3. 10,022 markers dropped
    4. Project team is reviewing substantive comments—comments have been used to determine broad range of alternatives and have verified existing conditions
  - v. MetroQuest survey yielded significant response, and much of what we heard confirmed our assumptions going into this study.
- e. Next steps
  - i. Finalizing analysis of survey data to be published to website, holding remainder of TAG/SAG meetings, and conducting key influencer interviews.
3. Purpose and Need
  - a. Purpose Statement: The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and



- reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.
- b. Needs Statement: The needs identified were derived from the visions that MoDOT, the TCIG, and stakeholders have for the future of the corridor, data obtained from the Corridor Assessment Report, and comments received from the public, key influencers, stakeholders, and advisory groups. They were then broken down as follows:
  - i. Corridor-Wide
  - ii. St. Charles County
  - iii. St. Louis County
  - iv. St. Louis City
- c. Corridor-wide needs/goals
  - i. Improve connections across I-70 to maintain community cohesion on either side of the highway, including active transportation accommodations
  - ii. Enhance aesthetics all along the corridor
  - iii. Maintain and increase access to current and future employment centers along the corridor
  - iv. Improve operational characteristics to and from interchanges
  - v. Upgrade freight vehicle access
  - vi. Increase transit and active transportation travel options in the roadway network
  - vii. Improve connectivity of the on-street network to the greenway network along and across I-70
  - viii. Anticipate evolution and application of new/smart technologies
  - ix. Improve the condition of the infrastructure for sustainability of the corridor
  - x. Increase safety throughout the corridor
  - xi. Limit impacts to manmade and natural environmental attributes in the corridor
- d. St. Louis City needs/goals
  - i. Improve functionality of the reversible lanes
  - ii. Increase transportation options to households without access to vehicles
  - iii. Accommodate freight access to river ports
  - iv. Provide full access interchanges
  - v. Provide connection to potential MetroLink expansion
- 4. Broad Range of Alternatives
  - a. Project team has developed a broad range of over 75 alternatives throughout the corridor
  - b. Interchange, outer roads, and mainline improvements and reconfigurations are included

- c. Improvements will accommodate bike, pedestrian, and transit movements and access
- 5. What's Next?
  - a. Project team will evaluate the alternatives based on the Purpose and Need
  - b. Level 1 and Level 2 screening processes will determine which alternatives will be carried forward
  - c. Project team will begin to prepare the PEL Report and Questionnaire
  - d. Present final PEL recommendations
    - i. Advisory Group Meetings (November 2017)
    - ii. Public Meeting (November/December 2017)
    - iii. Public Officials Briefing (in conjunction with Public Meeting)
  - e. PEL Report and Questionnaire (December 2017)
- 6. Questions and Answers
  - a. Can you tell us more about what was in the dropdown menu for safety?
    - i. Truck traffic, Speeding, Frequent accidents, Bike/pedestrian, backups, Poor sight distance
  - b. Have you begun to look at next steps?
    - i. Yes. Level one would be broad range, optimizing system, take care of congestion – does an alternative meet criteria to help with issues, sustain corridor, help with physical characteristics of corridor, etc. Level two will look at meeting criteria such improving bike/pedestrian, etc.
  - c. Have you grouped the feedback into categories?
    - i. Yes.
    - ii. How do you ensure those will fit together across the corridor?
      - 1. We're still working on that as we go.
    - iii. Will the study prioritize those alternatives in order of when they should be done?
      - 1. It should.
  - d. Has there been an increased presence of State Troopers on I-70?
    - i. Yes, deliberate change put in place to keep local police in neighborhoods and troopers on interstates.
  - e. Did you get distinct feedback about congestion in areas with reversible lanes?
    - i. Yes, there were comments about shoulders being narrow, especially the inside shoulder and specifically on reversible lanes.
    - ii. Want to be sure we're looking at difference in express lanes and surface lanes.
  - f. Many intersections in City are along streets with businesses and residential areas. Who is responsible for maintenance as they are worn down more rapidly?

- i. Should look at best practices across the country.
- 7. Adjourn ###

**2. St. Charles County TAG Meeting Minutes**

<b>Subject:</b>	I-70 PEL Study Technical Advisory Group (TAG) Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/Time:</b>	August 17, 2017 1:30 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	George Gould Building, Wapelhorst Park	<b>Project Number:</b>	MoDOT: J613038 Jacobs: CLX32800

**Meeting Participants**

<b>TAG Members</b>	<b>I-70 PEL Team Members</b>
Burt Benesh, City of St. Peters	MoDOT
Amanda Brater, St. Charles County Roads & Traffic	Laura Ellen
Louis Clayton, City of Lake Saint Louis	Richard Moore
Gary Eisenwald, St. Charles County	EWG
John Greifman, St. Charles County	Marcie Meystrik
Jerry Harbert, St. Charles City	Consultant Team
Mike Harbert, St. Charles County	Kyle Bommann (Jacobs)
Derek Koenig, City of Lake Saint Louis	MaryAnn Taylor Crane (Added Dimension)
Douglas Lee, City of Wentzville	Kelly Ferrina (StratCommRx)
David Lesser, City of St. Charles	Andrew Pire (Jacobs)
Jeff Peskowitz, City of O'Fallon	Kyle Levanhagen (ABCOM)
Amanda Rich, City of St. Peters	Tracy Lober (Jacobs)
Susan Spiegel, City of Wentzville	YG Murray (ABCOM)
Craig Tajkowiak, St. Charles County Highways Dept.	Heather Lasher Todd (StratCommRx)
Brad Temme, City of St. Charles	

**Summary of Meeting**

1 – 5 Presentation content from prior meeting was identical

- 6. Questions and Answers
  - a. The Project Team noted that the one-way outer roads alternative, developed by St. Charles County, the City of O'Fallon, and the City of St.

Peters, are being considered as one of the conceptual alternatives in the study.

- b. Want to be sure congestion and economic development are well represented in purpose/need and fall report.
- c. Will you make a presentation to EWG in October?
  - i. Yes, but EWG will not need to approve.
- d. Will you show the needs for each individual county at the public meeting?
  - i. As the generality could cause some people to think this recommends bringing Metro to St. Charles Co., we will provide more information.
  - ii. We could create boards with County-specific recommendations. Do you think that would be helpful?
    - 1. Yes – some think the counties' recommendations should be kept separate, while others believe that they should be included on corridor-wide poster.

- 7. Adjourn ###

**3. St. Louis County TAG Meeting Minutes**

**Subject:** I-70 PEL Study Technical Advisory Group (TAG) Meeting  
**Meeting Date/Time:** August 23, 2017 10:00 am  
**Meeting Location:** Maryland Heights Municipal Court

**Client:** MoDOT  
**Project:** I-70 PEL Study  
**Project Number:** MoDOT: J613038 Jacobs: C1X32800

**Meeting Participants**

<b>TAG Members</b>	<b>I-70 PEL Team Members</b>
Chris Harris, City of Ferguson John Hicks, St. Louis County L.G. Loos, City of Maryland Heights Jan Tims, Lambert-St. Louis International Airport	MoDOT Laura Ellen Wesley Stephen EWG Marcie Meystrik Consultant Team Kyle Blumman (Jacobs) MaryAnn Taylor Crote (Added Dimension) Kelly Ferrara (StraCommRx) Andrew Fry (Jacobs) Kyle Levenhagen (ABCOM) Tracey Lober (Jacobs) JC Munny (ABCOM) Heather Lasher Todd (StraCommRx)

**Summary of Meeting**

1 - 5 Presentation content from prior meeting was identical

1. Questions and Answers
  - a. No questions were asked at this meeting.
2. Adjourn ###

**4. SAG Meeting Minutes**

**Subject:** I-70 PEL Study Senior Advisory Group (SAG) Meeting  
**Meeting Date/Time:** August 23, 2017 1:30 pm  
**Meeting Location:** Maryland Heights Municipal Court

**Client:** MoDOT  
**Project:** I-70 PEL Study  
**Project Number:** MoDOT: J613038 Jacobs: C1X32800

**Meeting Participants**

<b>SAG Members</b>	<b>I-70 PEL Team Members</b>
Jason Archer, St. Louis Economic Development Partnership Jery Beckmann, Lambert-St. Louis International Airport Jery Blair, EWG Amanda Bremer, St. Charles County Roads & Traffic Tom Curran, St. Louis County Gary Elmstead, St. Charles County Pat Kelly, Municipal League of Metro St. Louis Mary Lannis, St. Louis Regional Freightway John McCarthy, UMSL Greg Smith, St. Louis Regional Chamber Betsy Van Uum, UMSL	MoDOT Laura Ellen Richard Moore Andy Tuerck Lisa Kuntz EWG Marcie Meystrik Pauli Hibbenan Consultant Team Kyle Blumman (Jacobs) MaryAnn Taylor Crote (Added Dimension) Kelly Ferrara (StraCommRx) Andrew Fry (Jacobs) Kyle Levenhagen (ABCOM) Tracey Lober (Jacobs) JC Munny (ABCOM) Heather Lasher Todd (StraCommRx)

**Summary of Meeting**

1 - 5 Presentation content from prior meeting was identical

6. Questions and Answers
  - a. The goals should apply to all. This is about communities, not just roads, and we should see that on the maps. Look at the technology of the future and consider that before putting things down on the maps. Roundabouts are terrible for active transport.
    - i. Future traffic modeling was used, and it is hard to show community improvements and future technologies on the maps. This type of information will be included in the final report and is included as one of the corridor needs/goals.
  - b. What activities are underway to reach others in St. Louis City who did

not fill out the online survey?  
 1. Outreach efforts were made, within the scope, to reach as many people as possible to solicit comments on this study. Will share list of stakeholder interviewees.

7. Adjourn ###

**5. Improvement Maps and Comments**

**St. Charles  
Map 1**



- How can we improve access to Pearce and GM plant?
- Consider access extension into undeveloped parcel to connect with off ramp from 70 or 61 into this area (drawn below)

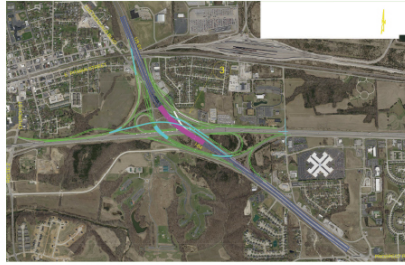


Map 2



- Existing 2-lane roundabout at WB ramps
- Existing roundabout on Z/Church is reaching capacity. New mixed use development along Mar-Le Drive will increase travel demand at intersection of Church in close proximity to roundabout with very limited left turn capacity.

Map 3



- Feasibility of entering Wentzville via undeveloped parcel east of Church & Z roundabout, either from southbound 61 ramp to 64 (A) or from westbound 70 ramp to Z (B) (drawn below)

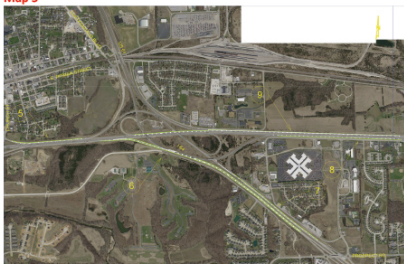


- Not sure this works
- Consider building for 2 lanes westbound on I-70
- Seek connectivity between Interstate Drive and south outer road on I-70

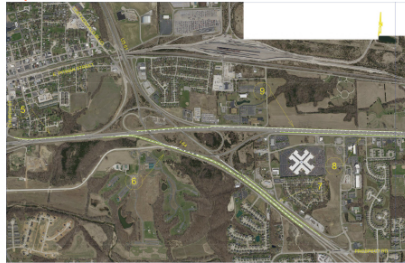
Map 4



Map 5



Map 6

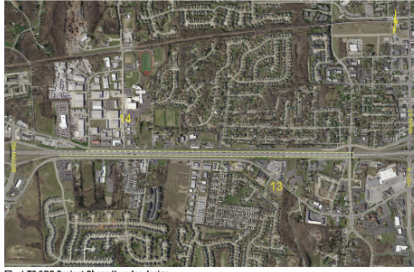


Map 7





Map 8



- I-70 SOR Project Phase II under design
- Need maps for 1 way outer road alternatives St. Charles County wide

Map 9



St. Louis County

Map 10



- [in reference to subdivision to the right of I-270, below 70] These residents will want sound walls

Map 11



Map 12



Map 13



Map 14



Map 15



Map 16



□ Key Influencers: Patheon Biologies, ABB down by KWI

Map 17



Map 18



Map 19



Map 20



St. Louis City

Map 21



Map 22



□ Active Transport – reconnect divided neighborhoods with good bike/ped across highway.

Map 23



□ Industrial uses are leaving. What are likely future land uses? Plan for those.



Map 24



Not sure of need for duals or roundabouts

Map 25



Map 26



Map 27



Map 28



Map 29



Map 30



Map 31



Map 32



Map 33



Map 34



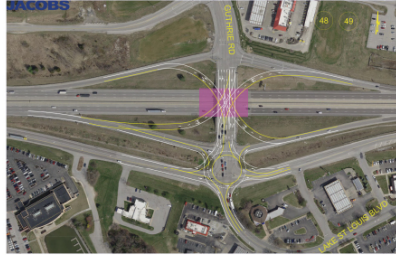
St. Charles

Map 35



- Desire north outer road from Rte A to west
- Roundabout is a good idea for westbound pm travel
- Separation [between roundabout and I-70]? Consider 3 RAB's?

Map 36



- Too close? (between roundabout and I-70); [roundabout] City Project 2021

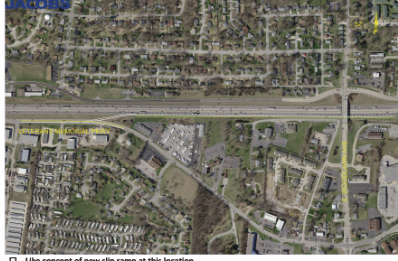
Map 37



- This option has been modeled. Deer Creek study completed by HDR.
- Proposed County Road Board Project to relocate Bryan & Terra Intersection for increased spacing. Includes DDI as shown on SCC maps.



Map 38



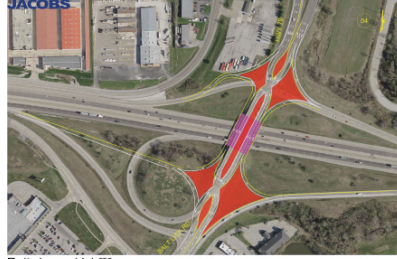
- Like concept of new slip ramp at this location.
- Is slip ramp? Signal?
- I-70 SOR Phase II Project under design (I-70 on both sides of S. Woodlawn Ave)

Map 39



- MoDOT Project constr. 2019 – buying ROW now

Map 40



- Has been modeled. CBB
- Need VMP connection from Salt Lick to MRMD. Worried about merge/weave areas in purple.
- Weave b/w outer road and DGI

Map 41



- This could work. Need to consider relocation of St. Peters' golf course entrance to VMP signal. Could tie NOR to NE roundabout. Need to consider connection of VMP from 79 to Mid Rivers Mall Dr. (requested by public as part of I-70 access study) NOR connection too. Solve backup from NW NOR ramp to SB 79/Salt Lick

Map 42



- Weave too tight at 79 & NW off ramp. Don't remove the SOR Salt Lick signal. Will be future entrance to St. Peter golf/banquet facility.
- Merge
- Look at other options with one-way outer roads. County & city is very open to alternatives here.



Map 43



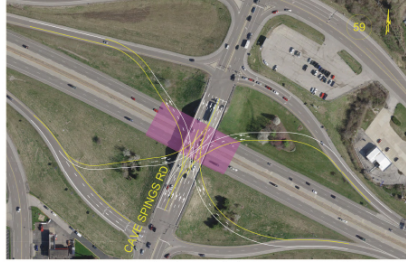
- Need to make a left-hand turn from SB Salt Lick/79 to St. Peter's golf/banquet facility (at current signal). Connect 79 to MRMD with VMP (good) but VMP is not continuous to west. Can't make a left turn from WB VMP to Salt Lick (not good)

Map 44



- This still has too many signals. Doesn't solve congestion at Truman and Mex. Won't serve I-70 ramps well. Doesn't improve outer road connectivity.

Map 45



- Simple and easy for commuters. Allows for great traffic flow. Lower impact on possible development ground.

Map 46



- Modeled - City of St. Charles Study
- Good concept. Better for N/S flow from 370 to 364 via Truman & Muegge. Like connectivity of outer road. Not interrupted by interchange. Eliminates signal at VMP which will help Mex at Muegge.

Map 47



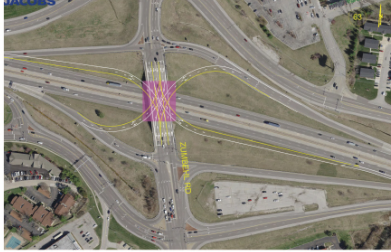
- Ramp off of a ramp?
- Good solution for Mex at Cave Springs. Like underpass. FHWA show access on a ramp? How does traffic on outer roads get to spots north and south?

Map 48



- Like the reductions in signals. St. Peters likes this! Better access to 70 from outer roads. Like how outer road is not interrupted by interchange. Signage will be key.

Map 49



Map 50



Map 51



- How do I get from shops in SW quad to country club?
- Short weave segments to/from outer roads.

Map 52



- Check traffic? CBB has evaluated. City of St. Charles study. North roundabout failed.
- One-way outer roads will impact any possible design.
- Ditto.

Map 53



- Traffic concern: WB I-70 to SB Zumb, conflict w/ SB Zumb. to W. Clay

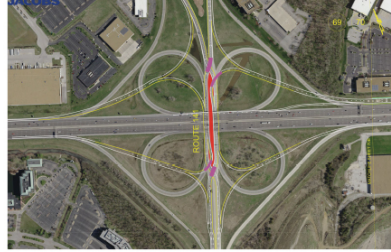
Map 54



- NASCAR design (!) Wasted space/economic opportunity in middle.

St. Louis County Outer Roads

Map 55

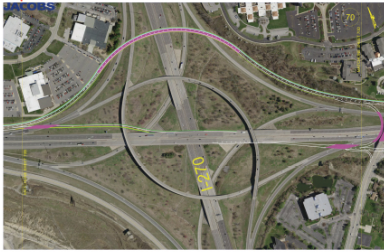




Map 56  
JACOBS



Map 57  
JACOBS



Map 58  
JACOBS



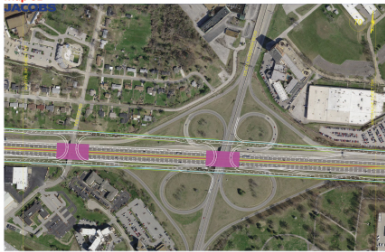
Map 59  
JACOBS



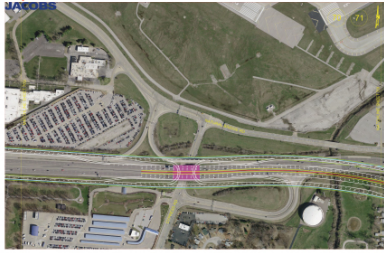
Map 60



Map 61

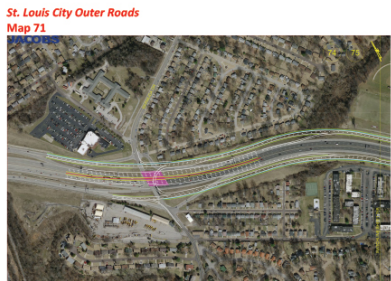
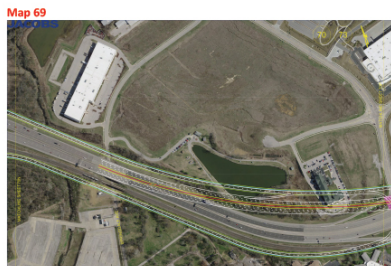
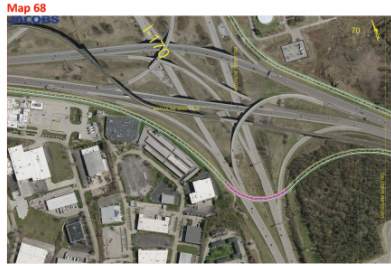
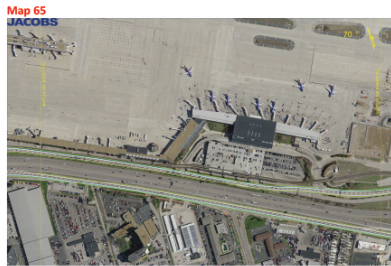


Map 62  
JACOBS



Map 63







Map 72



- Overall Diagrams to Indicate Strategies
  - Diagram areas/interchanges key to improving freight
    - Access to port
    - Corridor thru-traffic
  - Highlight "environmental linkages" emphasis of the work.
  - Highlight key areas to improve bike/pedestrian access
  - Show other corridor environmental issues
    - Look at things other than just the roadway & L.O.S.
  - Diagram how purpose/need/priorities relate to the proposals.

Map 73



Map 74



Map 75



Map 76



Map 77



Map 78



Map 79



- Taking parkland not a good idea.
- [Drawing of a "thumbs up"] Carrie Ave bridge (can't go south on Broadway from current exit). To access NRCC (N. Riverfront)

Map 80



Map 81

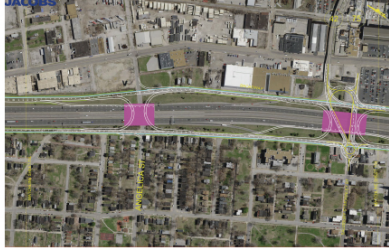


Map 82



- Navigation a concern. How do we address the "lights" situation?
- Congestion w/ lights from N. bound traffic.

Map 83



Map 84



# STAKEHOLDER PREVIEW BRIEFING

06 04 2018



## Meeting Agenda

<b>Subject:</b>	I-70 PEL Study Stakeholder Preview Briefing		
	St. Charles County	St. Louis City; St. Louis County	St. Louis Lambert Airport
<b>Meeting Dates/Times:</b>	June 4, 2018 10am	June 5, 2018 at 10am; 1pm	June 13, 2018 1pm
<b>Meeting Locations:</b>	MoDOT TMC, Room 207	EWG Boardroom	MoDOT District HQ, Room 325

1. Welcome, introductions
2. Meeting Overview
  - a. Project Schedule
  - b. Important Dates:
    - i. June 19: Executive committee presentation at East-West Gateway
    - ii. June 21: Technical Advisory Groups meet together, Maryland Heights
    - iii. June 27: Board presentation at East-West Gateway
    - iv. July 18 and July 19: Joint meeting of Technical and Senior Advisory Groups from 1-3pm; public officials meeting from 4-5pm; public meeting from 5:30-7pm. You may choose one of the two dates; one meeting at O'Fallon City Hall; one meeting at TBD.
3. Project Update
  - a. 10-Month Look-back
  - b. Earlier Approach: Detail Over Vision
  - c. Revised Approach: Vision Over Detail
  - d. PEL Report
4. Public Involvement Update
  - a. Key Influencer and MetroQuest reports are complete and published on the [Envision70.org](http://Envision70.org) website
  - e. Additional Key Influencer calls will be made in June
5. Questions/Answers
6. Adjourn

# PEL UPDATE PRESENTATION – ST. CHARLES COUNTY

06 2018




## WELCOME

Agenda

- Meeting Overview
- Public Involvement Update
- Project Update
- Timeline
- Questions


## I-70 PEL Study - Status



● What's Happened?

- Completed key influencer interviews
- Obtained FHWA approval of P&N
- Identified study segments
- Established vision statement
- Identified needs and goals for each segment
- Developed conceptual strategies (corridor-wide and segment level)
- Prioritized conceptual strategies

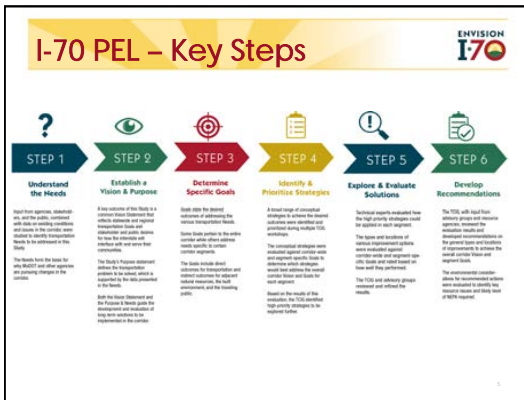
## I-70 PEL Study - Outreach



● Key Influencer Interviews

- 50 stakeholders were identified and contacted in fall 2017
- From those contacts, 16 interviews were scheduled and completed
- More interviews will be conducted in the next few weeks





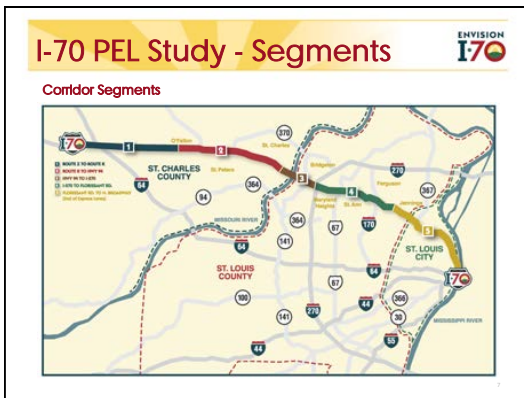
## I-70 PEL - Study Vision

### Vision Statement

The vision for the I-70 Corridor between Wentzville and the Mississippi River is for a safe, well-maintained, interstate facility offering reliable mobility for all users into the distant future.

- By year 2045, the corridor will afford multi-modal transportation options, foster vibrant communities, lessen the highway's impact on neighborhoods that pre-date the interstate, and be a catalyst for economic development opportunities.
- The corridor will be made efficient through enhanced public transportation; and modernized and made smart to accommodate an array of new and emerging technologies, including connected vehicles (CV) and autonomous vehicles (AV).
- Communities along the corridor will thereby be effectively connected to the much larger intra- and interstate roadway.
- At the regional level, commerce will be bolstered by efficient access to businesses, employment centers, and freight hubs, such as the St. Louis Lambert International Airport.

In conjunction with transportation improvements in the corridor, governments and private ventures will partner to coordinate investments that complement the I-70 transportation system and improve the economic vitality of the corridor.



- ## I-70 PEL Study - Goals
- 
- ### Corridor-Wide Goals
- Reduce potential for crashes, including crashes involving bicycles and pedestrians
  - Maintain/preserve physical condition of infrastructure
  - Ensure mainline and interchanges operate at current MoDOT LOS standard
  - Improve efficiency of access to freight hubs
  - Minimize/eliminate impediments to freight movement along the corridor
  - Allow improved accessibility to public transportation
  - Improve active transportation to major destinations and the local network
  - Minimize impacts to the natural environment
  - Minimize impacts to the built environment
  - Minimize constructability issues, including disruption to utilities and the traveling public

# I-70 PEL Study - Goals



- Segment 1
  - Reduce congestion on parallel road system
- Segment 2
  - Reduce congestion on parallel road system
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 3
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 4
  - Improve configurations to address high crash locations
  - Improve access to Lambert Airport for passengers, employees, and freight/cargo
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 5
  - Improve configurations to address high crash locations
  - Optimize the function of the existing reversible lanes area
  - Increase transportation options for households without access to vehicles
  - Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles

# I-70 PEL Study - Strategies



SEGMENT	TRANSPORTATION NEEDS	TRANSPORTATION GOALS	CONCEPTUAL STRATEGIES
Segment 1: Route 210 Route 6	<ul style="list-style-type: none"> <li>• Eliminate existing obsolete interchange for former I-70 interchange location</li> <li>• Multiple facilities needed in this segment (2012-2030)</li> <li>• Interchange are somewhat along the mainline with concentrations at the interchanges</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce potential for crashes (including cross-laneing (lanes))</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce/eliminate conflict zones at interchanges</li> <li>• Address safety deficiencies</li> <li>• Bring facilities to standards (substandard turn lanes, shoulders, etc)</li> <li>• Implement infrastructure needs for transportation technologies (green communications, etc) and</li> <li>• Enhance ITS technology</li> </ul>
Physical Conditions	<ul style="list-style-type: none"> <li>• Interchanging infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain/improve physical conditions of infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Repair or reimagining infrastructure</li> </ul>
System Performance	<ul style="list-style-type: none"> <li>• I-70 is located in areas along I-70 and at interchanges in I-70 and I-70 area</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce crashes and interchanges operate at current (MSRP) LOS standards</li> </ul>	<ul style="list-style-type: none"> <li>• Improve capacity of interchanges</li> <li>• Address safety issues in green lanes or managed lanes</li> <li>• Implement infrastructure needs for transportation technologies (green communications, etc) and</li> <li>• Enhance ITS technology</li> </ul>
Freight Movement	<ul style="list-style-type: none"> <li>• Freight access to major freight hubs</li> <li>• Substandard bridges</li> </ul>	<ul style="list-style-type: none"> <li>• Improve efficiency of access to freight hubs</li> <li>• Maintain/improve impediments to freight movement along the corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Improve infrastructure to better accommodate freight services</li> </ul>
Multi-Modal Mobility & Connectivity	<ul style="list-style-type: none"> <li>• Transit services with limited</li> <li>• Reduced LOS 4 or lower at most</li> <li>• No transit and connections to larger transit networks are lacking</li> </ul>	<ul style="list-style-type: none"> <li>• Access improved accessibility to public transportation</li> <li>• Improve alternative modes of transportation to major destinations and local networks</li> </ul>	<ul style="list-style-type: none"> <li>• Expand or enhance transit services</li> <li>• Integrate transit to accommodate current and future transit services</li> <li>• Add and/or improve transit facilities using ITS</li> <li>• Improve linkages connections to larger transit networks</li> </ul>
Other Segment Specific Needs	<ul style="list-style-type: none"> <li>• Additional demand for improved and redevelopment areas in existing</li> </ul>	<ul style="list-style-type: none"> <li>• Provide transportation network connections that allow current and future development and redevelopment areas in existing</li> </ul>	<ul style="list-style-type: none"> <li>• Add/improve transit connections to state/local routes</li> </ul>

# I-70 PEL - Ratings



- |          |            |
|----------|------------|
| ● Goals  | ● Impacts  |
| - Good ● | - Low ●    |
| - Fair ○ | - Medium ○ |
| - Poor ○ | - High ○   |

# I-70 PEL Study - Prioritization

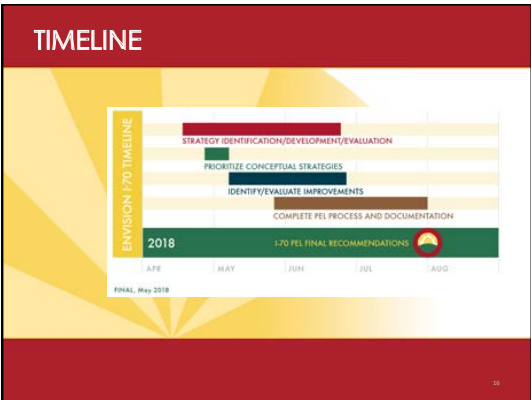


Project/Segment/Item	Priority										Overall	
	1	2	3	4	5	6	7	8	9	10		
<b>Segment 1: Route 210</b>												
Eliminate existing obsolete interchange for former I-70 interchange location	●	○	○	○	○	○	○	○	○	○	○	○
Multiple facilities needed in this segment (2012-2030)	○	○	○	○	○	○	○	○	○	○	○	○
Interchange are somewhat along the mainline with concentrations at the interchanges	○	○	○	○	○	○	○	○	○	○	○	○
<b>Segment 2: I-70</b>												
Reduce congestion on parallel road system	○	○	○	○	○	○	○	○	○	○	○	○
Provide/improve interstate connections serving current/future development/redevelopment areas	○	○	○	○	○	○	○	○	○	○	○	○
<b>Segment 3: I-70</b>												
Provide/improve interstate connections serving current/future development/redevelopment areas	○	○	○	○	○	○	○	○	○	○	○	○
<b>Segment 4: I-70</b>												
Improve configurations to address high crash locations	○	○	○	○	○	○	○	○	○	○	○	○
Improve access to Lambert Airport for passengers, employees, and freight/cargo	○	○	○	○	○	○	○	○	○	○	○	○
Provide/improve interstate connections serving current/future development/redevelopment areas	○	○	○	○	○	○	○	○	○	○	○	○
<b>Segment 5: I-70</b>												
Improve configurations to address high crash locations	○	○	○	○	○	○	○	○	○	○	○	○
Optimize the function of the existing reversible lanes area	○	○	○	○	○	○	○	○	○	○	○	○
Increase transportation options for households without access to vehicles	○	○	○	○	○	○	○	○	○	○	○	○
Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles	○	○	○	○	○	○	○	○	○	○	○	○



- ### I-70 PEL Study - What's Next?
- Identify improvement options in each segment for Level 2 evaluation
  - Develop recommendations for corridor-wide strategies and segment-level improvement options
  - Compile evaluation criteria for consideration of future projects advancing into NEPA

- ### I-70 PEL Study - What's Next?
- Advisory Group Meetings
    - June 21 – Project update to all TAG members
    - July 18-19 – Final TAG/SAG meetings
  - PEL Report
    - Preparation ongoing
    - Final report by end of July 2018
    - FHWA questionnaire by end July 2018
  - Public Meetings – July 18-19
    - St. Louis County and St. Charles County locations
    - Preceded by public officials briefings



# PEL UPDATE PRESENTATION – ST. LOUIS CITY

06 2018



## WELCOME

Agenda

- Meeting Overview
- Public Involvement Update
- Project Update
- Timeline
- Questions

## I-70 PEL Study - Status

**ENVISION I-70**

- What's Happened?
  - Completed key influencer interviews
  - Obtained FHWA approval of P&N
  - Identified study segments
  - Established vision statement
  - Identified needs and goals for each segment
  - Developed conceptual strategies (corridor-wide and segment level)
  - Prioritized conceptual strategies

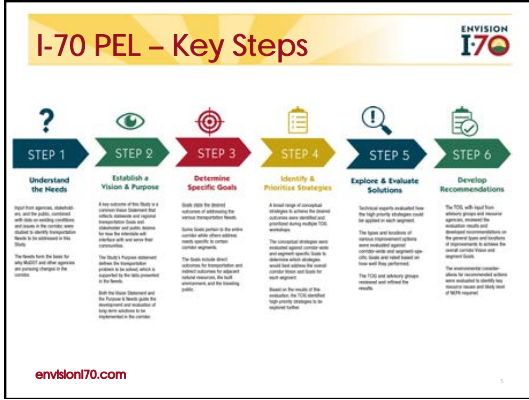
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## I-70 PEL Study - Outreach

**ENVISION I-70**

- Key Influencer Interviews
  - 50 stakeholders were identified and contacted in fall 2017
  - From those contacts, 16 interviews were scheduled and completed
  - More interviews will be conducted in the next few weeks

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## I-70 PEL - Study Vision

ENVISION  
**I70**

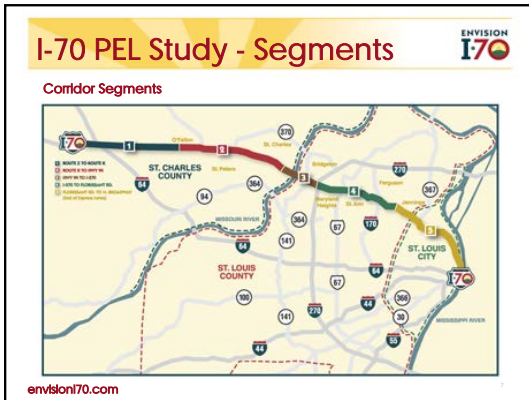
### Vision Statement

The vision for the I-70 Corridor between Wentzville and the Mississippi River is for a safe, well-maintained, interstate facility offering reliable mobility for all users into the distant future.

- By year 2045, the corridor will afford multi-modal transportation options, foster vibrant communities, lessen the highway's impact on neighborhoods that pre-date the interstate, and be a catalyst for economic development opportunities.
- The corridor will be made efficient through enhanced public transportation; and modernized and made smart to accommodate an array of new and emerging technologies, including connected vehicles (CV) and autonomous vehicles (AV).
- Communities along the corridor will thereby be effectively connected to the much larger intra- and interstate roadway.
- At the regional level, commerce will be bolstered by efficient access to businesses, employment centers, and freight hubs, such as the St. Louis Lambert International Airport.

In conjunction with transportation improvements in the corridor, governments and private ventures will partner to coordinate investments that complement the I-70 transportation system and improve the economic vitality of the corridor.

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- ## I-70 PEL Study - Goals
- ENVISION  
**I70**
- ### Corridor-Wide Goals
- Reduce potential for crashes, including crashes involving bicycles and pedestrians
  - Maintain/preserve physical condition of infrastructure
  - Ensure mainline and interchanges operate at current MoDOT LOS standard
  - Improve efficiency of access to freight hubs
  - Minimize/eliminate impediments to freight movement along the corridor
  - Allow improved accessibility to public transportation
  - Improve active transportation to major destinations and the local network
  - Minimize impacts to the natural environment
  - Minimize impacts to the built environment
  - Minimize constructability issues, including disruption to utilities and the traveling public
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## I-70 PEL Study - Goals

- Segment 1
  - Reduce congestion on parallel road system
- Segment 2
  - Reduce congestion on parallel road system
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 3
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 4
  - Improve configurations to address high crash locations
  - Improve access to Lambert Airport for passengers, employees, and freight/cargo
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 5
  - Improve configurations to address high crash locations
  - Optimize the function of the existing reversible lanes area
  - Increase transportation options for households without access to vehicles
  - Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles

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## I-70 PEL - Ratings

■ Goals

- Good ●
- Fair ◐
- Poor ○

■ Impacts

- Low ●
- Medium ◐
- High ○

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## I-70 PEL Study - Prioritization

	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Overall	Priority	Impact
Segment 1	●	○	○	○	○	○	●	○
Segment 2	●	●	○	○	○	○	●	○
Segment 3	●	○	○	○	○	○	○	○
Segment 4	○	○	○	○	○	○	○	○
Segment 5	○	○	○	○	○	○	○	○
Overall	●	○	○	○	○	○	○	○

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## WHAT'S NEXT?

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## I-70 PEL Study - What's Next?

- Identify improvement options in each segment for Level 2 evaluation
- Develop recommendations for corridor-wide strategies and segment-level improvement options
- Compile evaluation criteria for consideration of future projects advancing into NEPA

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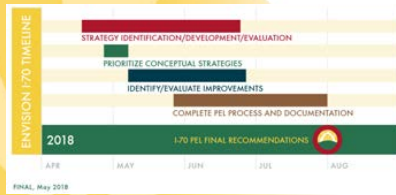
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## TIMELINE



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## THANK YOU!

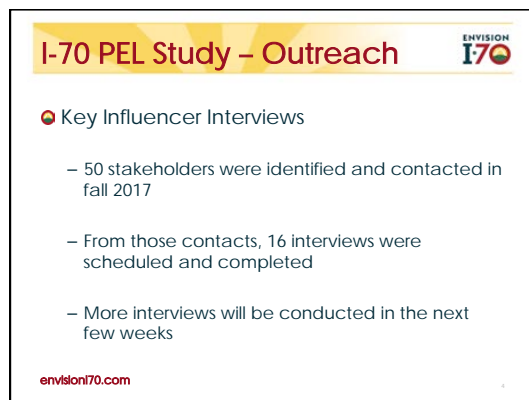
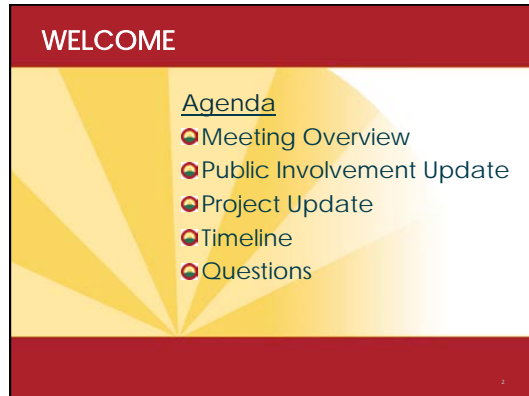


Questions?

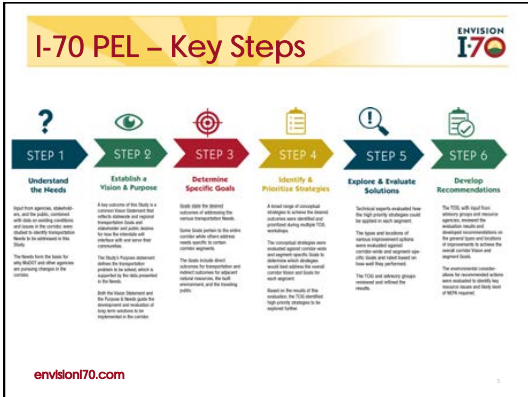
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# PEL UPDATE PRESENTATION – ST. LOUIS COUNTY

06 2018







## I-70 PEL - Study Vision

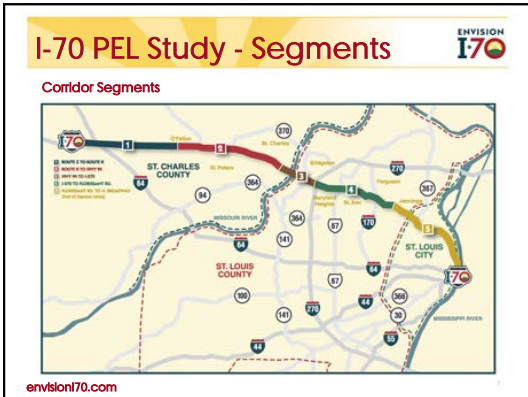
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- ## I-70 PEL Study - Goals
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## I-70 PEL Study - Goals

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## I-70 PEL - Ratings

■ Goals

- Good ●
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- Poor ○

■ Impacts

- Low ●
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- High ○

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## I-70 PEL Study - Prioritization

Item	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Priority	Impact	Cost	Feasibility	Other
Reduce congestion on parallel road system	●	●	○	○	○	●	●	○	○	○
Provide/improve interstate connections serving current/future development/redevelopment areas	○	○	○	○	○	○	○	○	○	○
Improve configurations to address high crash locations	○	○	○	○	○	○	○	○	○	○
Improve access to Lambert Airport for passengers, employees, and freight/cargo	○	○	○	○	○	○	○	○	○	○
Optimize the function of the existing reversible lanes area	○	○	○	○	○	○	○	○	○	○
Increase transportation options for households without access to vehicles	○	○	○	○	○	○	○	○	○	○
Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles	○	○	○	○	○	○	○	○	○	○

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## WHAT'S NEXT?

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## I-70 PEL Study - What's Next?

- Identify improvement options in each segment for Level 2 evaluation
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## TIMELINE



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## THANK YOU!

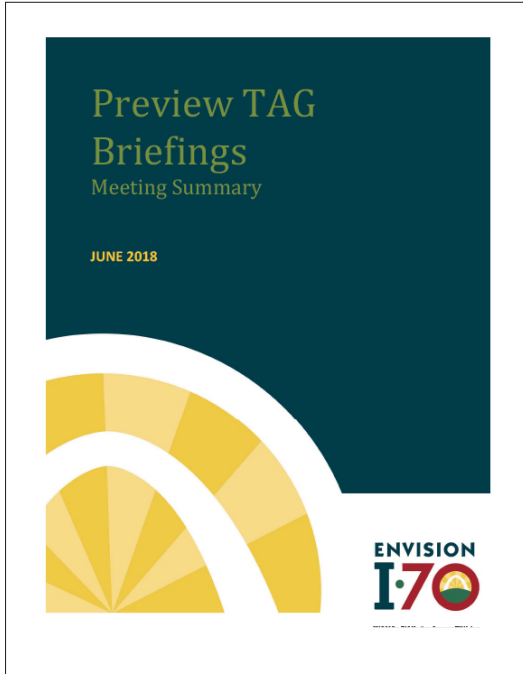


Questions?

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# PREVIEW TAG BRIEFINGS

06 2018



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1. St. Charles County Preview Meeting Minutes
2. St. Louis County Preview Meeting Minutes
3. St. Louis City Preview Meeting Minutes
4. St. Louis Lambert International Airport Preview Meeting Minutes
5. Handouts

This document contains the work products of the June 2018 briefing meetings for members of the Technical Advisory Groups and Senior Advisory Group for the I-70 Planning and Environmental Linkages Study conducted by the Missouri Department of Transportation. Project is managed by Jacobs, with public engagement support by StratCommRx.

### 1. St. Charles County Preview Meeting Minutes

<b>Subject:</b> I-70 PEL Study St. Charles County Preview Meeting	<b>Client:</b> MoDOT
<b>Meeting Date/Time:</b> June 4, 2018 10 am	<b>Project:</b> I-70 PEL Study
<b>Meeting Location:</b> East-West Gateway Council of Governments	<b>Project Number:</b> MoDOT: J613038 Jacobs: C1X32800

#### Meeting Participants

<b>Advisory Group Members</b>	<b>I-70 PEL Team Members</b>
John Grefzu, St. Charles County Nick Galla, City of St. Charles Dan Mann, City of St. Charles Jeff Paskiewicz, City of O'Fallon Steve Stricklin, City of O'Fallon Amanda Bruner, St. Charles County Gery Elmstead, St. Charles County Derek Goetzl, City of Lake St. Louis Burt Benesak, City of St. Peters Amanda Ruch, City of St. Peters	MoDOT Tom Blaz Wesley Stephen Bill Schnell Aashy Taseek Shaun Tooley  EWG Marcia Meyrnik Paul Robinson  Consultant Team Tracy Lohse (Jacobs) Kelly Ferrara (StratCommRx)

#### Summary of Meeting

1. Welcome and Introductions
  - A. Purpose of meeting is a briefing to provide an update on the project to date. Survey data, advisory group input, public meeting comments yielded that the study should focus more on planning recommendations and the ability to determine alignment with the project vision.
  - B. Essentially a redirection – new focus is on the vision and goals needed for the corridor to meet the NEPA processes as things move forward
2. Project Update
  - A. Upcoming meetings:
    - i. July 18-19 – Final TAG/SAG meetings
    - ii. EWG Board Meeting on June 27
    - iii. Public meetings:

1. July 18 – UMSL JC Penney Building, Room 202
2. July 19 – O'Fallon City Hall
3. Both preceded by SAG/TAG and public officials' briefings
- B. Themes identified during key influencer interviews:
  - i. Create a transportation ecosystem
  - ii. Technology is the future, and the future is here
  - iii. Connectivity is key
  - iv. Aesthetics matter and consistency is king
  - v. Safety looks like many things on I-70
  - vi. Studies to review
  - vii. Problem spots
  - viii. Opportunities and suggestions
3. PEL Key Steps
  - A. Step 1 – Understand the Needs
  - B. Step 2 – Establish the purpose – How do we get to 2045?
  - C. Step C – Determine specific goals
  - D. Step D – Identify and Prioritize Strategies
  - E. Step 5 – Explore and evaluate Solutions
  - F. Step 6 – Develop Recommendations
4. Vision for the Corridor
  - A. This statement is part of the Purpose and Need Statement available on the website.
5. Corridor Segments
  - A. Emphasis was on similarities by considering land use, traffic function, etc.
  - B. Map provided as a handout that defined all 5 segments identified by the team.
  - C. These are not NEPA defined Sections of Independent Utility, but simply segments based on similarities, at the 30,000-foot level. Sections of Independent Utility (SIU) will have their own footprints and will be defined as unique projects under future NEPA evaluation. The PEL will identify the concepts needed for NEPA, but will not identify the SIUs.
    - i. Q: Could future NEPA segments overlap the segments defined in this study? Yes
    - ii. Q: Will this study define SIUs? No. This is not an attempt to do that. It was incorrectly communicated that SIUs were a part of this project.
    - iii. We won't be ranking conceptual strategies against each area.
    - iv. Q: How did these segments develop? Originally looking at segments by county boundaries and that made less sense. We hoped to take a more strategic approach to review how to define similarities.
    - v. Discussion topic: Where are there natural breaks that differ from those identified in the PEL. Route K or Bryan Road discussed in St. Charles County related to where the segments might be a better break-point. In St. Peters, traffic and land use point to 370 as the break point. From 370 to 94, there is similar land use. Traffic and

land use are different past 370. Traffic performance data from the existing conditions report were used to drive the report and does not yet recommend individual projects. Does Z to K make a better break? Is 370 a better break? Analysis is based on what we see happening in each segment, such as uniqueness of land use. Since these aren't SITUs, would the number of segments matter? Should we modify? The strategies between 1 and 2 don't vary all that much. Feedback and input is ideally around the strategies - are we capturing the right mix of strategies around these segments.

6. Goals

- A. Corridor-wide goals identified and then specific goals for each segment. Several things typically found in the asset management plan of MoDOT are not included here.
  - i. Discussion: Segment 1 - "reduce congestion on parallel road systems". There are congestion issues on the highway itself. Need to study where there are actually outer roads. The second bullet on Segment 2 could also apply to Segment 1. Can we add this to Segment 1 and address the 61/64 interchange with 70 needs to be added? This interchange is no longer adequate. Include a statement to improve access to the industrial land and General Motors plant surrounding this area.
  - ii. Any current projects in construction are not reflected in this visionary study. A list of all projects studied previously are noted and are included in the "No Build" option. (includes both funded and unfunded options.)
  - iii. Each rating will have a value assigned to them. The top (10 or so) ranked strategies will be summarized and included in the next level of reporting, include high-level recommendations, acknowledge issues that design needs to address, inform reader on what NEPA process is suggested, and include high-level costs. The next stage will be to do NEPA for those areas where projects may move forward.
  - iv. Additional benefits of this report are to create a vision, a purpose and need, which has already been approved by FHWA, and give project sponsors a lot of flexibility.
    - v. Note: Control access - is interpreted as limiting driveway; improving capacity is interpreted as adding lanes. St. Charles County has a strategy to improve access on perpendicular roads - such as K or Mid Rivers Mall Drive access. There are roads not landlocked. To the west, interchange spacing is more 1-mile splits. Our traffic is funneling to north-south roads. How can we get traffic to use collector roads? How do we get cars off K onto Sonderen? St Charles' goal is to have better utilization of both major and minor collectors. Perpendicular roads may need more attention - the strategy could be about improving access to the interstate system from the outer roads.

7. What is next?

- A. Identify improvement options in each segment for Level 2 evaluation. Develop recommendations for corridor-wide strategies.
- B. Advisory Group Meetings
  - i. June 21: Technical Advisory Groups meet together, Maryland Heights
  - ii. July 18 and July 19: Joint meeting of Technical and Senior Advisory Groups from 1-3pm; public officials meeting from 4-5pm; public meeting from 5:30-7pm. You may choose one of the two dates: one meeting at O'Fallon City Hall, one meeting at University of Missouri-St. Louis.
  - iii. Edit: slide 9: Should Segment 2 have a strategy to also address the access to freight interchanges? How 370 interacts with 70 could be impactful to the study. Can we add a strategy that speaks to connecting arteries to the outer roads and to the highway? Extend and/or provide a continuous outer road system between Mid Rivers and 79, specifically and throughout the county.
  - iv. Suggested strategy or goal: How can we get local traffic off the interstate?
  - v. Edit: slide 9: Segment 1 Redistribute traffic across appropriate local roads. Team needs to start with the goal and reward to match needs.
  - vi. Suggestion: redevelopment goal could be added to the K-Bryan segment, and add to Segment 1.
  - vii. Suggestion: Are we improving mobility or reducing congestion? Consider rewording to improve mobility.
  - viii. Suggestion: How does the PEL acknowledge the regional growth of St. Charles County - can there be a goal to accommodate population or consider population growth? Is this a goal for the segments in this county?
  - ix. Comment: Certain points in time, cars are stacked on the interstate, level of service reports should inform the PEL and account for growth. MoDOT defines "acceptable level of service".
- 8. Public Involvement Update
  - a. Key Influencer and MetroQuest reports are complete and published on the [Envision70.org](http://Envision70.org) website
- 9. Action Items
  - A. Add East-West Gateway presentation date to this deck
  - B. Add slide about why do a PEL? You should be able to more quickly determine if a project meets identified needs. Consider handouts of the matrix as an example, 11x17.
  - C. Send preview team the segment strategies to provide input, the matrix for the five strategies.
  - D. Send preview team the criteria for full circle, half circle, empty circle - subjective or objective.
  - E. For information, include information on what the study means, and that the FHWA and EWG do not technically approve this document.

10. Adjourn

**ENVISION I-70**

Meetings: PEL Preview Meeting  
 Date: 6/14/2018  
 Time: 10:00 AM  
 Place: 4400201000  
44 St. Charles County

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, photos and name for print, video or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world, and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Organization	Phone	E-Mail
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Allyssa Gause	City of St. Charles	636-999-2037	allyssa_gause@stcharlesmo.org
Dan Mann	City of St. Charles	636-999-2223	dammann@stcharlesmo.org
Andy Turek	MoDOT	636-477-5045	aturek@moDOT.org
Jeff D'Amico	City of St. Charles	636-999-2060	jdamico@stcharlesmo.org
Steve Sauer	City of St. Charles	636-999-2060	ssauer@stcharlesmo.org
Arnold Brouer	St. Charles County	636-999-7000	abrouer@scocmo.org
Shawn Robinson	St. Charles County	636-999-2148	srobinson@scocmo.org
Chuck Kuepfer	City of St. Charles	636-999-2060	ckuepfer@stcharlesmo.org
Melissa Stipan	City of St. Charles	636-999-2060	mstipan@stcharlesmo.org

**ENVISION I-70**

Meetings: PEL Preview Meeting  
 Date: 6/14/2018  
 Time: 10:00 AM  
 Place: 4400201000  
44 St. Charles County

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Name	Organization	Phone	E-Mail
Tom Bear	MoDOT	636-477-7400	tbear@moDOT.org
John Griffin	St. Charles County	636-999-2037	jgriffin@scocmo.org
Shawn Turek	MoDOT	636-477-5045	sturek@moDOT.org
Jeff D'Amico	City of St. Charles	636-999-2060	jdamico@stcharlesmo.org
Arnold Brouer	St. Charles County	636-999-7000	abrouer@scocmo.org
Tracy Laska	City of St. Charles	636-999-2060	tlaska@stcharlesmo.org
Kelly Brouer	St. Charles County	636-999-2037	kbrouer@scocmo.org

**2. St. Louis County Preview Meeting Minutes**

**Subject:** I-70 PEL Study  
**Meeting Date/ Time:** St. Louis County Preview Meeting  
 June 5, 2018/10am  
**Client:** MoDOT  
**Project:** I-70 PEL Study  
**Meeting Location:** East-West Gateway Council of Governments  
**Project Number:** MoDOT: J613038  
 Jacobs: CLX32800

**Meeting Participants**

**TAG Members**  
 Larry Welby, St. Louis County DOT  
**I-70 PEL Team Members**  
 ERWG  
 Marcie Meystrik  
 Paul Hubbard  
**MoDOT**  
 Wesley Stephen  
 Anthony Williams  
 Eddie Watkins  
**Consultant Team**  
 Tracey Lohr (Jacobs)  
 Heather Lasher Todd (StratCommRx)

**Summary of Meeting**

Content from the prior presentation was the same. Comments and questions along with discussion points are noted below.

**Questions and Answers**

- A. Why only 16 key influencer interviews?
  - i. Reached out to 50, 16 were willing to devote time to in-depth interview, looking to do more in western part of corridor.
- B. Evaluation matrices set priorities prior to NEPA work - very broad but influence the process.
- C. What are some improvement options - examples?
  - i. Reconfigure an interchange - improve congestion, hopefully improve safety
  - ii. For example, in Segment 5, some bridges don't meet standards. Raising bridges is one strategy. NEPA will offer more insight.
  - iii. For City segment, constructability is key. This will be contained in report and available for future NEPA studies.
- iv. Helps set long-range planning priorities
- D. Are your priorities corridor-wide or by segment?
  - i. Both. Corridor-wide are also included in each segment.

- ii. Some are long-range goals, such as light rail in St. Charles County - would be if region determines this is a priority, but not currently a priority.
- E. What are the strategies for Segment 3?
  - i. Eliminate conflict points, improve operations of intersections, implement TSM measures, better accommodate freight, transit enhancements, improve bike and pedestrian facilities and connection to larger bike/pedestrian network.
- F. Anything that is part of larger MoDOT plan are not included here.
- G. Matrix gives sponsor a sense of what may be involved for various strategies.
- H. You will receive matrices soon and we will accept comments prior to TAG meeting.
- I. Are you finished with white paper on express lanes?
  - i. Will not be part of report, but a separate technical memorandum - looking at what happens if eliminate completely - more right-of-way, but have to change each bridge. Or, do we add more technology? Or do we extend it?
- J. Add Adam Spector and Justin Carney from St. Louis County to TAG list

###

**ENVISSION I-70**

Meeting: Tag Pre Meeting  
 Date: 6/5/18  
 Time: 10:00  
 Place: East West Gateway Council of Governments

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Name	Organization	Phone	Email
Paul Hubbard	MoDOT	618-725-7777	Paul.Hubbard@mo.gov
Eddie Watkins	MoDOT	618-725-7777	Eddie.Watkins@mo.gov
Heather Lasher Todd	StratCommRx	618-725-7777	heather.lasher@stratcommrx.com
Tracey Lohr	Jacobs		
Wesley Stephen	MoDOT		
Marcie Meystrik	ERWG		
Paul Hubbard	ERWG		
Larry Welby	St. Louis County DOT	314-445-7555	Larry.Welby@slco.gov

**3. St. Louis City Preview Meeting Minutes**

**Subject:** I-70 PEL Study  
**Meeting Date/ Time:** St. Louis City Preview Meeting  
 June 5, 2018/1pm  
**Client:** MoDOT  
**Project:** I-70 PEL Study  
**Meeting Location:** East-West Gateway Council of Governments  
**Project Number:** MoDOT: J613038  
 Jacobs: CLX32800

**Meeting Participants**

**TAG Members**  
 Don Row, City of St. Louis, Planning  
 Len Eitzen, City of St. Louis, Traffic  
**I-70 PEL Team Members**  
 ERWG  
 Marcie Meystrik  
 Paul Hubbard  
 Jerry Blair  
 Jim Wild  
**MoDOT**  
 Wesley Stephen  
**Consultant Team**  
 Tracey Lohr (Jacobs)  
 Heather Lasher Todd (StratCommRx)

**Summary of Meeting**

Content from the prior presentation was the same. Comments and questions along with discussion points are noted below.

**Questions and Answers**

- A. What does multi-modal mean in this case?
  - i. Not really a light rail strategy on I-70.
  - ii. Will be a separate document, in addition, on reversible lanes.

###

**ENVISSION I-70**

Meeting: St. Louis City Pre Meeting  
 Date: 6/5/18  
 Time: 1:00  
 Place: St. Louis City

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Name	Organization	Phone	Email
Don Row	City of St. Louis	314-241-3100	Don.Row@stlouis.gov
Len Eitzen	City of St. Louis	314-241-3100	Len.Eitzen@stlouis.gov
Wesley Stephen	MoDOT	618-725-7777	Wesley.Stephen@mo.gov
Marcie Meystrik	ERWG		
Paul Hubbard	ERWG		
Jerry Blair	ERWG		
Jim Wild	ERWG		
Tracey Lohr	Jacobs		
Heather Lasher Todd	StratCommRx		



**4. St. Louis Lambert International Airport Preview Meeting Minutes**

**Subject:** I-70 PEL Study Technical Advisory Group (TAG) Meeting  
**Client:** MoDOT  
**Meeting Date/Time:** June 13, 2018/10am  
**Project:** I-70 PEL Study  
**Meeting Location:** MoDOT District Office  
**Project Number:** MoDOT: J613038 Jacobs: CLK32800

**Meeting Participants**

**TAG Members**  
 Jerry Beckman, St. Louis Lambert Int'l Airport  
 Jan Tims, St. Louis Lambert Int'l Airport  
**EWG**  
 Marcie Meystrik  
 Shaun Tooley  
**I-70 PEL Team Members**  
**Consultant Team**  
 Tracey Leher (Jacobs)  
 Eddy Ferras (Stantec/Amtrak)  
**MoDOT**  
 Wesley Stephen

**Summary of Meeting**

Content from the prior presentation was the same. Comments and questions along with discussion points are noted below.

**Questions and Answers**

- A. Does your project include the logistics initiatives going on around 3707?  
 I. Yes. Development Strategies is on our team. You'll see freight movement in our matrix of consideration options and goals.
- B. You probably have familiarity with our EMAC project with MoDOT with signaling...  
 I. Yes, and is there master planning in place? Airport will issue RFP this year.
- C. Reduce conflicts at interchange/improve access to airport ranked as fair: we see that as higher priority; why rated as fair? The whole I-70 interchange is a problem and creates confusion. Western access could be improved at Cypress.  
 I. Good input and we'll review the documentation of our discussion. Marcie Meystrik added that "conflict points" might be related to crashes. Airport's goal is a nice smooth entrance. Concern from south is that Woodson Terrace needs access to MetroLink at airport. Bridge for

pedestrians would have to follow height requirements. E.G.: the Brown Road overpass could not be built today due to vertical restrictions near the airport.

- D. Did you rate in a way that high ones move forward?  
 I. No, simply the answer to whether or not the strategy aligns with goals.
- E. Discussion of bike/pedestrian access. Airport built in 1958 and not designed for bike/pedestrian.  
 I. Shaun Tooley added 7,500 employees may need a place to park bikes.
- F. Wayfinding is good; freightway is good.  
 I. Metro Reimagined reviews any/all changes to improve efficiencies and could be included in the airport's masterplan.
- G. What does the red column mean?  
 I. Impacts to the natural environment or built environment. Anything around the airport would have high constructability impacts.
- H. Parallel roads - are the outer roads near airport used for through-traffic?  
 I. Occasionally.
- I. Do you have access to the HR Green study from St. Ann?  
 I. Yes. The Cypress Study. Looked at movement and needs.
- J. It was requested the team meet with airport staff about the express lanes.

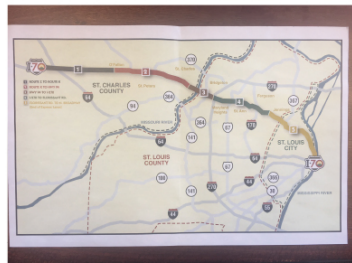
**ENVISSION I-70**

Meeting: St. Louis Lambert International Airport  
 Date: June 13, 2018  
 Time: 10:00 AM  
 Place: MoDOT District Office  
 City: St. Louis, MO

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Name	Organization	Phone	E-Mail
Kelly Ferras	Stantec		
Tracey Leher	Jacobs		
Wesley Stephen	MoDOT		
Shaun Tooley	MoDOT		
Marcie Meystrik	EWG		
Jerry Beckman	SLI	314.557.1331	beckman@slia.org
Jan Tims	SLI		

**5. Handouts**



**I-70 PEL Study**

**Vision Statement**

The vision for the I-70 Corridor between Warburg and the Mississippi River is for a safe, well-maintained, interstate facility offering outside mobility for all users into the distant future.

- By year 2045, the corridor will offer multi-modal transportation options, foster vibrant communities, lessen the highway's impact on neighborhoods that surround the Interstate, and be a catalyst for economic development opportunities.
- The corridor will be made efficient through enhanced public transportation, and modernized and made smart to accommodate an array of new and emerging technologies, including connected vehicles (CV) and autonomous vehicles (AV).
- Communities along the corridor will thereby be effectively connected to the main inter-urban and interstate roadway.
- At the regional level, connectivity will be bolstered by efficient access to business, employment centers, and freight hubs, such as the St. Louis Lambert International Airport.

In conjunction with transportation improvements in the corridor, governments and private sector will partner to coordinate investments that complement the transportation vision and improve the economic vitality of the corridor.

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**ENVISSION I-70**

**STEP 1: Understand the Needs**

**STEP 2: Establish a Vision & Purpose**

**STEP 3: Determine Specific Goals**

**STEP 4: Identify a Proven Strategy**

**STEP 5: Evaluate & Refine Solutions**

**STEP 6: Develop Recommendations**

**ADVISORY GROUP MEETINGS SUMMARY**

07 18-19 2018

**TAG/SAG BRIEFINGS**  
Meeting Summary

**JULY 18-19, 2018**





# Table of Contents

- 1) **St. Charles County Meeting Minutes**
- 2) **St. Louis County Meeting Minutes**
- 3) **Handouts**

**This document contains the work products of the July 2018 meetings for members of the Technical Advisory Groups and Senior Advisory Group for the I-70 Planning and Environmental Linkages Study conducted by the Missouri Department of Transportation. Project is managed by Jacobs, with public engagement support by StratCommRx.**

## 1. St. Charles County Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Joint Technical Advisory Group (TAG)/ Senior Advisory Group (SAG) Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	July 18, 2018 1 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	O'Fallon City Hall	<b>Project Number:</b>	MoDOT: J6I3038 Jacobs: C1X32800

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### Meeting Participants

#### Advisory Group Members

Steve Bender, City of O'Fallon  
Terry Epps, City of Pine Lawn  
Mike Hurlbert, St. Charles County  
Pat Kelly, Municipal League of Metro St. Louis  
Derek Koestel, City of Lake St. Louis  
Douglas Lee, City of Wentzville  
L.G. Loos, City of Maryland Heights  
Susan Spiegel, City of Wentzville  
Brad Temme, City of St. Charles

#### I-70 PEL Team Members

MoDOT  
Tom Blair  
Matt Burcham  
Wesley Stephen  
Shaun Tooley  
Andy Tuerck  
Eddie Watkins

#### EWG

Marcie Meystrik  
Paul Hubbman

#### Consultant Team

Tracey Lober (Jacobs)  
Kelly Ferrara (StratCommRx)  
Heather Lasher Todd (StratCommRx)  
Olivia Lackey (StratCommRx)  
Kennedy Moore (StratCommRx)  
MaryAnn Taylor Crate (Added Dimension)

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### Summary of Meeting

1. Welcome and Introductions
  - A. Collaboration of MoDOT, EW Gateway, METRO – regional effort through the TCIG.
  - B. High-level corridor study, PEL, not legally binding, attempt to set vision. What will this corridor look like in 2045 and preceding years? Want to make sure addressing all the needs of citizens, and this study has been successful in doing that.

- C. Still accepting comments and tweaks. Will not be seeking/do not need approval of Federal Highway Administration. PEL attempts to bridge NEPA and strategy planning to expedite study process.
  - D. At the end of this we are required to submit a PEL questionnaire to show we followed PEL process and has been done to NEPA satisfaction to jump-start future NEPA processes.
  - E. These are not project-specific concepts, but this study has done the vetting to say these are feasible alternatives that could be implemented in this corridor. Local entities can review this and use to pursue your own future NEPA processes.
  - F. Shelf-life of five years, so look to move forward with your NEPA process in that window.
2. PEL Refresher
- A. TAG meeting in June – summary of what was discussed
    - i. PEL process – needs, goals, strategies, prioritization matrixes
    - ii. Vision statement for project, takes us into 2045
    - iii. Goals – corridor-wide and at segment level (5 segments to ease reviewing and strategizing concepts)
    - iv. Six key steps in PEL process to develop full report
3. Public Involvement Update
- a. Three technical advisory groups and SAG for full corridor
  - b. Efforts include:
    - i. Public meeting
    - ii. MetroQuest tool, pushed digitally, libraries, copy for newsletters, media coverage; more than 2,600 people completed survey to share feedback – about 40,000 individual pieces of data, able to extrapolate who were “super-users” of corridor (more than 7x/week)
    - iii. Kept people informed through ongoing TAG/SAG/TCIG meetings, ongoing media relations, continuously updating website
    - iv. Key influencer interviews – major employers, elected representatives, community leaders, regional/neighborhood organizations, educational institutions
4. PEL Study
- A. Five segments: Allow for flexibility in future NEPA analyses
  - B. Prioritization of strategies – For each strategy listed, team looked at how each would logically be applied in each segment; matrices for each segment and grouped in two categories – transportation goals and environmental/community goals
  - C. Cost not considered, but are provided
  - D. Each strategy rated good, fair, or poor based on how well each strategy met the goals
  - E. High-priority do best job, overall, for addressing needs and goals within that segment of corridor

- F. Transit upgrades, addressing weave sections, and TSM were recommended in all segments
- 5. Corridor-wide strategies: Should be done across the corridor, rather than in individual segments. Transportation Demand Management, intelligent transportation systems, new and emerging technologies (automated vehicles, connected vehicles)
- 6. Segment 1 High-Priority Strategies
- 7. Segment 2 High-Priority Strategies
- 8. Segment 3 High-Priority Strategies
- 9. Segment 4 High-Priority Strategies
- 10. Segment 5 High-Priority Strategies
  - A. Is the plan to straighten S curves? Yes – no details as to how implemented at specific intersections, more the high-level need to address. The specific details would be worked out in the NEPA process.
- 11. Process in final report for MoDOT to use in evaluating future projects, such as “Does proposed action address one or more goals/strategies identified in segment”?
- 12. Reversible lanes: MoDOT has asked us to do a technical memorandum on what can be done with them; will show history, existing conditions, stakeholder outreach, etc.
- 13. Final report will be posted on project website; will send an email to everyone involved in study so you can download it
- 14. Questions:
  - A. Timeframe? Wrapping-up now, internal review, sending to MoDOT for concurrent review by TCIG and FHWA.
  - B. Copy of slides? Handouts, on website, can also send file. Also, all maps will be on website.
  - C. After approved, what happens? The concepts will make their way into the long-range plan, currently being updated by EWG, and there will be projects from the segments. Individual project sponsors can then say they would like to undertake a NEPA process for each project and initiate that NEPA work. This will guide you. These strategies are intentionally not in conflict with the others – complement the plan for the full corridor. MoDOT will run projects through these weighted questions.
  - D. If project doesn’t score well, then what? You may want to rethink your NEPA concept. This encourages further, more detailed NEPA analyses. This sets the foundation for you to do that.
  - E. Concept of DDI to replace roundabout that will reach congestion in 10 years. NEPA is new to me (Susan). Should we work on NEPA? Yes, pursue under NEPA. This sets vision – to allow proper planning of corridor over the next decades.
  - F. Document has shelf life of 5 years – will you revisit at that time? Yes, strategies will have reasonable range of costs, but question is will region have capacity to fund those ranges in reasonable amount of time? Have to decide what priorities are – many competing needs.
- 15. Tracey Lober to send public meeting slides to Susan Spiegel

## 2. St. Louis County Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Technical Advisory Group (TAG)/ Senior Advisory Group (SAG) Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	July 19, 2018 1 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	UMSL JC Penney Building	<b>Project Number</b>	MoDOT: J6I3038 Jacobs: C1X32800

---

### Meeting Participants

#### TAG Members

Jerry Beckman, St. Louis Lambert International Airport  
Tom Curran, St. Louis County  
Gary Elmstead, St. Charles County  
John McCarthy, University Square  
Don Roe, City of St. Louis  
Adam Spector, St. Louis County  
Jan Titus, St. Louis Lambert International Airport  
Betty Van Uum, University of Missouri – St. Louis  
Deanna Venker, City of St. Louis  
Doug Zaiz, City of Woodson Terrace

#### I-70 PEL Team Members

MoDOT  
Wesley Stephen  
Shaun Tooley

EWG  
Marcie Meystrik  
Jerry Blair

#### Consultant Team

MaryAnn Taylor Crate (Added Dimension)  
Kelly Ferrara (StratCommRx)  
Tracey Lober (Jacobs)  
Olivia Lackey (StratCommRx)  
Kennedy Moore (StratCommRx)

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### Summary of Meeting

Content from the prior presentation was the same. Comments and questions along with discussion points are noted below.

#### Questions and Answers

- A. Were the 0.5% projections taken into consideration as far as population?  
So, we are projecting the entire region and not the area?
  - a. We use the regional model, provided by EWG, to project regional growth
- B. In reference to the parallel roads how wide in the corridor was the study looking at?

- a. The study of the corridor is only half a mile wide. There were some places along the corridor that we extended the study area along a major arterial.
- C. I don't see anything about economic development in this study?
  - a. One of the goals was to provide or improve interstate connections serving current/future development/redevelopment areas. This goal is also on the prioritization matrix board.

###

# ADVISORY GROUP MEETINGS SLIDES

07 2018

9/7/18

**ENVISION I-70**

**PLANNING FOR THE FUTURE**

I-70 PLANNING AND ENVIRONMENTAL LINKAGES (I-70 PEL) STUDY

**Senior/Technical Advisory Group Meeting**

JULY 18-19, 2018

**I-70 PEL Study** **ENVISION I-70**

June 2018 TAG Meeting Recap

- PEL Process
- Vision Statement
- Goals – Corridor-Wide and Segment Level
- Six Key Steps in PEL Process
- Prioritization Matrices

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**I-70 PEL Study** **ENVISION I-70**

Corridor Segments

ST. CHARLES COUNTY ST. LOUIS COUNTY ST. LOUIS CITY


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**I-70 PEL Study** **ENVISION I-70**

Prioritization of Strategies

Strategy	Goal	Priority	Impact	Cost	Feasibility	Timing	Stakeholder Support
...	...	...	...	...	...	...	...


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**I-70 PEL Study** 

Corridor-Wide Strategies

- Transportation Demand Management (TDM)
- Intelligent Transportation Systems (ITS)
- New and emerging technologies (autonomous vehicles/connected vehicles)

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**I-70 PEL Study** 

High-Priority Strategies

Segment 1: Hwy Z to Hwy K

- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70: Improve bike/ped connections to the larger bike/ped network
- Improve local/parallel road system

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**I-70 PEL Study** 

High-Priority Strategies

Segment 2: Hwy K to Hwy 94

- Improve local/parallel road system
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70: Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges

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**I-70 PEL Study** 


High-Priority Strategies

Segment 3: Hwy 94 to I-270

- Improve local/parallel road system
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70: Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges

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**I-70 PEL Study** 

High-Priority Strategies

**Segment 4: I-270 to Florissant Road**

- Add and/or improve bike/ped facilities crossing I-70: Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Bring facility to current standards (address substandard curves, narrow shoulders, etc.)
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Consolidate and improve access points at airport and throughout segment

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**I-70 PEL Study** 

High-Priority Strategies


**Segment 5: Florissant Rd to End of Express Lanes**

- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70: Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges/provide full access interchanges
- Bring facility to current standards (address substandard curves, narrow shoulders, etc.)
- Improve local/parallel road system


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**I-70 PEL Study** 

**Segment 2: Illustrative Options for High Priority Strategies**




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**I-70 PEL Study** 

**Evaluation Criteria for Future Project Proposals**

- Does the proposed action address one or more of the goals identified for the segment?
- Does the proposed action address one or more of the recommended strategies identified for the segment?
- Do the design elements of the proposed action meet the needs of the buses and large commercial vehicles?
- How does the proposed action allow for existing and planned transit infrastructure and operations in the project area?
- How does the proposed action allow for existing and planned transit infrastructure and operations in the project area?


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**I-70 PEL Study** 

Evaluation Criteria for Future Project Proposals (continued)

- How does the proposed action encourage active transportation and facilitate planned bicycle and pedestrian facilities in the project area?
- How does the proposed action incorporate design measures and ITS elements to meet the needs of CVs/AVs as outlined in this Study?
- For actions involving capacity expansion on mainline I-70, how does the proposed action include or allow for recommended TDM measures outlined in this Study?


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**I-70 PEL Study** 

Evaluation Criteria for Future Project Proposals (continued)

- For actions involving interstate interchanges, accesses, or improvements to connecting or parallel routes, how does the proposed action provide efficient access to existing and planned businesses, employment centers, and freight hubs in the project vicinity?
- For actions in or adjacent to neighborhoods that pre-date the interstate, how does the proposed action lessen the highway's impact on adjacent neighborhoods?
- For actions in the vicinity of Lambert Airport, how does the proposed action improve access to the airport for passengers, employees, and freight/cargo?

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**I-70 PEL Study** 

**What About the Reversible Lanes?**

Technical Memorandum

- History of the reversible lanes
- I-70 travel patterns/existing conditions
- Stakeholder outreach
- Proposed conditions
  - Pros and cons
  - Range of costs

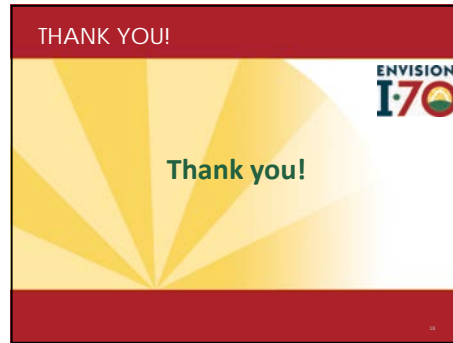
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**I-70 PEL Study** 

**Final PEL Report**

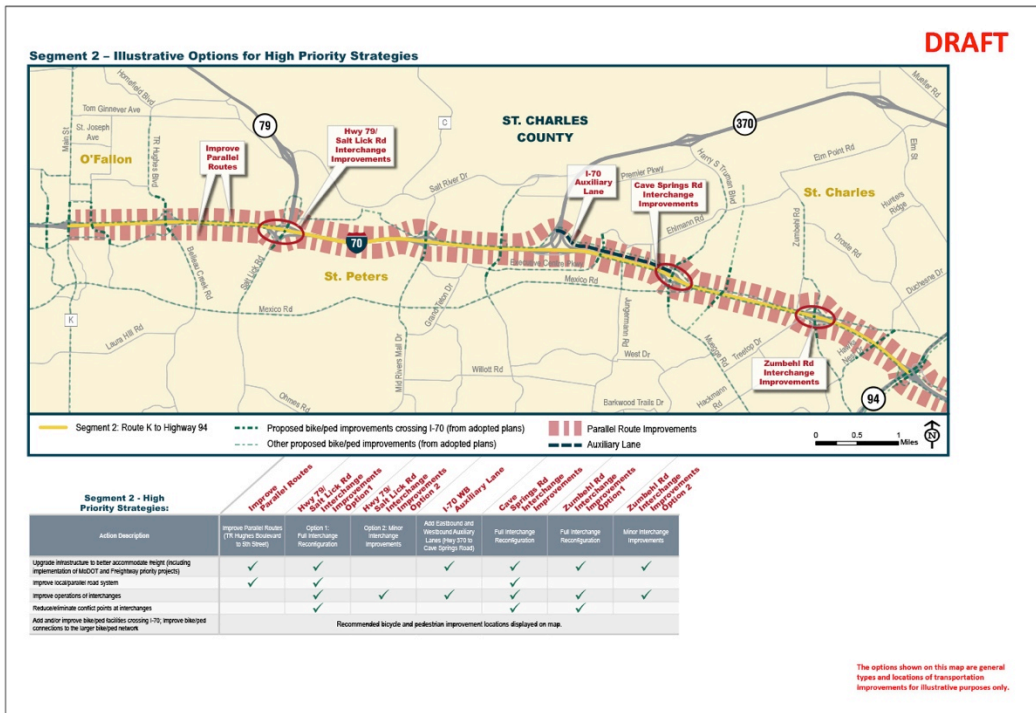
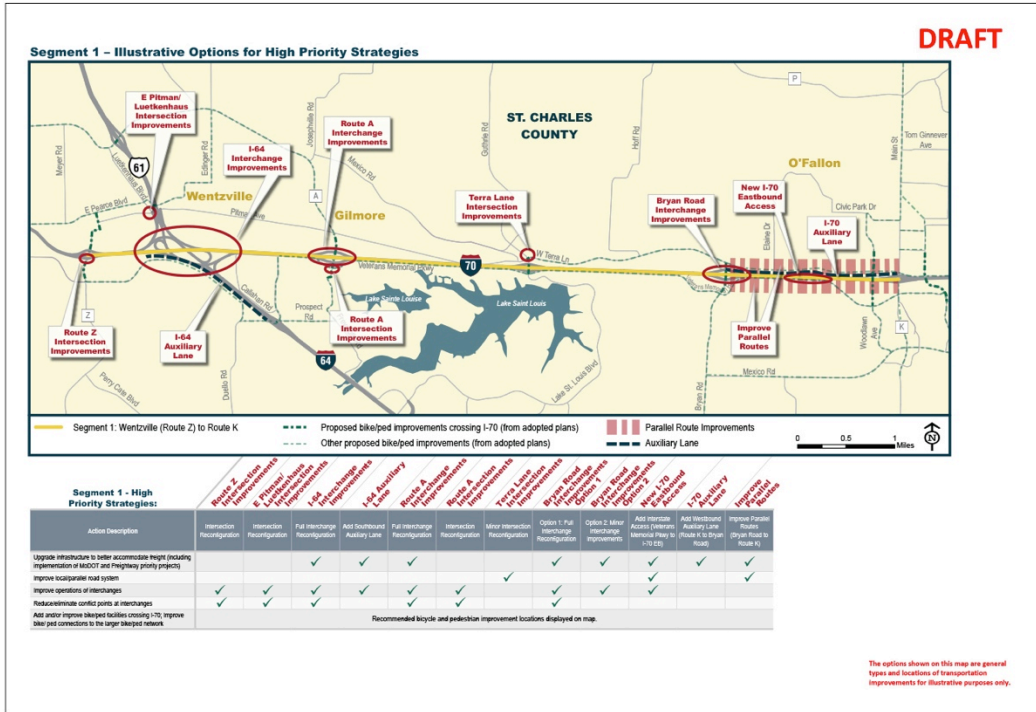
- Complete summary of all components of this Study
  - Planning Context
  - Study Vision and Purpose and Need
  - Agency Coordination and Public Involvement
  - Strategy Identification, Development, and Evaluation
  - Study Recommendations
  - Anticipated NEPA Process and Considerations
- FHWA PEL Questionnaire
- Letter of Acceptance from FHWA

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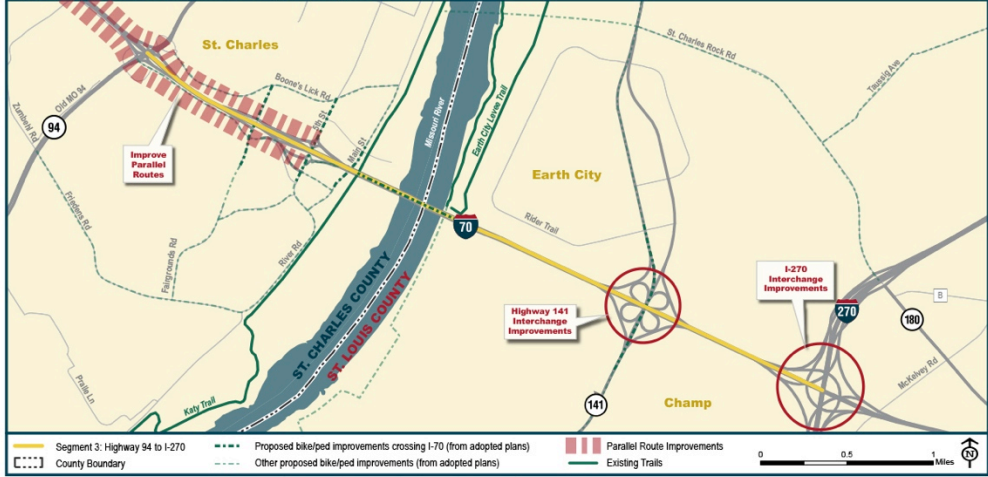
# IMPROVEMENT OPTION MAPS

07 2018



DRAFT

Segment 3 - Illustrative Options for High Priority Strategies



**Segment 3 - High Priority Strategies:**

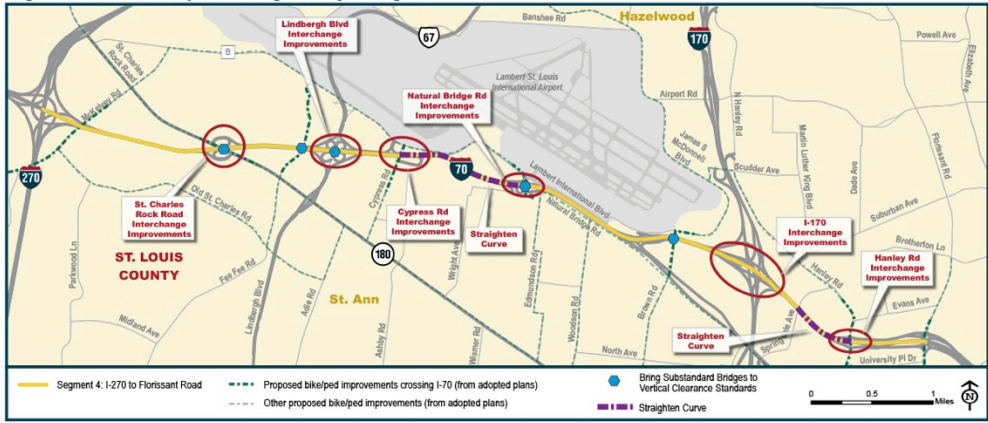
Action Description	Improve Parallel Routes (TH Hedges Blvd to 3th Street)	Option 1: Full Interchange Reconfiguration	Option 2: Minor Interchange Improvements	Highway 141 Interchange Improvements Option 1	Highway 141 Interchange Improvements Option 2	I-270 Interchange Improvements Option 1	I-270 Interchange Improvements Option 2
Upgrade infrastructure to better accommodate height (including implementation of MCDOT and Freeway priority projects)	✓	✓	✓	✓	✓	✓	✓
Improve local/regional road system	✓						
Reduce/separate conflict points at interchanges		✓	✓	✓	✓	✓	✓
Improve operations at interchanges		✓	✓	✓	✓	✓	✓
Add and/or improve biked facilities crossing I-70; improve biked connections to the larger biked network							

Recommended bicycle and pedestrian improvement locations displayed on map.

The options shown on this map are general types and locations of transportation improvements for illustrative purposes only.

DRAFT

Segment 4 - Illustrative Options for High Priority Strategies



**Segment 4 - High Priority Strategies:**

Action Description	St. Charles Rock Road Interchange Improvements	Bring Substandard Bridges to Vertical Clearance Standards	Option 1: Full Interchange Reconfiguration	Option 2: Partial Interchange Reconfiguration	Partial Interchange Reconfiguration	Straighten Curve (Cypress Road to Air Flight Drive)	Option 1: Minor Interchange Improvements	Option 2: Partial Interchange Reconfiguration	Option 1: Full Interchange Reconfiguration	Option 2: Partial Interchange Reconfiguration	Straighten Curve (Springfield Avenue to Hanley Road)	Option 1: Full Interchange Reconfiguration	Option 2: Minor Interchange Improvements
Bring facility to current standards	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Upgrade infrastructure to better accommodate height (including implementation of MCDOT and Freeway priority projects)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Consolidate and improve access points at airport and throughout segment													
Reduce/separate conflict points at interchanges			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Add and/or improve biked facilities crossing I-70; improve biked connections to the larger biked network													

Recommended bicycle and pedestrian improvement locations displayed on map.

The options shown on this map are general types and locations of transportation improvements for illustrative purposes only.

Segment 5 - Illustrative Options for High Priority Strategies



**NOTES:**

- Options for the I-70 express lanes are being evaluated separately. Results and recommendations will be published in a Technical Memorandum to accompany the PEL's final report.
- Sections of narrow shoulders throughout Segment 5 to be brought to standards.

Segment 5 - High Priority Strategies:	Bermuda Road Interchange Improvements	Auxiliary Lane	Jennings Station Road Interchange Improvements	Goodfellow Road Interchange Improvements	Union Boulevard Interchange Improvements	Kingshighway Boulevard Interchange Improvements	Shreve Avenue Interchange Improvements	Adelaide Avenue Interchange Improvements	West Florissant Avenue Interchange Improvements	Grand Avenue Interchange Improvements	Salisbury Street/McKinley Bridge Interchange Improvements	Branch Street Interchange Improvements
Consolidate and improve access points												
Upgrade infrastructure to better accommodate freight (including implementation of IHO/CIF and freightway study project)												
Improve local/paved road system												
Bring facility to current standards												
Improve operations of interchanges/provide full access interchanges	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Reconfigure conflict points at interchanges	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Add and/or improve bikeway facilities crossing I-70, improve bikeway connections to the larger bikeway network												

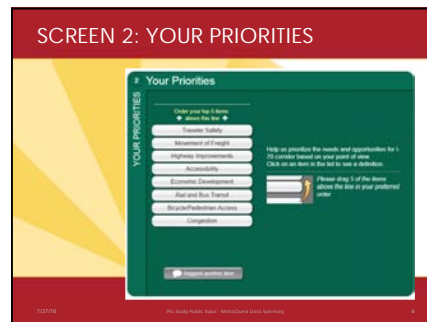
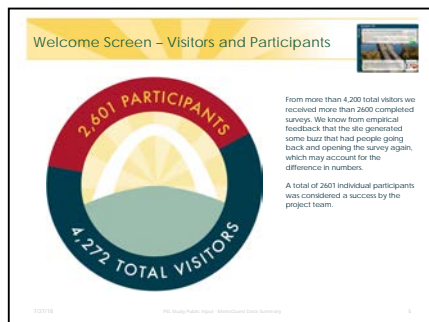
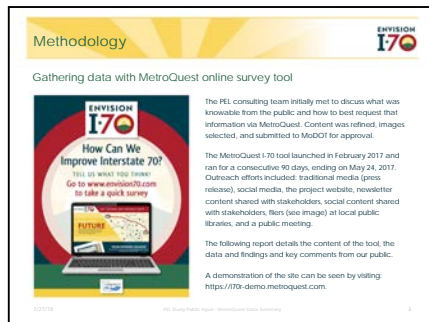
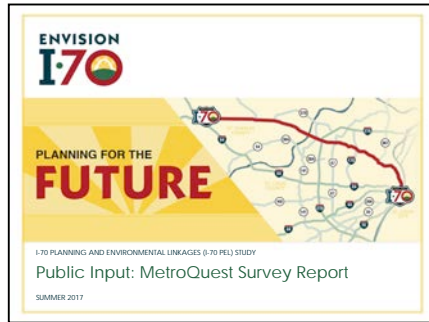
Recommended bicycle and pedestrian improvement locations displayed on map.  
 The options shown on this map are general types and locations of transportation improvements for illustrative purposes only.



# METROQUEST SUMMARY

07 27 2018

7/27/18



### Screen 2 Instructions

Participants were asked to prioritize 5 of 8 possible needs/opportunities

**Your Priorities What to do**

Help us prioritize the needs and opportunities for I-70 corridor based on your point of view. Click on an item in the list to see a definition.

Please drag 5 of the items above the line in your preferred order.

Done Next

**Your Priorities What to do**

- Think the items in dragging them above the line, in order, with your top pick at the top.
- Click the items to learn more about each one.
- You can add an optional comment about each item.
- You may suggest another item for consideration.

Done Next

7/27/18 MS Study Public Input - Metropolitan Data Summary 2

### Your Priorities

**DEFINITIONS**

**Congestion:** I want the study team to focus on transportation projects that reduce congestion in the region.

**Traveler Safety:** I want the study team to focus on transportation projects that reduce the number of lives lost and injuries sustained on the region's roads.

**Highway Improvements:** I want the study team to focus on improvements such as removing curves and hills, and utilizing express lanes for existing roadways.

**Rail and Bus Transit:** I want the study team to focus on expanding existing transit (both bus and rail) service within the region.

**Accessibility:** I want the study team to focus on transportation projects that support the ease and efficiency of accessing all the places you want to go.

**Bicycle/Pedestrian Access:** I support the regional plans to improve access for bike and pedestrians throughout the corridor.

**Economic Development:** I want the study team to focus on transportation projects that support the development and attraction of new jobs and businesses within the region, which would in turn support community vitality.

**Movement of Freight:** I want the study team to focus on transportation projects that support the movement of freight throughout the region.

7/27/18 MS Study Public Input - Metropolitan Data Summary 3

### Your Priorities - How often each was ranked

Below: Each ranking item, showing how often each item was ranked in each position, ordered by average. Note that 1 is the highest rank.

Item	1st Rank	2nd Rank	3rd Rank	4th Rank	5th Rank	Total Times Ranked	Average Rank
Congestion	194	168	105	47	17	1920	3.162
Traveler Safety	187	142	112	47	17	1859	3.452
Highway Improvements	174	122	107	50	17	1863	3.734
Rail and Bus Transit	136	117	108	57	17	627	3.251
Accessibility	86	87	83	46	17	327	3.475
Bicycle/Pedestrian Access	59	57	54	27	17	474	3.624
Economic Development	46	47	47	23	17	158	3.676
Movement of Freight	239	200	154	81	17	711	3.851

Congestion, traveler safety and highway improvements not only received the most rankings, they had the highest average ranking. Notable: Economic Development and Accessibility were ranked by more than half the responders, just at a lower level of importance.

7/27/18 MS Study Public Input - Metropolitan Data Summary 4

### Your Priorities - Distributions

**Top 5 Rankings Bar Chart**

Filter #1: Popularity. The vertical bar chart shows the top five rankings from participants.

Filter #2: Rankings. The orange line shows the average rankings as people sorted their top five choices.

7/27/18 MS Study Public Input - Metropolitan Data Summary 5

### SCREEN 3: TRANSPORTATION MAP

**TRANSPORTATION MAP**

Please drag and drop at least 3 markers on the map.

Congestion Public Transit Bikes Freight Access/Transit Safety Issues Map Use Tool

Please drag and drop at least 3 markers on the map.

Done Next

7/27/18 MS Study Public Input - Metropolitan Data Summary 6

### Transportation Map - Instructions

Participants were asked to drop markers on map to show where improvements need to be made

**Transportation Map What to do**

Either through one that falls on either side of the highway, please show us where you would like to see changes or improvements to traffic routes along I-70.

Please drag and drop at least 3 markers on the map.

Done Next

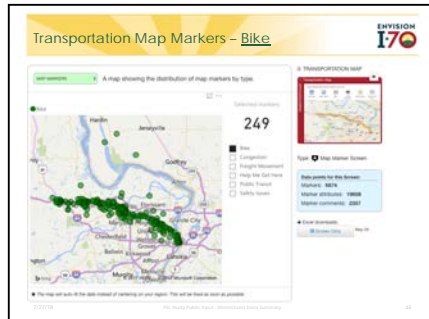
**Transportation Map What to do**

- Zoom in to the map to be more accurate.
- Drag the markers on to the map. Drag them again to improve accuracy.
- In the bottom, give more optional detail.
- Click the markers again if you wish to modify the locations.

Done Next

7/27/18 MS Study Public Input - Metropolitan Data Summary 7



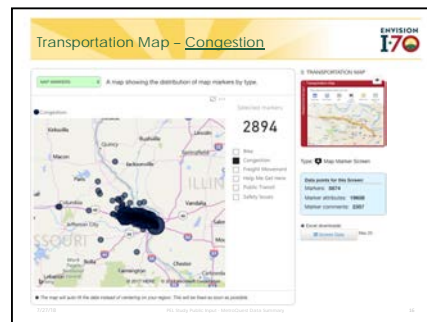


### Marker Data and Comments - Bike

- When the Bike marker was chosen, participants were asked, "What would you like to see here?"
- A dropdown menu appeared, and participant could choose to add a marker without tagging it, or tag it with one of the following choices:
  - Choices given with number of responses:
    - Add Bike Lane: 38
    - Add Bike Trail: 39
    - Improve Bike Lane or Trail: 2
- 249 total markers / 102 comments

### Summary of Key Comments - Bike

- Need more signage/wayfinding along the regional trail
- Bike lane(s) to get across Missouri River
- More ways to travel between St. Charles and St. Louis County on bike
- Connect Katy Trail to Earth City Levee, UMMS (similar to Page extension)
- Bike crossings at Cave Springs, Zumbelhi
- Improve bike crossings:
  - i.e. crossing I-70 on Lindbergh
- Bike access from St. Charles to Siversport
- Better access points for bikes to safely cross over/under the interstate

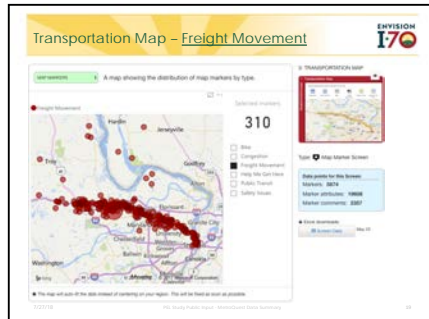


### Marker Data and Comments - Congestion

- When the Congestion marker was chosen, participants were asked, "What type of congestion?"
- A dropdown menu appeared, and participant could choose to add a marker without tagging it, or tag it with one of the following choices:
  - Choices given with number of responses:
    - East morning rush: 278
    - West morning rush: 39
    - East evening rush: 73
    - West evening rush: 538
    - Truck Traffic: 51
    - Event Traffic: 37
- 2,894 total markers / 966 comments

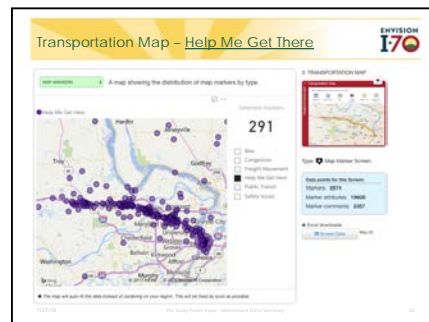
### Summary of Key Comments - Congestion

- Add HOV lanes
- Increase number of lanes:
  - From 370 to 1<sup>st</sup> Capitol
  - From Highway 2 to Wentzville
  - Through Wentzville to Warrenton
  - Between Zumbelhi and Cave Springs
  - Highway K and Bryan Rd.
- Widening "S" curve railroad underpass
- Church St. should not go from 3 lanes down to 2
- More signs for exit only lanes
- Problematic entrance and exit ramps from 270 to 70:
  - Extend right lane to St. Charles Rock Road
- Improve 64/70 interchange:
  - More lanes
- Entrance/exit ramps:
  - Longer entrance from Cave Springs
  - Additional exit lanes getting off 70
- Additional exits:
  - North/South Pointe Rd.
  - Woodson Rd.



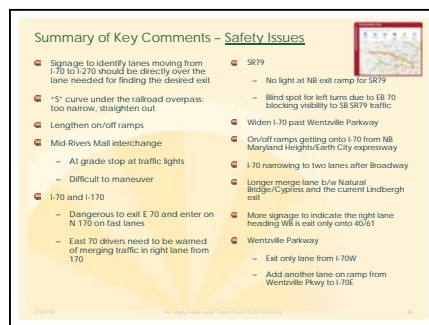
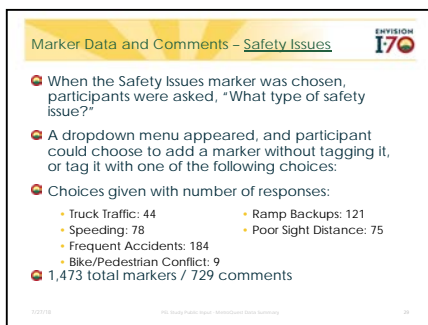
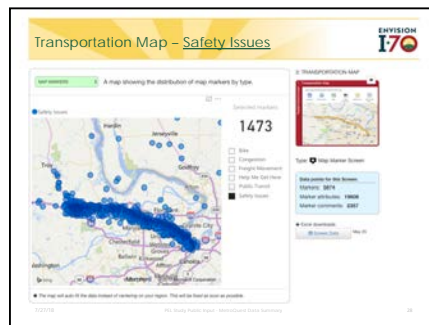
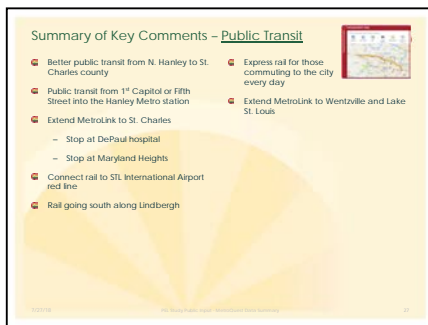
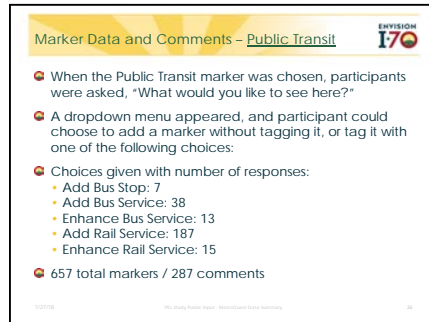
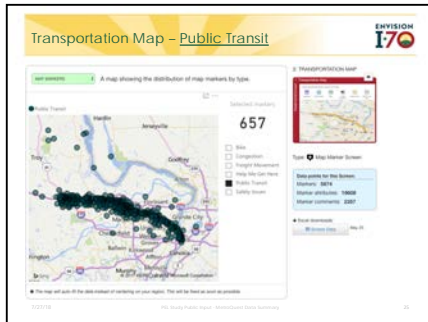
- Marker Data, Comments - Freight and Movement**
- When the Freight and Movement marker was chosen, participants were asked, "What would you like to see here?"
  - A dropdown menu appeared, and participant could choose to add a marker without tagging it, or tag it with one of the following choices:
    - Delays in Movement: 18
    - Need Alternative Route: 39
    - Improve Access: 33
    - Intermodal Connections: 20
  - 310 total markers / 112 comments

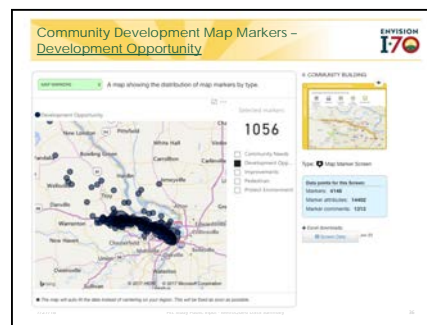
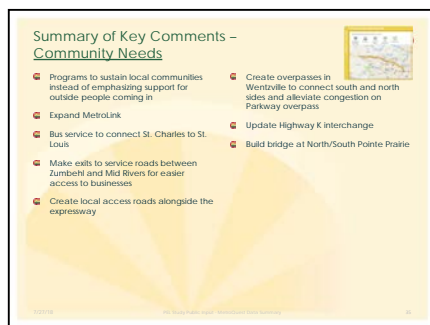
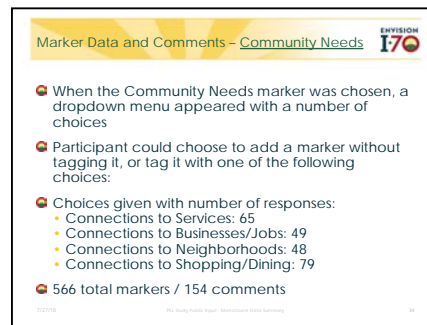
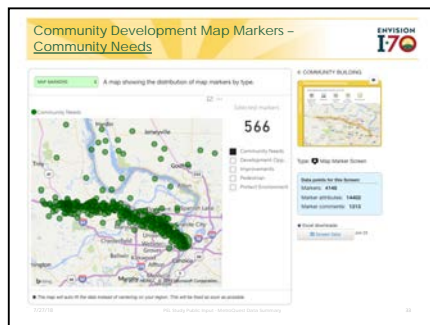
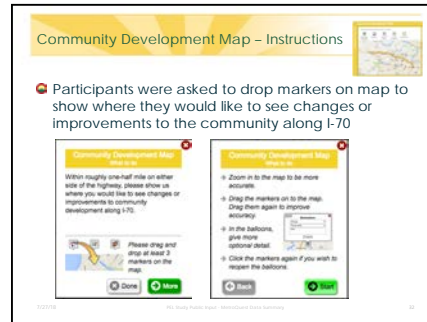
- Summary of Key Comments - Freight Movement**
- Dedicated lanes for trucks/other heavy vehicles between the city limit and St. Charles County
  - Widen the ramp from SB 61 to EB 70
  - Remove left lane exits and entrances
  - Reduce sharpness of ramps
    - I.e. NB I-170 to EW I-70 ramp
  - Create express lanes for semis




- Marker Data, Comments - Help Me Get There**
- When the Help Me Get There marker was chosen, participants were given the opportunity to make a comment in addition to placing a marker
  - 291 total markers / 161 comments

- Summary of Key Comments - Help Me Get There**
- Improve airport access
  - Improve signage for downtown exits
  - Need pedestrian access from airport/MetroLink to the other side of I-70
  - Tucker from I-70 West
  - Better transportation to Florissant Valley Community College
  - Confusing interchanges
    - US 61, Pittman Ave., Pearce Blvd., I-70
    - Broadway, Cole, I-70
  - Straighten out I-70 at Wentzville
  - Extend ramp to and from Wentzville Parkway
  - Make I-70 three lanes until Foristel







### Marker Data and Comments – Development Opportunity



- When the Development Opportunity marker was chosen, a dropdown menu appeared with a number of choices
- Participant could choose to add a marker without tagging it, or tag it with one of the following choices:
- Choices given with number of responses:
  - Current Development Site: 53
  - Future Development Site: 122
  - Redevelopment Site: 170
  - Underutilized Site: 182
  - Other (Please specify): 27
- 1,056 total markers / 349 comments

7/27/18 ENVISSION I70



### Summary of Key Comments – Development Opportunity

- Pay attention to underused/underutilized communities along I-70
- Neighborhoods bordering Interstate from airport to downtown are struggling
- Develop retail at Hanley Metrolink station
- Better access to outer roads for business and future development
- Open space near Hwy DD/Winghaven off I-70
- Second and/or expanded overpass to alleviate congestion from Pierce overpass
- Easier access to the airport and surrounding community/businesses
- Complete overpass at Pointe Prairie Rd
- Tear down vacant properties
- Build more sit-down restaurants along corridor between downtown and airport
- Develop on south side of I-70 b/w IR Hughes and Hwy K


7/27/18 ENVISSION I70

### Community Development Map Markers – Improvements

7/27/18 ENVISSION I70



### Marker Data and Comments – Improvements



- When the Improvements marker was chosen, a dropdown menu appeared with a number of choices
- Participant could choose to add a marker without tagging it, or tag it with one of the following choices:
- Choices given with number of responses:
  - Fix Pavement: 129
  - Fix Interchange: 391
  - Remove Hill: 23
  - Decrease Curve: 138
- 1,555 total markers / 489 comments

7/27/18 ENVISSION I70


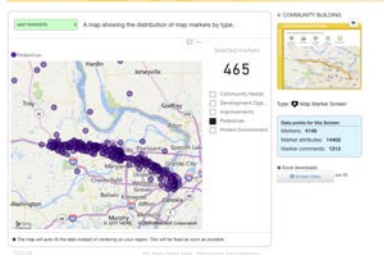
### Summary of Key Comments – Improvements

- Improve I-70 to I-270 interchange
- Improve 70 and 94 interchange, more effective signage
- Fix 'S' curve under railroad overpass
- Redo paving between I-70E Salisbury exit to I-70 exit at 11th and Destrehan
- Improve Cave Springs interchange
- Improve I-70/I-270/SI Charles Rock Rd interchange
- Improve Hwy 79 interchange
- Exit ramp from Spencer Rd. to I-70E
- Exit ramp on Pointe Prairie
- Additional lanes from Wentzville to Warrenton
- Add exit between Wentzville and Foristell
- Create more accident pull-offs

7/27/18 ENVISSION I70

### Community Development Map Markers – Pedestrian

7/27/18 ENVISSION I70

### Marker Data and Comments – Pedestrian

- When the Pedestrian marker was chosen, a dropdown menu appeared with a number of choices
- Participant could choose to add a marker without tagging it, or tag it with one of the following choices:
- Choices given with number of responses:
  - New Sidewalk: 34
  - Improve Sidewalk: 32
  - Add Walking Trail: 51
  - Improve Walking Trail: 9
  - Add Pedestrian Bridge: 115
- 465 total markers / 156 comments

### Summary of Key Comments – Pedestrian

- Pedestrian connectivity from N. Hanley MetroLink station to the north
- Pedestrian bridge from Arch North River Outlook to East Bridge Walkway
- Pedestrian bridge across river
- Better N/S access for pedestrians on Hwy K and M beneath I-70
- Connect Great Rivers Greenway and Dardenne Greenway trail across I-70
- Multi-use trail connecting O'Fallon, Denzoe Parks and Bellefontaine Cemetery
- Add trail/bridge from Earth City area to Riverport
- Add pedestrian bridge between Lucas and Hunt and Goodfellow
- Pedestrian bridge from airport terminal to parking lots, hotels, etc. on other side of I-70
- Pedestrian/bike lane on Blanchette bridge
- Pedestrian bridge/lane from Florissant Rd to Bermuda Rd
- Sidewalk/bridge at I-70 and Hwy K
- Access to Bluffs area/Quail Ridge park from I-70 and Hwy 2

### Community Development Map Markers – Protect Environment

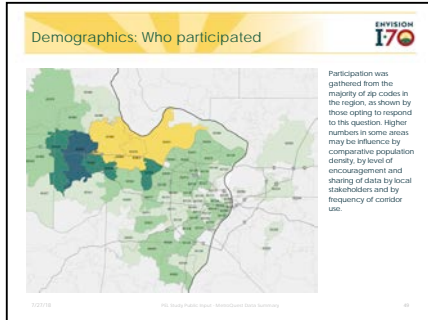
### Marker Data and Comments – Protect Environment

- When the Protect Environment marker was chosen, a dropdown menu appeared with a number of choices
- Participant could choose to add a marker without tagging it, or tag it with one of the following choices:
- Choices given with number of responses:
  - Green Space: 106
  - Water Resources: 43
  - Historical Landmark: 13
  - Ecosystems: 76
- 506 total markers / 165 comments

### Summary of Key Comments – Protect Environment

- Protect the few green spaces that currently exist
- Plant more trees along highway
- Add plantings/foliage/flowers along highway
- Plant trees in open space around I-70 and 370 interchange
- Fix trash from Lucas & Hunt flowing into community pond via storm sewers
- Stop building in/polluting floodplain
- Lots of concerns about burning landfill near the nuclear plant – Smell, in particular

### SCREEN 5: THANK YOU (DEMOGRAPHICS)



# OTHER MEETINGS



# RESOURCE AGENCY INTRODUCTION LETTER

06 12 2017



June 12, 2017

Subject: I-70 Planning and Environmental Linkages Study  
Resource Agency Collaboration  
St. Louis City, St. Louis County, St. Charles County, Missouri  
MoDOT Job No. J613038

## **Introduction**

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), East-West Gateway Council of Governments (EWGCOG), and Metro (Bi-State Development), is preparing a Planning and Environmental Linkages (PEL) Study for a portion of I-70 beginning just west of the I-70/I-64 interchange in Wentzville and continuing through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City. This study is referred to as the I-70 PEL and will investigate and identify improvements to allow I-70 to continue to serve as a key role within the area's transportation system. This study traverses through St. Louis City, St. Louis County, and St. Charles County.

The I-70 PEL Study began in 2014, but was put on hiatus due to the state funding situation. In December 2016, the project was restarted and is now at the stage of engaging the resource agencies. This letter, meeting invitation, and additional background information is intended to initiate the resource agency collaboration process.

## **PEL Process**

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process. PEL promotes greater communication within and among transportation and resource agencies, leading to improved decision-making and project development. An important goal of the study will be to identify strategies for Sections of Independent Utility that are consistent with the long-term corridor vision and could progress into the NEPA process.

## **Resource Agency Collaboration Process**

The goal of this process is to provide regulatory agencies, which may have an interest in the project, with the data they need to stay informed. This process has identified specific points during the course of the study where the project team will provide data packages for review. The anticipated points of contact are: 1) when the Draft Purpose and Need is produced, and 2) when the Draft PEL report has been completed. This process is intended to:

- Identify issues of concern, and
- Allow for a process to address unresolved issues.

This package is intended as the first collaboration point, focusing on the project's Draft Purpose and Need.

#### **Project Purpose and Need**

The term "purpose and need" refers to the transportation-related problems that a study is intended to address. The generation and evaluation of alternatives is conducted to develop the most appropriate solution to the identified problems. Ultimately, the identification of alternatives will be based, in part, on how well each satisfies the study's purpose and need.

The attached Draft Purpose and Need Outline broadens the general needs into specific elements/problems for the entire corridor and for each individual county. These elements will serve as the basis for the development of evaluation criteria for the I-70 PEL Study and will be described in more detail within the final PEL Report. The evaluation criteria will be used in developing and evaluating alternatives.

#### **Attached Materials**

Included in this package are the following documents:

- Project Fact Sheet that discusses the project generally
- Draft Purpose and Need Outline
- Study Area maps showing the half-mile wide, 45-mile long corridor

#### **Resource Agency Meeting Invitation**

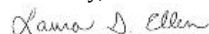
We plan to hold a Resource Agency Meeting on June 28, 2017 to review with you the attachments provided and gather any input that would be of significance while identifying and evaluating the alternatives. We hope that you are able to attend and provide input. If you cannot attend, please feel free to provide comments to the email listed below.

#### **Thank You**

We appreciate your consideration of this matter. We look forward to working with you on this important project. This project is on a fast-track for completion in 2017. If you have any questions or comment, we will make them our top priority.

Please feel free to contact me at 314.275.1542 or by email at [Laura.Ellen@modot.mo.gov](mailto:Laura.Ellen@modot.mo.gov) with any questions or comments.

Sincerely,




Laura Ellen, P.E.  
Project Manager

# 06 28 2017 Resource Agency Meeting

## MEETING INVITE/ANNOUNCEMENT

06 28 2017 Resource Agency Meeting

### Resource Agency Meeting





**Please** join the Federal Highway Administration, the Missouri Department of Transportation, East-West Gateway Council of Governments and Metro (Bi-State Development) for a briefing on the I-70 Planning and Environmental Linkages (PEL) Study.

**Date:** Wednesday, June, 28, 2017  
**Time:** 10:30am - Noon  
**Place:** 601 West Main St., Conference Room ISD1, Jefferson City, MO 65101

**Option:** A WebEx link will be forwarded to those who RSVP yes and cannot attend in person.  
**Note:** Please see the details page of this invite to download a letter and supporting documents related to this study.


**Study Area:** St. Louis City and County, and St. Charles County.



### PLANNING FOR THE FUTURE

Resource Agency Meeting

**JUN 28**



**Location**

**Resource Agency Meeting**  
10:30 AM - 12:00 PM Wednesday, June 28, 2017  
601 West Main Street, Room ISD1  
Jefferson City, MO 65101 (map)  
Add to calendar

**Attachments**

- I-70 PEL Introduction Letter June 2017  
Project Introduction [Download](#)
- I-70 PEL Fact Sheet June 2017  
Fact Sheet [Download](#)
- I-70 PEL P&N Outline June 2017  
Purpose and Need Outline [Download](#)
- I-70 PEL Study Area Maps  
Project Maps [Download](#)

## EXHIBITS

06 28 2017 Resource Agency Meeting



### AGENDA

**PROJECT:** I-70 Regional Needs Assessment and Strategies Development  
A Planning and Environmental Linkages (PEL) Study

**SUBJECT:** Resource Agency Coordination Meeting

**DATE/TIME:** June 28, 2017  
10:30am – 12:00pm

**LOCATION:** MoDOT Central Office  
105 W. Capitol Avenue  
Jefferson City, MO 65102

1. Welcome and Introductions
2. Opening Remarks
3. What is a PEL?
4. Meeting Purpose
5. Project Overview and Background
6. Corridor Conditions
7. Purpose and Need
8. Citizen Participation and Coordination
9. Schedule
10. Next Steps
11. Open Discussion



## Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Resource Agency Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	June 28, 2017 10:30 am	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	MoDOT Headquarters, Jefferson City, MO	<b>Project Number:</b>	MoDOT: J613038 Jacobs: C1X32800

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### Meeting Participants

#### Resource Agency Representatives

Brad  
Raegan Ball, Federal Highway Administration  
Mark Bechtel, Federal Transit Administration – via webinar  
Renee Cook, USDA – via webinar  
James Heard, US Department of Housing and Urban Development  
Jennifer Hoggatt, EPA  
Alan Leary, Missouri Department of Natural Resources – via webinar  
Karen Herrington, U.S. Department of the Interior, U.S. Fish and  
Wildlife Service  
Scott Tener, Federal Aviation Administration, St. Louis Lambert  
International Airport – via webinar

#### I-70 PEL Team Members

MoDOT  
Laura Ellen  
Richard Moore  
  
EWG  
Paul Hubbman  
  
Consultant Team  
Tracey Lober (Jacobs)  
Kelly Ferrara (StratCommRx)  
Heather Lasher Todd (StratCommRx)



## Meeting Minutes

(Continued)

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### Summary of Meeting

1. Welcome and Introductions
  - a. Tracey Lober, Jacobs Project Manager, introduced presenters, Transportation Corridor Improvement Group, and project subcontractors.
2. Presentation
  - a. This is the I-70 Planning and Environmental Linkage Study. This study will take a broad look at the corridor needs, including community, environmental and economic goals and inform the review process. A goal is to identify strategies for sections of independent utility for future study to create logical phases of work to be advanced for further environmental study.
  - b. Impacts on I-70 PEL: Create a visioning process for this corridor. What will the future of I-70 look like in 20 years? Freight? Commuters? Transit riders? Primary economic and land use opportunities along the corridor? Primary and secondary users?
  - c. Early public involvement is part of a PEL study. It streamlines project development and doesn't inhibit any existing corridor projects.
  - d. Outcome will be to determine system-wide strategies, identify infrastructure investments and services what would implement strategies, establish sections of independent utility that could progress into the NEPA process, and prioritize and move forward sections as funding becomes available.
3. Schedule
  - a. Review of project schedule from Jan 2017 – Jan 2018.
4. Public Outreach
  - a. Area of the study is roughly 40 miles from the I-64 exchange in Wentzville to just past the express lanes in St. Louis City.
  - b. Project engagement includes three technical advisory groups and a senior advisory group. Our website went live on March 30, 2018 and included a digital survey. Social media content from our partners will be key to driving the public to our website, survey, and meetings.
  - c. The MetroQuest I-70 tool launched in February 2017 and ran for a consecutive 90 days, ending on May 24, 2017. Outreach efforts included: traditional media (press release), social media, the project website, newsletter content shared with stakeholders, social content shared with stakeholders, fliers at local public libraries, and a public meeting.



## Meeting Minutes

*(Continued)*

Page 3 of 5

- i. Over 2,600 surveys were submitted that included over 32,000 data points and over 10,000 markers dropped on maps of the corridor.
5. Purpose and Need Statement: In 2014, a draft Purpose and Need Statement was prepared. It reads as follows:
  - a. Purpose Statement: The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.
  - b. Review of needs corridor-wide and by County.
  - c. Working with the TAG and SAG to refine the corridor needs and goals.
6. What's Next
  - a. Developing Purpose and Need
  - b. Identifying broad range of alternatives
  - c. Evaluating alternatives
  - d. Advisory group meetings
7. Questions and Answers
  - a. How long was the survey open? Open for 90 days. Allowed us to push through social media, news media, newsletters in municipalities, etc.
  - b. How are you able to review and assess the data? Because this is PEL, it is topline. Question for MoDOT is how much should we drill down? Not everything is relevant. Able to highlight actionable highlights. Blending qualitative and quantitative information. We are finding what is not usable data – difference between what data can tell us vs. what it should tell us. What do we need to know? Looking for substantive comments to inform the PEL purpose and need and alternatives to consider.
  - c. How deep is the dive on safety issues? IE: Large trucks, lane width, lighting, etc. Crash and accident data from MoDOT. Existing conditions report going on website soon. Using



## Meeting Minutes

*(Continued)*

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crash data for now to see if areas more prominent to accidents; from there will look at truck traffic, lighting, etc. From MetroQuest, on the drop-down menu, once someone dropped a safety marker they could choose from a list or add their own. Truck traffic, speeding, ramp backups, poor sight distances, etc.

- d. Did anything come up relative to further development, places to stop that are easy for travelers to easily get off and back on to the road? Had a MetroQuest marker called "Help me get here". Wanting to know where people wanted additional support – but received limited data on that. Also have "development opportunity" marker to select areas that are or could be developed or redeveloped. Also have a consultant – Development Strategies – who look at identifying access to job centers, transit, etc. We see that issues are at interchanges – more congestion at interchanges rather than corridor. Want to make sure people can access things at those intersections.
- e. Can you tell if comments were geared more toward safety and development or was there a strong interest in environmental issues, historic preservation, etc? More heavily weighted to development and safety. Had some people come to public meeting to speak about historic buildings in City. The number of people who participated in conversations about those issues was a subset of the overall – much smaller. Almost 4 to 1 on people commenting on safety vs. bike access.
- f. Statistical gap with only 14 people responding in North City and much more as you go west. Our scope doesn't include a deeper dive on that, but doing interviews with stakeholders as well. The data points we have cover the corridor.
- g. Did you identify a plan of action for low-income communities? Fliers at libraries, outreach to public officials
- h. Did you identify a play for reaching out to freight? Member of SAG and also included in interviews.
- i. Want to know what type of roadway the public wants to see in the future. What are people looking for through the study/how are we going to make it look to attract businesses and people? The next phase of engagement: TAG meetings separately by area, SAG meeting, one-on-one stakeholder interviews to help us understand what we've learned – influencers – on system-level solutions.
- j. There is a lot of data out there that will help you get to plans to address the needs you find. Integrate that into your planning process early.





## Meeting Minutes

*(Continued)*

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- k. Looking through list of draft needs. Some – increase safety across corridor – are hard to measure. First step is to have data on where crashes happen. Need to analyze that data and find out what is causing them, then use that for your need going forward. Richard Moore: Later NEPA documents will refine – this is high-level because it is PEL. Brad: Hopefully much of this can be rolled into NEPA document. Paul: For a 40-mile-wide corridor safety is a fine concern because it varies by location.
  - l. PEL effectiveness is in laying the foundation for future NEPA work. Others are working on other planning in this corridor. We will receive their plans and try to work together. Continuous outer roads are a concern across the corridor; have them holding on one-way outer roads to make sure everything works together.
  - m. How do you make sure what is happening now won't impact the future of this? Richard: District trying to integrate other studies and needs.
  - n. Note importance of increasing accessibility of public transit. Balance with needs of freight, considering this corridor.
  - o. What is target date for completion? Final report early in 2018.
8. Adjourn

**ENVISION I-70**

**PLANNING FOR THE FUTURE**

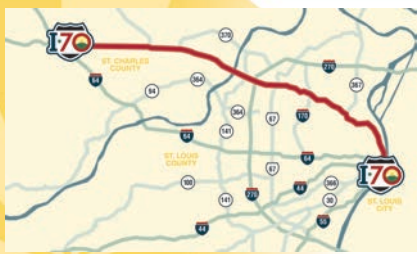


I-70 PLANNING AND ENVIRONMENTAL LINKAGES (I-70 PEL) STUDY



**Resource Agency Scoping Meeting**

JUNE 28, 2017

**WELCOME**



**PEL Study**

- The PEL study is being managed by MoDOT in close coordination with East-West Gateway Council of Governments and Metro, and is drawing on past regional transportation plans
- The study boundaries are from just west of the I-70/I-64 interchange in Wentzville through the New Mississippi River Bridge complex to the end of the express lanes in downtown St. Louis City
- The area under review is densely developed with a mix of residential, commercial, and industrial land uses

## PEL Study



### Planning and Environmental Linkages (PEL) Study

#### What is it?

A transportation planning study that takes a broad look at transportation, as well as economic, social, and environmental issues to determine the needs along a corridor

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## PEL Study



### What is the I-70 PEL?

- A transportation study that will provide a visioning framework for I-70
- Will the future of I-70 be a commuter corridor? Freight? Short trips?
- Who will be using I-70 in 20 years?

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## PEL Study



### Benefits of a PEL?

- Early public involvement
- Improved decision-making
- Streamlining project development
- Does not prohibit existing project in corridor from moving forward

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## PEL Study

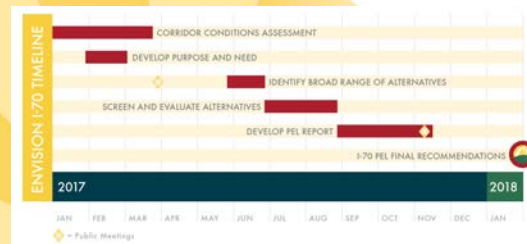


### Outcome of a PEL?

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that could progress into the NEPA process
- Prioritize and move forward sections as funding becomes available

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## SCHEDULE



8

## PUBLIC OUTREACH



9

## Public Outreach



- Advisory Groups (Senior and Technical)
- Public Officials Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

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## Public Outreach



[www.EnvisionI70.com](http://www.EnvisionI70.com)



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## Public Outreach



### MetroQuest Survey

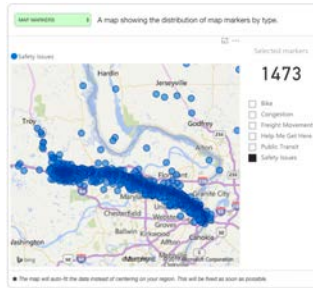


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## MetroQuest Survey Data



- 2,601 submitted surveys
- 32,525 data points received
- 10,022 markers dropped



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## MetroQuest Survey Data

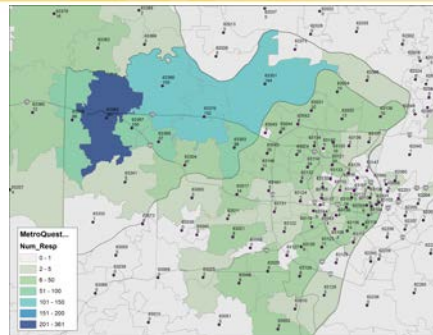


- Project Team is reviewing substantive comments
- Comments will be used to determine broad range of alternatives
- Comments reviewed to date have verified existing conditions



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## Who Participated?



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## Purpose and Need



- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

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## Purpose and Need



### Purpose

The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.

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## Purpose and Need



### Needs

The needs identified were derived from the visions that MoDOT, the TCIG, and stakeholders have for the future of the corridor, data obtained from the Corridor Assessment Report, and comments received from the public, key influencers, stakeholders, and advisory groups.

- Corridor-Wide
- St. Charles County
- St. Louis County
- St. Louis City

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## Purpose and Need



### Corridor-Wide Needs

- Improve connections across I-70 to maintain community cohesion on either side of the highway, including active transportation accommodations
- Enhance aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor
- Improve operational characteristics to and from interchanges
- Upgrade freight vehicle access
- Increase transit and active transportation travel options in the roadway network
- Improve connectivity of the on-street network to the greenway network along and across I-70
- Anticipate evolution and application of new/smart technologies
- Improve the condition of the infrastructure for sustainability of the corridor
- Increase safety throughout the corridor
- Limit impacts to manmade and natural environmental attributes in the corridor

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## Purpose and Need



### St. Charles County Needs

- Improve alternative modes of transportation to local hospitals
- Improve functionality of parallel road system
- Manage transportation network that serves future development and redevelopment areas
- Increase accessibility to public transportation

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## Purpose and Need



### St. Louis County Needs

- Improve access to St. Louis Lambert International Airport for passengers and freight/cargo
- Improve active transportation options to public transit
- Provide connection to potential MetroLink expansion

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## Purpose and Need



### St. Louis City Needs

- Improve functionality of the reversible lanes
- Increase transportation options to households without access to vehicles
- Accommodate freight access to river ports
- Provide full access interchanges
- Provide connection to potential MetroLink expansion

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## WHAT'S NEXT?



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## What's Next?



- Project team is developing the Purpose and Need further to detail each need
- Identify broad range of alternatives based on:
  - Results from existing conditions
  - Input from public and stakeholders
  - Input from survey
- Evaluation of alternatives

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## What's Next?



- Advisory Group Meetings (late summer 2017)
  - Inform and verify development of alternatives
- PEL Report Update Status (fall 2017)
  - Advisory Groups
  - Resource Agencies
  - Public Officials and Public

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THANK YOU!



Questions?

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## I-70 PEL Study Purpose and Need Outline

### Purpose

The purpose of this study is to investigate and identify the transportation problems on the I-70 corridor and to recommend transportation improvements, solutions, and strategies that would: increase safety on the corridor, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, improve efficiency and reliability of freight movement, expand multimodal mobility and connectivity, enhance aesthetics, and preserve the environment.

### Needs

The needs identified below were derived from the visions that MoDOT, the TCIG, and stakeholders have for the future of the corridor, data obtained from the Corridor Assessment Report, and comments received from the public, key influencers, stakeholders, and advisory groups.

The needs for the I-70 corridor vary throughout its 40-mile length. However, in general, many needs are common or applicable to the corridor as a whole. The needs for the corridor are identified below:

#### Corridor-Wide

- Improve connections across I-70 to maintain community cohesion on either side of the highway, including active transportation accommodations
- Enhance aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor
- Improve operational characteristics to and from interchanges
- Upgrade freight vehicle access
- Increase transit and active transportation travel options in the roadway network
- Improve connectivity of the on-street network to the greenway network along and across I-70
- Anticipate evolution and application of new/smart technologies
- Improve the condition of the infrastructure for sustainability of the corridor
- Increase safety throughout the corridor
- Limit impacts to manmade and natural environmental attributes in the corridor

More geographically specific needs are identified in each of the three counties that the I-70 PEL Study traverses. These needs are identified below:

St. Charles County

- Improve alternative modes of transportation to local hospitals
- Improve functionality of parallel road system
- Manage transportation network that serves future development and redevelopment areas
- Increase accessibility to public transportation

St. Louis County

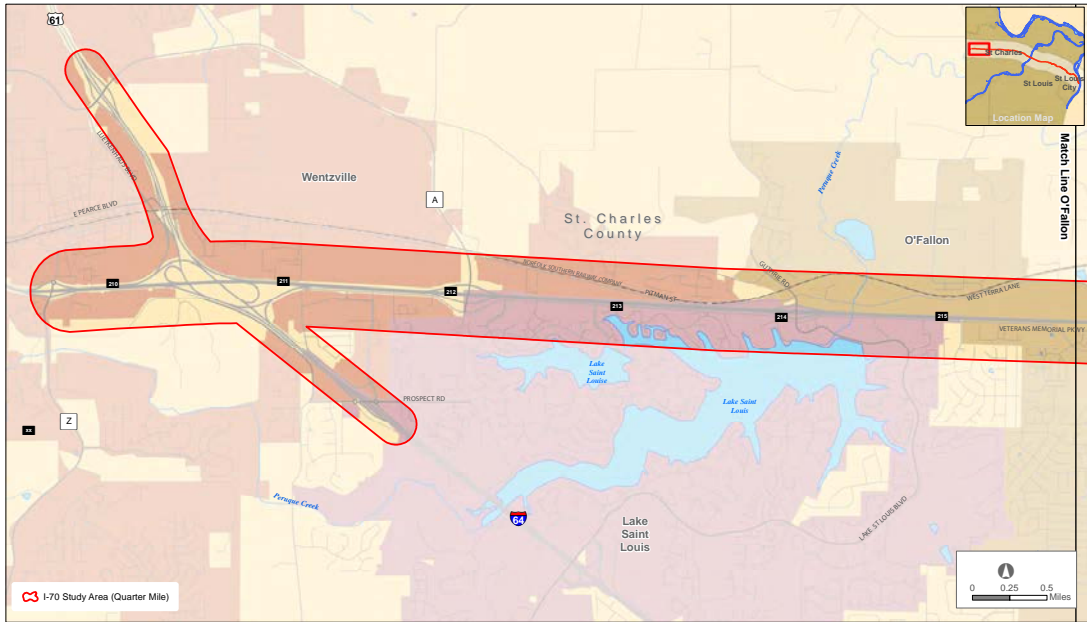
- Improve access to St. Louis Lambert International Airport for passengers and freight/cargo
- Improve active transportation options to public transit
- Provide connection to potential MetroLink expansion

St. Louis City

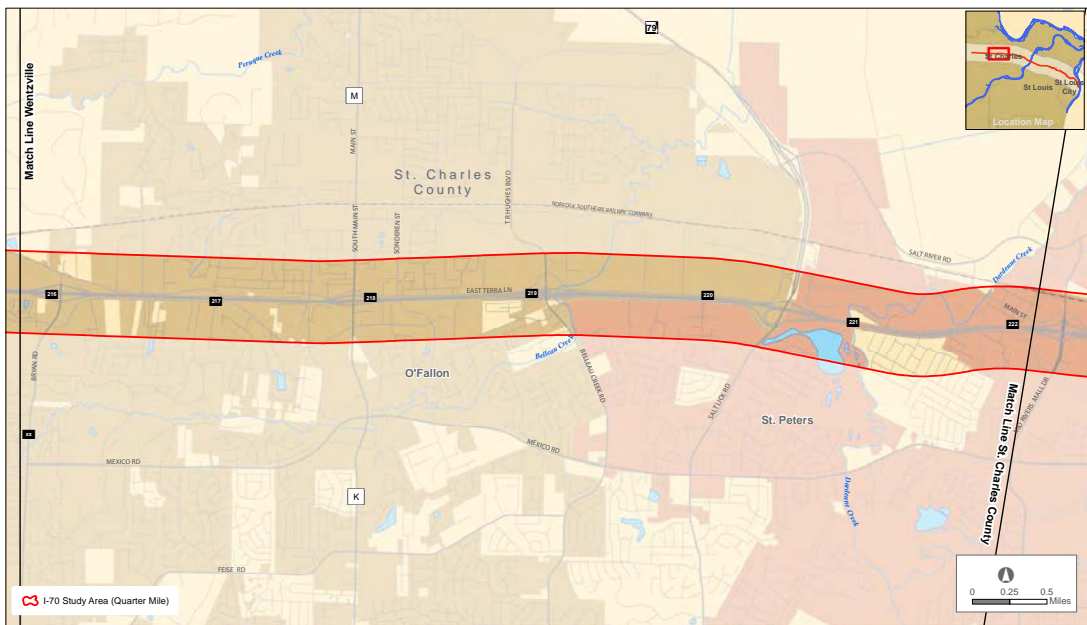
- Improve functionality of the reversible lanes
- Increase transportation options to households without access to vehicles
- Accommodate freight access to river ports
- Provide full access interchanges
- Provide connection to potential MetroLink expansion

###

**EXHIBITS** *(continued)*  
 06 28 2017 Resource Agency Meeting

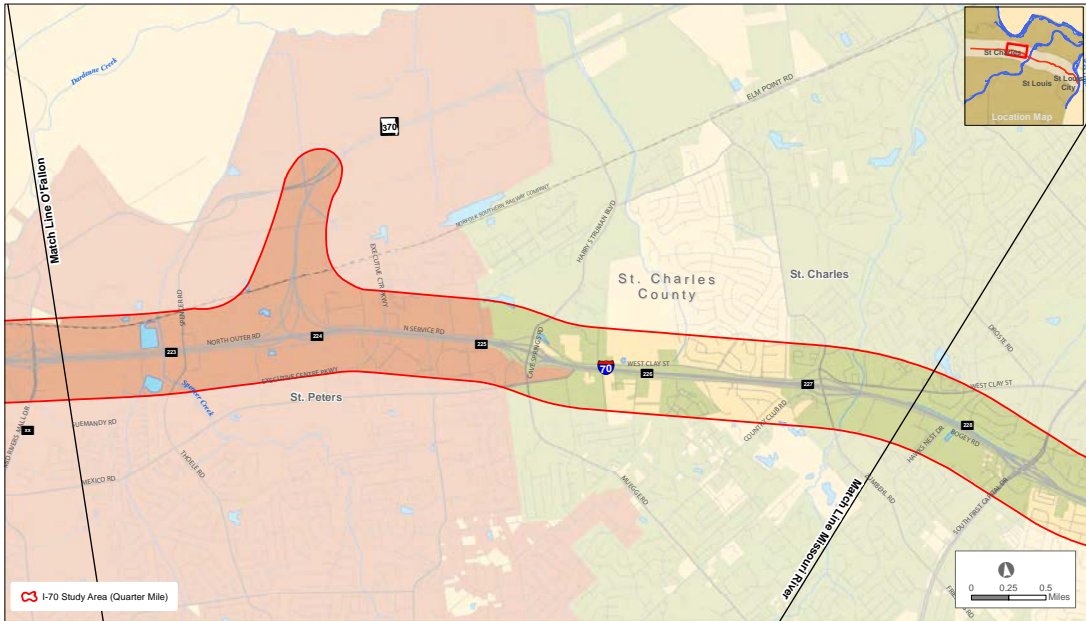


I-70 PEL STUDY - WENTZVILLE

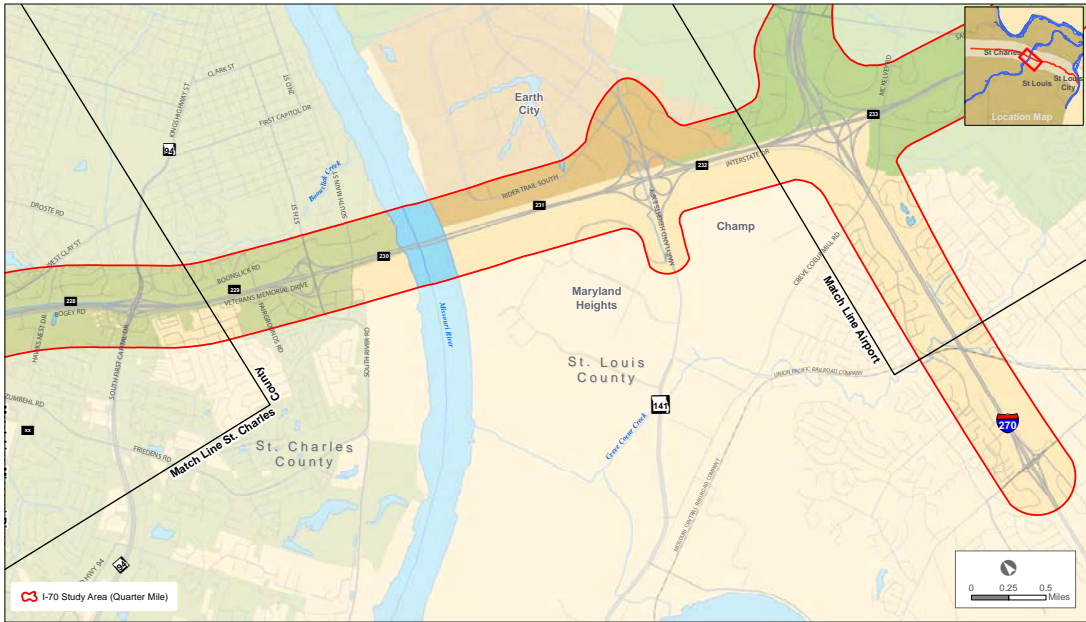


I-70 PEL STUDY - O'FALLON



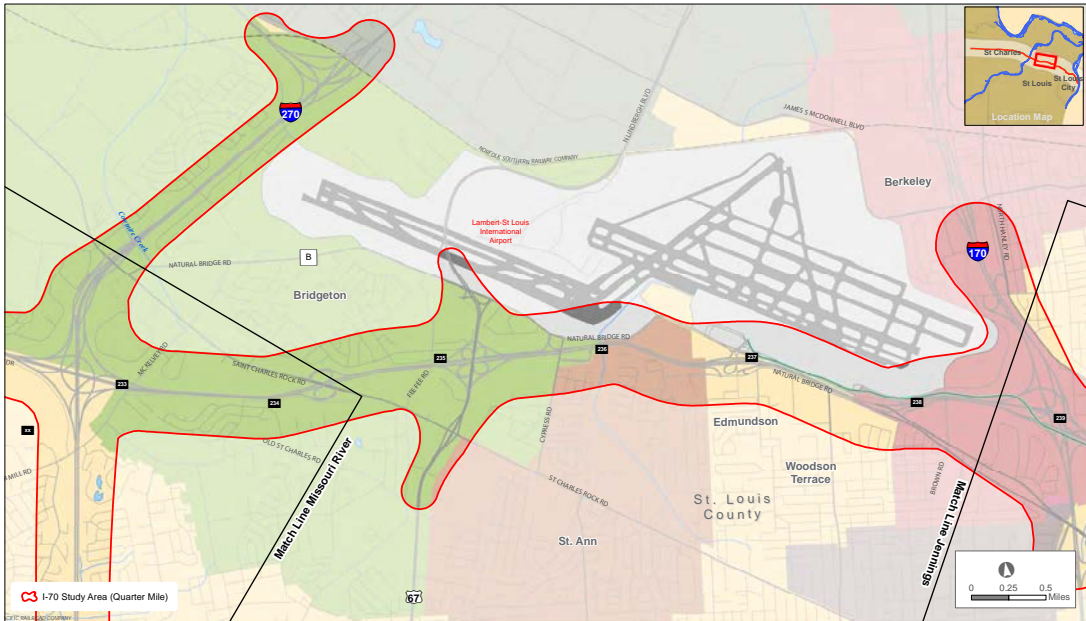


I-70 PEL STUDY - ST. CHARLES COUNTY

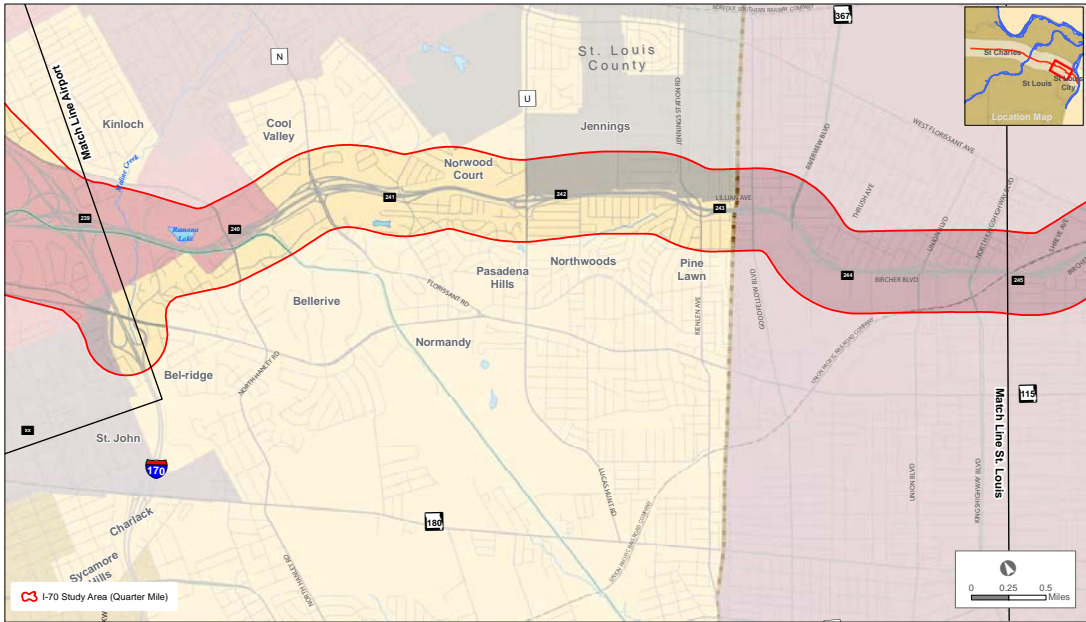


I-70 PEL STUDY - MISSOURI RIVER

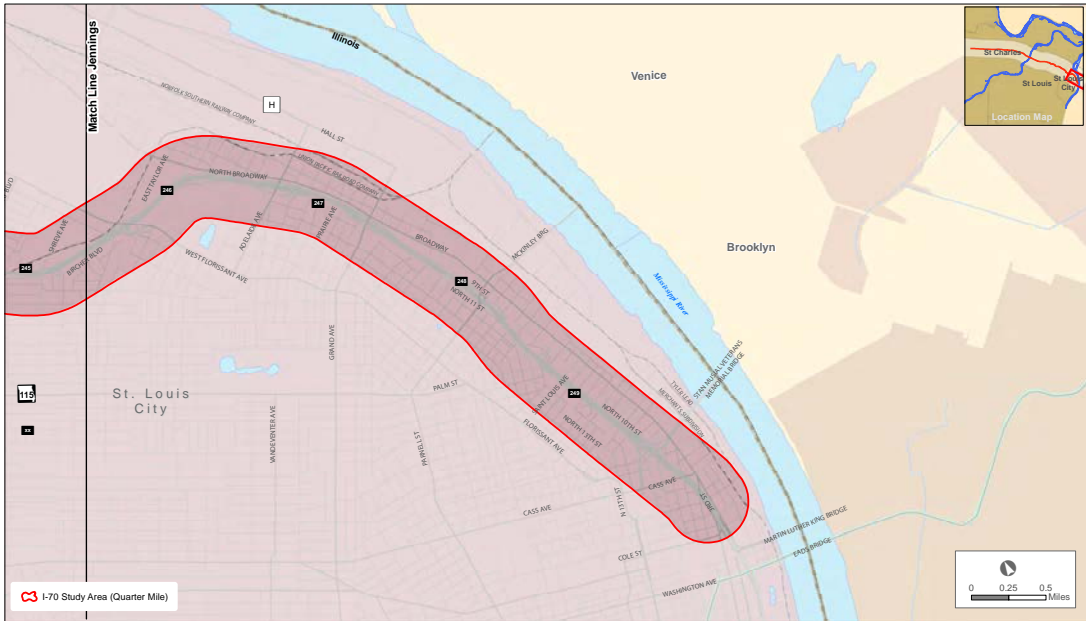




I-70 PEL STUDY - AIRPORT



I-70 PEL STUDY - JENNINGS



I-70 PEL Study - St. Louis City





# MEETING NOTES

07 26 2018



## Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Resource Agency Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	July 26, 2018 2:00 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	Webinar via Zoom	<b>Project Number:</b>	MoDOT: J613038 Jacobs: C1X32800

### Meeting Participants

#### Resource Agency Representatives

Raegan Ball, Federal Highway Administration  
Cecilia Tapia, Environmental Protection Agency  
Joe Summerlin, Environmental Protection Agency

#### MoDOT

Richard Moore  
Andy Tuerck

#### Consultant Team

Tracey Lober (Jacobs)  
Kelly Ferrara (StratCommRx)  
Kennedy Moore (StratCommRx)

#### East-West Gateway

Marcie Meystrik

### Summary of Webinar Meeting

1. Welcome
  - a. This meeting is to update resource agencies on what is happening with the study as it concludes within the next month.
2. PEL Refresher
  - a. Study allows flexibility for projects moving forward.
  - b. Robust engagement with the public for stakeholders.
3. Public Outreach
  - a. How can we get the people who have information to the people who need it?
  - b. Public utilized the Metro Quest Surveys.
  - c. Two public meetings with public official briefings before.
    - i. First meeting had sticky notes placed on maps similar to Metro Quest.
    - ii. Second meeting facilitated discussion around the study.
4. Corridor-Wide Goals
  - a. Goals we felt were needed for the entire corridor.
    - i. Safety is a high priority goal.
5. Corridor Segments
  - a. Forty-mile corridor from Wentzville to Downtown St. Louis.
    - i. Five segments based on shared traits within the corridor.
6. Prioritization of Strategies



## Meeting Minutes

*(Continued)*

Page 2 of 2

- a. Goals in green are to improve transportation system.
- b. Goals in red are to minimize natural impacts in specific areas.
- 7. Corridor-Wide Strategies
  - a. Applied to the entire corridor instead of specific segments.
  - b. MoDOT input what they want their ITS to look like in the future.
- 8. Review of segment maps and specific strategies within each segment.
- 9. Evaluation Criteria for Future Project Proposals
  - a. Criteria used with East West Gateway and MoDOT to lead future project proposals.
    - i. Transit, bike, pedestrian, automatic technology, capacity expansion, and access to interchanges.
    - ii. Access to the highway is kept and even added back to communities.
- 10. What About the Reversible Lanes?
  - a. Technical Memorandum in the works and will include stakeholder interviews.
- 11. Final PEL Report
  - a. Final report is under internal review currently.
    - i. Will be sent to MoDOT, FHWA.
  - b. In the report there will be recommendations on what needs to be done to move future projects forward.
  - c. The final report will contain the PEL Questionnaire that will assure FHWA that the PEL process was followed correctly. The report will be sent to the TCIG and FHWA for concurrent review.
  - d. Once all documents are complete, they will be uploaded to the project website. All stakeholders involved in the study will be notified when the report is available.
- 12. Questions and Comments
  - a. Why are they referred to as segments? Is that terminology that NEPA or FHWA wants? Will there be an EA/EIS across the corridor?
    - i. The team chose the word segments instead of sections because they were similar in the way that they function and to also avoid using "sections", as in sections of independent utility, a common NEPA phrase. Segmenting, in this study, is designed to allow for a variety of projects that can move forward independently within each segment.
  - b. The MetroQuest survey was a great idea.
    - i. We were pleased with the response we received and the amount of data collected.
  - c. Raegan Ball stated that she would work in collaboration with Richard Moore on any additional needs.
  - d. Final posting of documents will be on Envision70.com
  - e. A recording of this webinar can be requested by contacting Kelly Ferrara: [Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com) or 314-221-2251.
- 13. Adjourn

# 02 14 2018 Key Influencer Meeting

## MINUTES

### 02 14 2018 Key Influencer Meeting



#### Meeting Minutes

<b>Subject:</b>	I-70 PEL Study NGA/MoDOT Key Influencer Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	February 14, 2018 2:45 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	MoDOT	<b>Project Number:</b>	MoDOT: J613038 Jacobs: C1X32800

#### Meeting Participants

##### NGA

Julia Collins  
Tom Bukowski  
Darren Guttman

##### I-70 PEL Team Members

##### EWG

Marcie Meystrik

##### MoDOT

Laura Ellen  
Wesley Stephen  
Michelle Forneris  
Tom Blair  
Bill Schnell

##### Consultant Team

Tracey Lober (Jacobs)  
Kelly Ferrara (StratCommRx)  
Grace Mason (StratCommRx)

#### Summary of Meeting

1. Project Background
  - a. Michelle provided a briefing on the I-64 Interchange at Jefferson: New documents were shared with Federal Highway yesterday (02/13/2018). Next step is to receive conceptual approval. MoDOT is gathering funding. The City of St. Louis is working on the local street portion for Clark and 22<sup>nd</sup> streets. City will be applying to EWG for local funding for these streets. MoDOT is considering construction in 2020 and 2021. City street elements are not fully funded. MoDOT work is not dependent on the streets project to move forward.
  - b. Wesley provided a background on the I-70 PEL. Differing segments from urban to rural, what vision best defines the corridor. Trucks, multi-modal needs, and impacts are all being studied. Land use issues were raised initially, yet were reassessed outside of the Tier 1 study guide. The PEL seemed to match our needs and doesn't prevent regional partners from doing work consistent with our identified vision. Project launched in Spring 2014, was stalled due to funding, and reinitiated in late 2016. Concepts that would consider all modes of the corridor well into the future are the goals of this study.
  - c. Tracey introduced the project details and referenced the handouts she provided.



## Meeting Minutes

*(Continued)*

Page 2 of 6

- d. Kelly provided background on engagement work, such as MetroQuest survey, advisory groups, public meetings, and key influencer interviews.
  - e. Michelle to provide Project Connect traffic numbers to Tracey. Demonstrates where workforce moves in/out of the future NGA campus. Darren provided traffic study conducted by NGA.
2. Key Influencer Interview
    - a. Kelly conducted the Key Influencer interview questions with the three members of NGA staff. (Q and A from that interview is below.)
  3. Next Steps
    - a. Wesley responded to a question about next steps and where the project will likely go. He referenced the commitments to funding, the fiscally-constrained mindset currently, and the reality of fiscal constraints. The Regional Planning Commission will need to consider this document for future projects. MoDOT has a priority for I-270 for \$700 million. Specific areas on I-70 will likely merge as a priority. Immediate first step is to conduct required NEPA studies, either by MODOT or the planning partners, to develop specific projects.
    - b. June 2019 is the timeframe for the release of next update of the regional long-range plan. This document shows what is planned, what is fiscally included, and where there may be future projects. Equally important is tracking the President's new budget and infrastructure plan. Any change to the current formula for funding will be seen by local communities – and potentially create more disparity. Funding, including cost-share, can result in a reorganization of the prioritized projects included in the regional plan.
    - c. Michelle encouraged the NGA staff to continue to stay connected with Russell, particularly if there are cost-sharing opportunities available. Michelle offered a list of the upcoming projects to the NGA team.
  4. NGA Comments
    - a. Transportation remains a topic of interest for the NGA workforce and there are opportunities for us to communicate with them via email and perhaps town hall meetings. Julia added that a future town hall could be dedicated to transportation.
    - b. NGA design-build RFP will go out for informal review in March. Contract to be awarded in March 2019. Construction timeframe is likely to be 2024-2025. Total square footage is 765,000 and the estimated cost is \$820 million, at a firm-fixed price contract. Army Corps of Engineers will select best value offer. Moving about 3,150 employees to the new site. About 500-600 employees will remain at a location in Arnold, built around 2000. The new NGA site does allow for future expansion as well as possible future defense partners to move in with them.



## **Supplemental Key Influencer Interview**

An additional interview was conducted after the initial bout of key influencer interviews with the following members of NGA: Julia Collins – Public Affairs/Transition and Engagement, Darren Guttman – Chief of Design, and Tom Bukowski – Deputy Director.

### **Question 1**

#### **What is working well on I-70 today?**

- The updates to the Earth City Expressway west to the T.R. Hughes are much improved. The lanes coming in across Blanchette have resulted in lanes to exit at 94. New exit lanes reduce congestion, allowing faster traffic. Flows better during evening rush than I-64.
- It's a busy roadway. It's fine, other than challenges with ice.

### **Question 2**

#### **What do you think are the greatest challenges facing the corridor today?**

- Need to look at the depressed section to 270: there's fewer lanes, narrow exits and entrances leaving older part of the urban/city environment. Trucks create competitive nature on some nights. It no longer seems that the express lanes heading west are being operated.
  - Michelle added that express lanes are always headed east and that is because traffic studies consistently show that more traffic exists eastbound at all times.
- I-64 is the worst due to Barnes Jewish traffic. They need to do something similar there like they did in St. Charles County: add more lanes to get on and off.
- Adding longer lanes and extending exit ramps could be a differentiator. Our workforce might benefit from access to I-70 going west from Cass. Not sure how that works now. Coming from I-55-S through the depressed section – the exit to get to the new NGA campus will be a challenge. We're looking to possibly move drivers to Jefferson. SLDC is looking to manage the lights on Jefferson, and working on moving that traffic. The Stan Musial Bridge helps Illinois residents. East of the river, where I-64 and I-70 diverge, there is only one lane that moves traffic to that bridge. Once Popular Street Bridge construction is complete, some of that Stan Musial and MLK traffic will balance.
- Westbound evening traffic presumed to get on at Parnell. Not a lot of stacking distance exists. Need to consider how they updated county roadways to add and expand lanes.



### Question 3

What key challenges do you believe the corridor will face in the next 10 to 20 years?

- Autonomous vehicles. Need to consider both personal drivers and autonomous vehicles on the same roadway, and anticipate further expansion of traffic and the number of vehicles on the roads. As a major east-west corridor for the United States, you should anticipate increased volume. Autonomous vehicles may be more pronounced. St. Charles continues to fight it, but it needs to consider expanding MetroLink to that part of the region. NGA's campus could pull directly from MetroLink.

### Question 4

The PEL will look at ways to improve safety, convenience, access, and aesthetics along and across I-70. What improvements do you feel are needed to enhance connections along the corridor: to job markets, future development areas, surrounding neighborhoods? Think about walking, biking, transit, as well as driving. Also, consider the varying abilities of people of all ages.

- Most commuters experience the highway from their car. Is there anything that would compel me to shift to a different type of transportation (i.e. car to light rail)? Improvements to the I-64 signage about the services and industries available by exit are useful. The overpasses on I-64 are also well-signed. This is less convenient on I-70 to know where you are. The active messaging systems are useful. Sharing information along the corridor is great. Need Bluetooth connectivity to get information into vehicles on an ongoing basis. Not a high need for aesthetics on bridges or streetlights unless the community wants it, yet the existing systems by cities are notable (i.e. Chesterfield painting everything black). This draws a stark difference between the cities that can and cannot afford it. This is a very hot topic: how some communities have money for ornamental fixtures whereas other cities don't have those discretionary dollars.

### Question 5

What places are safety improvements most critical?

- Anywhere in downtown (segment 5 on map). People don't want to break down in certain areas due to personal safety concerns. Also, we have concerns about stacking distances, narrow lanes, visibility due to curves, and enforcement of double-striped lanes to get to the express lanes.



### **Question 6**

**We have identified several studies and planned developments within the corridor. Are you aware of any local content that may be relevant to this study?**

- Darren provided a binder for Michelle (traffic study), and the NGA employee base could be surveyed.

### **Question 7**

**What factors do you think contribute to a business's success if it is located adjacent to I-70? Think about things like the type of business, access, size, signage, and other factors.**

- Road improvements. I-64 interchange improvements to Jefferson and Cass will be very helpful. A link-up to Salisbury is needed. Project Connect had some planning for Jefferson in regards to the timing of the lights and traffic calming.
  - Michelle added that some signal work is planned by the City.
- Jefferson South to Market and Chouteau is being studied by MoDOT with the goal of having three lanes in each direction after reducing the center median. This will release some bottleneck issues. Natural Bridge and Parnell is part City and part MoDOT, and is under discussion for revisions.

### **Question 8**

**In your experience, does this corridor currently support and integrate existing development opportunities?**

- I can't tell that there are overarching development plans in place along the corridor; it seems to be by community. Existing industrial areas are certainly run down. Anything that could be done to improve that would be good for the City's image. When you go by ABB, there is a sea of asphalt, and there's a lot of nothing where the former ammunition plant was. Older brick buildings are an ongoing concern. It's harder for place-making when the highway was built into an existing infrastructure.

### **Question 9**

**For the short term, what should be the highest transportation priorities of I-70?**



## Meeting Minutes

*(Continued)*

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- Focus further toward the City. Lots of traffic exiting the City every night, and having fewer lanes creates a bottleneck. The extra lanes at the Poplar Street Bridge manage cars differently. Issues from downtown to the Lucas and Hunt area. The airport area has problems, too. From I-170 to the exit, it creates confusion for drivers who miss the dedicated airport lane.

### Question 10

**What is your ideal vision for the I-70 corridor for 2030? What should the highest priorities be to make that come to life?**

- Completing the safety improvements discussed above, including the entrance and exist ramps in the City proper. Improve patterns of travel from the city out to the county. Add access points, even if it comes off the center of the highway and not the exit lanes.

### Question 11

**Have you heard of any specific groups or needs around access to the I-70 transportation system?**

- Some employees use MetroLink and RideShare. Some (very few) ride bikes from Soulard and Benton Park.

### Question 12

**Is the current function of the corridor compatible to your/your community's needs? What about the needs of others? (i.e. through travelers, commuters, trucking community)**

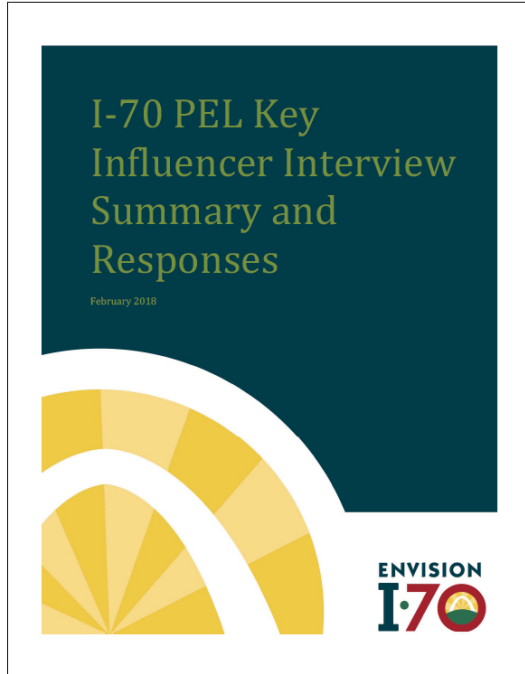
- Access points for our workforce, a large portion of which resides in South County, is the priority. Not a huge issue at this point, but the new location will dictate and change some of that over time. Some will win and some will lose. 25-30% of workforce comes from Illinois.

###



# EXHIBITS

## 02 14 2018 Key Influencer Meeting



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### Summary of Findings

#### Methodology

During the Fall of 2017, the client and consulting team identified key influencers in the region, and then curated the list down to 50 individual names. The list-making process considered:

- Is the person, or organization they represent, currently engaged on the Senior Advisory Group or one of the three Technical Advisory Groups, and has their feedback been captured?
- Is this organization or group already included in the report?
- Does this person or organization bring a perspective that will help inform the final report for the planning and environmental linkages study?
- Is there diversity in who is being contacted, including through gender, ethnicity, geography, industry, audience served?
- Who is missing that could add to the conversation?

#### Approach

A welcome letter of introduction was sent to all names on the key influencer list, authored by Laura Ellen, Project Manager for M&DOT. Follow up calls and emails were made by StratCommRx and, over the course of several weeks, interviews were scheduled in 30-minute blocks. Concurrently, a list of questions was devised, vetted, and approved for use. Initially leaning heavily on the content included in the MetroQuest online research tool, the questions evolved to probe into both experiences of the interviewee and an attempt to solicit information about the group of individuals they may represent. Questions sought to gather real-world experiences with the current system as well as an unimpeded opportunity to consider the future of the highway. In most cases, copious notes were taken along with audio recordings, and were later transcribed. Raw response data was provided to the project team as interviews were completed.

#### Themes

Below is a representation of themes that were consistently mentioned by a wide swath of the participants in the interview process. Descriptions and identifiers are included where needed, and direct quotes are used to help engage the voices of those who shared their insights.

- Create a Transportation Ecosystem**  
Public transit, both by MetroLink and MetroBus, was raised by numerous stakeholders interviewed. It was defined as critical that a plan surrounding Interstate 70 should consider multi-modal forms of transportation. Many were familiar with the current MetroLink studies being conducted by St. Louis City and St. Louis County. Bike-friendly routes were requested, as were pedestrian points of access. Participants requested that planners look at multi-modal and intermodal transportation usages. How can freight move more seamlessly? Grain movement by barge has increased in recent years and barge, as well as truck, traffic will continue to accommodate that growth. How can the highway system support that growth? How, also, can the system pay as much attention to commuter traffic as intrastate and interstate traffic?

"I-70 is very instrumental in keeping our terminal competitive in the local market."

**2. Technology Is the Future and the Future Is Here**

Autonomous vehicles as a part of the plan for the future were raised by a significant number of participants. While few had any concrete understandings of the impact, those who raised the issues were fully prepared to see driverless cars on the highways and local streets at some point in the foreseeable future. One person noted that this competition won't be Ford v. GM v. Chrysler. It will be Amazon v. Google v. Apple. Presuming all that to be true, how can MoDOT

"Ten to twenty years from now, autonomous vehicles and associated technology will be a huge challenge."

plan for such a future? One suggestion was to get ahead of the challenge for bandwidth. The technology that supports those cars will need access to high-speed internet, and a highway system could include cabling, antennas, charging stations, and other apparatus to support this future state. What can we learn from the Smart City concept that is being launched in Columbus (OH), and how can we attract that type of technological innovation to the I-70 corridor?

"This corridor traverses St. Charles County, St. Louis City and St. Louis County... We need to bring regional collaboration forward where everyone comes out a winner."

**3. Connectivity Is Key**

Multiple conversations took place regarding the movement of people, as well as goods. Placemaking was a key part of the conversation. How do we identify better wayfinding opportunities? How can signage direct people to neighborhoods, attractions, amenities, and services? A goal of exploring signage needs from the perspective of all travelers may reveal new and different options – from which exit to take for Blues or Cardinals games, to where you can access food, gas, or hospitals. As for neighborhoods, many of the influencers are well aware that the original location of the interstate still has vital social justice impacts as it divided neighborhoods, separated children from their parks and schools, adults from community services, and members from their places of worship. Linking and connecting those communities together where possible remains a goal.

**4. Aesthetics Matter and Consistency is King**

"There's the 'Broken Window Theory' of community development that says that the predominance of broken windows in a community leads to negative behavior because people believe their community doesn't have value."

Several comments reflected on what the St. Louis region looks like from the highway – and the differences you see along the corridor. There is more attention to aesthetics the farther you get from the Arch. Can that be more balanced? Can we make the half closer to the City look more welcoming? Certainly, the built environment is a challenge, yet can this be folded into the decision-making going forward? Economic development issues were raised around this theme as well. Making it easier to attract businesses like Amazon HQ2, or how to best move employees in and out of the new NGA site, were raised. Comments were given to Express Scripts on their campus environment.

**5. Safety Looks Like Many Things on I-70**

- a. Visibility: The lack of extended visibility with the number of curves was cited as a safety concern.
- b. Lane Width: In particular, where there are viaducts in the City portion of I-70, the lanes narrow and are seen as unsafe.
- c. Lighting: Raised several times, lighting was a factor for many reasons. Is the highway itself lit well enough? Are the end points of exit ramps lit enough to permit easy

wayfinding and safe access? Can the striping on the road be improved to better interact with headlights and allow the lane markings to be shown more clearly – particularly during weather events?

- d. Commuter lanes: Would a high-occupancy vehicle lane improve both the flow of traffic and impact the number of vehicles on the highway by promoting car sharing? Many have seen these work successfully in other metropolitan areas.
- e. Reversible lanes: How could these be put to better use? Many know that they no longer reverse, yet aren't clear on why that is so. One person stated she uses them for eastbound traffic, yet was unclear why that same system no longer works in reverse. If they aren't going to be used as reversible lanes, how can we leverage that real estate by improving commuting and driving options?
- f. On/Off Access Ramps: The most frequently cited safety issue was the status of the on and off ramps along the highway. Some specific interchanges are noted below in a summary of problem spots. Of note was access to the airport, particularly by travelers unfamiliar with navigating that part of the highway, or coming from one of the merging highways and having to negotiate lane access across a short span.

**6. Studies to Review**

A summary of additional plans that should be considered for this phase or the next phase of the redevelopment and improvement of the highway system is included here.

- a. CBB traffic study for St. Louis City
- b. Does the USACE have traffic information for the NGA west campus?
- c. Coordinate with IDOT, particularly around bridge and usage information.
- d. UMMS and the University Square development plan.
- e. CityArchRiver
- f. Trestle project over I-70 could be a future redevelopment opportunity.
- g. Great Rivers Greenway (GRG) needs access to cross Hanley near Express Scripts to connect Northpark and Maline Greenway.
- h. GRG has plans for the Missouri River Greenway that shows a trail going under 70 from Earth City continuing along the levee.
- i. GRG has been asked to consider a bike/pedestrian facility for the Blanchette Bridge.
- j. An RFP was issued for the North Hanley Station for development opportunities.
- k. Existing TOD studies

**7. Problem Spots**

- a. Westbound Branch Street doesn't intersect with the street very well.
- b. The North County Transfer Center\* needs pedestrian access: good sidewalks and a way to cross the highway.  
*\*Interviewee stated North County Transfer Center but possibly meant Broadway-Taylor Transit Center.*
- c. Entrance ramp onto westbound highway from Jennings Station Road is too short and hard to navigate.
- d. Speeding and tailgating need to be policed beyond rush hour.

"Eastbound and westbound at the Goodfellow exit is challenging. If you're going westbound from downtown to exit at Goodfellow, it's confusing. You're forced into a specific lane. Or you could think you're on the highway when you're actually in the exit lane. You really have to be from here to know how to navigate this."

- e. Eastbound at Salisbury and I-70 is congested with morning commutes, it is confusing and a complicated exit; trucks get stuck and can't make the turn.
- f. Pedestrians need to cross the on/off ramp areas. They are doing that now and the system isn't supporting that type of behavior. How can we make sure to address this need going forward?
- g. North Hanley interchange near the MetroLink station needs to be improved, as does access to the north and south sides of the highway.
- h. The 5<sup>th</sup> Street exit in St. Charles, west of the Missouri River needs improvement due to confusing access points and congestion.
- i. Others
  - i. Entrance and exit ramps into and out of downtown
  - ii. Broadway onto I-70 West
  - iii. Change single-lane to dual-lane entrance ramps at I-170 and I-270

**8. Opportunities and Suggestions**

Commenters had lots of questions and also several opportunities or suggestions for the planning team. In no particular order:

- a. Consider a rental car center as a future plan for the airport.
- b. What can we see along I-70 that can be modeled after Cortez?
- c. The region and the state need a reliable funding plan for maintaining roads and bridges.
- d. The next phase of the project should consider the street-level impact to neighborhoods, and gather information on how local groups and associations would like to see the highway improvements benefit them. Talking about highway is a low priority when people need to get to work, pay bills, or pick up kids. We should be sure to get input from the people who don't have the time to talk about the highway. An additional comment called for embracing the area surrounding the highway rather than disrupting it.
- e. The area near the North Hanley station has ample parking and could be a future development spot.
- f. Where there are transit opportunities, there are few sidewalks or ways for pedestrian traffic to best utilize these transportation access points.
- g. Consider a review of where the job centers are when designing bus systems – improving the current system without a critical review does little to acknowledge that the current system may not actually get people to employment opportunities.
- h. How can we put big data to work? "Think of MoDOT as a pathway to the technological world through your physical assets."
- i. Seek a balance between social impact and economic impact. MoDOT and others should be challenged to think creatively about how to use transportation to solve both problems in new ways.

**List of Key Influencers**

The following list was used to contact all 50 people with the goal of collecting 20 interviews. During the time the team pursued interviews, 16 completed sessions were conducted. On the following pages, their responses are included as organized by the questions they were asked.

First	Last	Position	Organization
Rebecca	Zoll	President	North County, Inc.
Angela	Long	Operations Assistant	Hollywood Casino Amphitheatre
Patti	Poulsen	CHSP Supervisor	United Parcel Service (UPS)
Missy	Kelley	President and CEO	Downtown STL Inc.
Tom	Inwin	Executive Director	Civic Progress
Kim	Cella	Executive Director	Citizens for Modern Transit (CMT)
Jim	Alexander	V.P Economic Development	St. Louis Regional Chamber
David	Steinbach	Executive V.P	Northpark, Jones Lang LaSalle
James	Hasard	Field Office Director	Federal Reserve Housing Research Board
Sean	Thomas	Executive Director	Old North St. Louis Restoration Group
Chris	Krehmeyer	President/CEO	Beyond Housing
Susan	Trautman	Executive Director	Great Rivers Greenway
Karlos	Ramirez	President and CEO	Hispanic Chamber of Commerce
Anna	Crosslin	President and CEO	International Institute of St. Louis
Michael	Harold	Senior Director State Government Affairs	Express Scripts
Ed	Purvis	Executive Vice President and COO	Emerson
Jason	Neun	Trucking Manager	Midwest Systems (Halls Street Trucking)
Joe	Ward	Director	Greater St. Charles Convention and Visitors Bureau
Michael D.	Shonock Ph.D.	President	Lindenwood University
Paul	McKee	CEO	Northside Regeneration Project
Jerry	Leigh	President/AMCI	Earth City Business Association/Levee District

First	Last	Position	Organization
John J.	Holtz	Public Information Director	Missouri Highway Patrol
Terence	Williams	Boeing Strategic Missile & Defense Systems	Boeing
Nick	Nichols	Operations Manager	St. Louis Port Association
John	Clark	President	Laclede's Landing Redevelopment Corp.
Eric	Moraczewski	Executive Director	CityArchRiver 2015 Foundation
Mark	Fenton	Board Chairperson	St. Charles Ambulance District
Dan	Lang	Economic Development Director	City of Wentzville
Erica	Henderson	Director	St. Louis Promise Zone
Tom	Crawford	President	Missouri Truckers Association
Kelvin	Adams	Superintendent	STL Public Schools
Rick	Barbee	President	SCF Marine
Michael	McMillan	President	Urban League
Justin	Wheetley	Public Information Officer	Missouri Highway Patrol
Adolphus	Pruitt	President	STL NAACP
Betsy	Soloman	Executive Director	Shephard's Center
Mary	Thompson	Accessibility Specialist	Paraquad
Carlie	Lee	Director of Community Relations	Missouri School for the Blind
Al	Li	VP Of Global Trade Finance	Regions Bank, Asian-American Chamber of Commerce
Matt	Freis	Regional VP	DNJ
Steve	Williamson	Owner	Midwest Systems
Terry	Travis	Vice President, Intermodal Sales	Alfon Trucking
Kevin	Mahar, Jr.	General Manager	St. Charles Hyundai
John	Bommarito	President	Bommarito Automotive Group
Todd	Antoine	Vice President of Planning & Projects	Great Rivers Greenway
Jessica	Mefford-Miller	Assistant Executive Director of Planning and System Development	Bi-State Development/Metro

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First	Last	Position	Organization
Esther	Shin	President	Urban Strategies
Victoria	Reeves	No longer with organization	Urban League
Jason	Ahten	Coordinator, Safety, and Membership Services	Missouri Truckers Association
Pamela	Boyd	Alderman	Ward 27, City of Saint Louis
John	Collins Mohammad	Alderman	Ward 21, City of Saint Louis
Jeffrey	Boyd	Alderman	Ward 22, City of Saint Louis
Brandon	Bosley	Alderman	Ward 3, City of Saint Louis

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## Detailed Responses to Questions

### Question 1

What is working well on I-70 today?

- Connectivity. There are fairly easy interchanges with other interstates/highways.
- The traffic flow during non-peak hours seems to work fine. I'm on the highway quite a bit and don't see a problem, which is during off-peak hours. During rush hour, it's a lot more congested in spots.
- No opinion.
- CMT focuses on how to get people off I-70 and onto transit. We hear anecdotally of congestion on I-70.
- There isn't significant traffic. Traffic flows well outside of rush hour.
- I work near the city/county border. When I need to use 70 to get downtown or west, the system works. I don't have too much trouble with traffic or getting from A to B.
- Access to the airport, and quick access to St. Charles is good. East of 170, access to the inner belt to get to the central corridor is good. Anything east of 70, I'm not a fan of. The best part of 70 is between 170 and St. Charles.
- We move quite a bit of volume/traffic through our community today.
- It does a pretty good job of moving traffic. We have relatively low congestion despite some perceptions of congestion.
- On my drive in, I appreciate the express lane. I do wish they started further west - Bryan road or Hwy 63 is where I typically get on. It's nice that it's open on my way in, but it's tougher to travel when the express lane is not open for evening westbound rush. Overall signage is good (gas stations, etc.) and needs can be found easily. I like that it is an option to our highway system overall, that is a huge benefit to our residents and businesses - 64, 44 and 70 offer choices.
- The new exits toward Tucker have been extremely beneficial. Even taxi drivers and residents report greater access to downtown communities and amenities. Traffic seems to move faster, especially in the evenings. I used to live in North County and I saw traffic improve.

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- We have a presence at Lindenwood University in St. Charles, downtown, and Belleville with 8 sites. The corridor is important for transportation to/from our system, very important.
- It's easy for me to get home and downtown from I-70, I personally have no concerns at the moment for my commute. In my community, I have not heard any complaints about I-70. The MRB exchange is good.
- I'm not a regular traveler of the system.
- I don't know.

### Question 2

What do you think are the greatest challenges facing the corridor today?

- Public transportation is critical, and without state funding for it, there is a need for additional funding to expand Metro Link and Bus. This expansion would have a positive impact on traffic. Also, we need to establish more bike-friendly routes adjacent to the interstate, and need to make sure to have proper entrance/exit ramps just off interstates. State and local government funding can have a negative or positive impact. Environmental issues, too, are important. We are sometimes in attainment for ozone and sometimes not in attainment. Over time there will be challenges posed by Lambert Airport growth since they are right against highway. New terminal and roadway access additions, rental car center, etc. could be developed, and the constraints of the interstate could be tough for both the interstate and airport. Some of the areas on I-70 closer to downtown could be projects that could have negative impact, as well as a lack of projects or improvements.
- Given that it traverses a variety of areas - new development in St. Charles to inner suburbs and inner city - the whole corridor faces tough engineering challenges, like weaving through urban areas and short on/off ramps. They're dealing with a built environment, trying to make as least of an impact as possible. Also, connectivity and land use is challenging because you have reversible lanes in the City, which covers a wide area and are not particularly used. That can be a big barrier.
- Volume of traffic and safety are the biggest concerns. This puts more commodities onto our barges. We are loading more grain onto barges now than in the past, which is pulling some traffic off the road. In past years, grain was mostly trucked to market. Part of the reason is that our barge freight rates are lower than average. Congestion on I-70 has also contributed to this.
- Better access to transit, and maintenance of any of our road systems anywhere in our region. How do we make better transportation options available besides driving in the corridor? The key CMT focuses on is how to connect people to transit along the I-70

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corridor. It's not an easy connection by any means. Whether it is highway exits or better pedestrian/bike infrastructure, anything you can do to enhance the transportation options is what we would be pushing for.

- Aesthetics in near-North County area going into the City are not great. Lanes begin to narrow as you get close to the City as well, making 18-wheel trucks seem very close to cars. Things get confusing around the MLK bridge downtown and where I-70 meets I-44. Also, people have only one way onto the interstate, which doesn't work well during event traffic.
- The relationship between the highway, all the places it carves a path between, and all the places it touches. Categorically, the stretch looks nicer in St. Charles County (highway and exit ramps) compared to St. Louis City and the inner ring suburbs. How does the highway interact with the community? Of particular note - the entrance ramp onto highway from Jennings Station Rd. heading west is too short and hard to navigate.
- As you get closer to downtown, the greatest challenge is the dangerous, curvy roads east of the airport. Combined with a certain kind of driver that isn't very good and doesn't like to obey the law, it is even more dangerous. I-64 seems to have safer drivers, or at least more people who care about their cars. It is likely a reflection of under-resourced and economically disadvantaged residents in the area. They have less well-maintained cars. Also, it's hard to get on 70 east of 170. It would be nice to have another inner belt. 70 seems more dangerous to drive on east of 170 to downtown.
- To be able to open up more reasonable access on/off the highway at reasonable points that would help the community is very important. For example, at Salisbury and I-70 a great deal of people come in from the west in the mornings and work in the west end of downtown get off the highway here. It is a very, very confusing and complicated interchange. The bridge, the east side - it is a mess. Half the trucks that get caught there can't make the turn, and it really boggles stuff up. Instead of the highway enhancing the community around it, it causes backups and becomes a disincentive to development opportunities. Who would want to build their business around there when you can't get to and from it? The corridor is the pathway into our city. The right of way appearance is important. Hanley and I-70 where Express Scripts is located - we keep that intersection looking very nice. That kind of exposure along the highway is beneficial. We get a maintenance agreement with MoDOT to take care of that ourselves. There needs to be more of that.
- Balancing the needs of the different uses within the corridor. 70 is a major freight corridor, facilitates inter-regional travel, supports intraregional and commuting travel, and also travels through developed communities, so there's tension there. That is the biggest problem, in my opinion. The highway is an access point if you want to get on I-70 and travel via auto but also potentially a barrier if you're traveling locally whether in private vehicles, bikes, as a pedestrian, or via transit. It's large infrastructure, and such large infrastructure can be divisive.

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- Traffic, though I'm not sure how to get beyond that except for adding lanes. Opening express lanes in the evening would help. Double-edged sword of I-70 is that cops are very present and not afraid to give tickets, which is good for safety but adds to traffic. Another double-edged sword is construction, as it means development and growth but also slower traffic.
- My frame of reference is our downtown neighborhoods in the central corridor and where our offices are downtown. The challenge continues to be accessibility. The routes to get on I-70 from downtown are a maze, partly because of construction and closed roads. Having only a handful of entry points creates a challenge. I'm unsure if there are plans to widen the road here, but the drive between downtown and North County is scary to navigate. With the viaducts close to the City (i.e. Kinghighway and Lucas & Hunt or Union), you have to drive really close to the wall with the lanes of traffic, and navigating is tricky.
- All indications are that it is working well - I've lived here for a little over two years, so I know when to travel downtown and when to stay home. Challenges? Infrastructure. Every road needs some improvements. In some cases, it looks tired, in terms of improvements. I grew up in Chicago and worked on a road crew, so I know there's lots of employment opportunities on the corridor. Basically, we just need to refresh the look and feel. I don't think we do enough to tell people or put signs up about who the projects are "brought to you by." We should blow our horns more when there are good improvements. It is time to look at number of lanes and flow of traffic. I am accustomed to the number of trucks. With more truck traffic coming through, it means the roads take a bigger beating.
- I-70 is a great highway with challenging exits and entrances that cause pile-ups. Access on or off the highway has lane challenges. For example, eastbound and westbound at the Goodfellow exit is challenging. If you're going westbound from downtown to get off at Goodfellow, it's confusing. You're forced into a specific lane. Or you could think you're on the highway when you're actually in the exit lane. You really have to be from here to know how to navigate this. Eastbound to get on Goodfellow is the worst exit I've ever seen. It's dangerous to cross Jennings Station Rd. If you end up in the left-hand lane, you end up on the highway and you can't get out. I know there have likely been fatalities there. The redesign of this exit is much more confusing. Lucas & Hunt is a similar concern. The lane runs out and if one lets you over, there is nowhere to go. If you come off Lucas & Hunt and come onto the highway westbound, it's not good. If you aren't from St. Louis, you don't know how to get on the highway. You have people that will slow down and wind up causing pile-ups. Wayfinding can be improved.

I never understood why this was changed. MoDOT did work on 70 and the Highway was great but then you undid the things that worked. Again, the new Union/Kinghighway exit is equally confusing. You have to know what lane to be in. Tourists would be confused. MoDOT collapsed two exits into the new single interchange, and likely responded to a newer regulation about spacing of interchanges when they made this change.

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Bircher can be a challenge where Riverview turns into Bircher, and Bircher is not maintained well at all. There's lots of truck traffic from Peps and First Student. Traffic coming off the highway doesn't stop as you try and cross to left to get to Bircher or right to go to Riverview. It's all pretty dangerous trying to see incoming traffic; there are trees that block that visibility. West Florissant onto westbound 70 has the same configuration as Lucas & Hunt. There is a very short span to merge into traffic, so if drivers don't let you on, there's nowhere to go. It would be nice if the exit would just let you onto the highway directly. Looking at congestion on the highway, is MetroLink considering expanding along the highway into St. Charles County? It would be a good option to add rail for commuters.

- The most important things to keep in mind would be things like signage, especially signage that indicates information about public transit (buses, trains, etc.). People with disabilities primarily use public transit, so understanding where those are located would be helpful. It is left entirely to the user to figure out where they are. Learning the accessible routes to and from those places is critically important, particularly for users of power wheel chairs. Especially in St. Charles, having access to public transit is important. At I-64 near Ballas and 270, there is a large MetroBus station. If there are MetroLink and Metrobus stations nearby, we need them to be accessible and allow for easy drop-off and pick-up.
- There are areas of I-70 that have massive slow downs during work hour traffic. That causes congestion and safety concerns. This highway system was established only thinking of vehicle traffic (cars). Why don't the reversible lanes actually reverse? This is confusing from a signage perspective and a congestion perspective. Consider putting a truck lane in to move heavy truck traffic separately from commuters. One of the saddest things about this corridor and others is that it has dramatically separated spaces. There is no good way to get from one side of the highway to another, like foot traffic or bike traffic. The functionality for anything other than cars is deplorable. A lot of effort was made to straighten it out near the university, but it's still not great. Heading to St. Charles where I-170 splits is a quagmire and dangerous. There is always a huge backup from 270 to cross the bridge. I believe 70 works much better once you get across the Missouri River bridge. The North County and St. Louis City areas have been neglected.

### Question 3

What key challenges do you believe the corridor will face in the next 10 to 20 years?

- One of the challenges is getting funding to improve and repair I-70. There are fundamental and foundational problems; it's just not a matter of resurfacing, the structure needs help. Need funding to make sure there are a proper number of lanes in both directions, and to make improvements to intersections and on/off ramps that impede traffic flow. We may see traffic increase in the next decade. Looking ahead 20 years, we may not need the capacity that we have today if we can use more

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autonomous vehicles, public transit, and telecommuting. You need to make wise decisions and investments that are not obsolete in 20 years. Long-range planning is a potential negative impact/challenge of this. MoDOT will need funding to accommodate. As St. Charles grows, there will be more of a workforce downtown, a higher population in St. Louis County, and more challenges.

- Capacity for sure - in terms of new technology in autos and all the growth that's happening. This growth may mean we don't need a highway or as many lanes, what with car-sharing and smart cars. Who knows if we'll need to have this much capacity in the future with the new technology in development? Everyone is thinking about the challenges today, yet 10 - 20 years from now autonomous vehicles and associated technology will be a huge challenge to all our cities and areas. The variety of transportation modes means cities have to build for several modes - freight, transit. It might not always be best to develop new means for moving vehicular traffic.
- As I think about my industry, connectivity to major Midwestern areas will be a problem if the existing highway isn't expanded, specifically from Columbia to St. Louis. Population growth means this will likely get worse.
- Outside of the transportation issue, we have to look at what the development opportunity along the corridor is. You do have Boeing and the airport, but how do we better integrate those areas? Development will be a challenge. If you can get development, high density then becomes a challenge to accessing those jobs. And integration into the larger community becomes an issue, as well. When individuals get on 70, they don't get off 70. They start in St. Charles and go downtown or farther. Not much connection to the communities that border the 70 corridor. A perfect example is the North Hanley Station. There's an opportunity to develop around there in the future. There's a sea of unused parking. It sits adjacent to 70. Issues are access to highway, pedestrian access around that interchange. How do individuals cross 70 to access businesses north of the station? All these interconnections will be key to making this corridor successful.
- Dealing with the changing transportation landscape will be a priority. You need to look at working with other modes of transportation.
- Roads always wear out. What kind of condition will they be in by then? Roads aren't designed to last forever, so how can we maintain infrastructure to be effective and efficient in moving traffic from one point to another? Will we have the necessary capital to take care of the infrastructure?
- What happens to the neighborhoods and communities that the highway cuts through? What kind of condition will they be in? With the deterioration of North St. Louis, will the highway just go through an abandoned part of our region? Or will we see more positive change in that area? A highway won't make a community strong and healthy but it is a connector and an aesthetic piece of a community.
- How do we keep traveling safely from a public safety point of view? Right now, there's a lot of outcry over police and speeding tickets, but I believe communities have an obligation to provide for public safety. Speeding and tailgating must continue to be addressed to keep people safe from harm.

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- Unclear. If nothing happens to straighten out 70, then I think that puts more pressure on the 64 corridor to downtown. If something does happen and we can straighten it out a bit, then we are less prone to accidents. A straight shot downtown could be very beneficial. And it could move some people off the inner belts and 64 if they are more willing to take 70 downtown.
- Funding. There is just no funding in Missouri. It's a mess. I've worked hard to resolve that but I don't see a quick fix in the near future. In our developments today, we are closely looking at driverless vehicles. We believe this in the urban core and are planning for that in the next 10 years. More electric vehicles are coming. What does that mean to the highway over the long term - charging stations? What does this mean for trucks? On the opposite side, I see more direct home delivery growing. How will it get there? Will trucks do that? I don't think drones will do that. How will local delivery matter compared to long haul delivery? Trying to understand intersection of new technological ideas and advancements.

*How do you factor in driverless vehicles to your business model?*

We're still in the early stages. I spent 5 years studying the Smart City concept, and driverless vehicles are just a part of it. You cannot control a driverless vehicle unless you can get 5G to the street. Today that is impossible. Technology is there to control the cars but the bandwidth isn't close enough to the street. The latency of the system is the killer. We are attacking the ability to deliver technology to the street as fast as possible. We'll get Google, Amazon, GM, Chrysler, and Ford fight over who has the best car. No matter the winner there, they all need the signal. If you don't control the signal, you won't control the road. The NGA project is 7200 jobs, so those people have to get to and from our site every day. How do we do that with less real estate, congestion, and aggravation?

We are putting the latest antenna in every streetlight - not spotlights, streetlights. Whoever has the best tech and gets there first is going to win the jobs. If you want I-70 to be the first technology-driven stretch of interstate in the country, I think you would be amazed at the amount of attention you would draw. People will throw free stuff at you. As an example, the U.S. Government put out a \$40M grant from the highway department and Paul Allen matched \$10M for reintroducing smart cars into the urban core. 77 cities applied, including St. Louis, Kansas City and Columbus were finalists with Columbus winning the grant. Another \$80M in grants came to that city to try and be the "first" place to do that. If you take that forward-thinking, you will be blown away by what will come your way. "Intellcity" is the term that my team uses to describe the Smart City concept in the urban core that we're developing. I am shocked at the people who find us, and I believe this will be financially self-sustaining.

- I really think the challenges will be the same. We aren't growing at a rate that there will be major differences in those challenges. I would love to say there will be more freight, people, etc. but that isn't what our models tell us. 70 could offer a decent conduit for transit access with reversible lanes and more convenient on/off. That is one of our biggest transit issues. Locally, within City of St. Louis, I-70 is a barrier and exists between

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dense residential communities and job centers particularly on the North side, which makes it difficult to provide credible transit access. The on/off ramp designs (i.e. at Broadway, Grand) don't support transit or pedestrian navigation. Broadway and Grand are also two busy bus lines and we have a lot of back and forth between them. We have the Broadway and Taylor Transit Center nearby and the Riverview Transit Center. Those are all within the corridor. If we could make navigating those easier, that would be helpful. You need to be able to walk across the on/off ramp areas where the ramps meet the street and that's not ideal, but it's what the community needs. People are doing that now.

- NGA and the Amazon in Hazelwood and other developments will be a huge addition to I-70 traffic. It needs to be fast moving and multi-laned to make people want to live in this region. Bridgeton now has the largest population of Hispanics in the region. These new developments will impact housing options and raise concern not only about highways, but also access to public transit for those without cars. This will impact Hispanic people but also those in lower socio-economic classes. With all these developments, it will be necessary to have more public transportation throughout the corridor.

- An increase in the number of cars on the highway, which will cause more traffic. Congestion will be a challenge. You have NGA coming online, and it is uncertain how many people will live downtown or in the suburbs. Potentially, there could be an extra 3500 travelers to and from that area. Infrastructure is also a challenge. The age and safety of the system will be a problem.

- Technology is changing everything. Uber is changing how people move in the St. Louis area. Light rail, trucks, and self-driving cars are all developing, so our infrastructure needs to be flexible to new technology. We have a distribution problem. How we distribute traffic will change, and I hope it does in the coming years.

Can we maintain what we are currently doing? The system is stretched, old, tired, and needs to be updated. I recommend that we consider trucks and light rail to get things to, from, and through the downtown area. We've not really embraced public transit, so the next generation will be telling and may embrace public transportation long term. Midwesterners love their cars, so they won't be giving those up. One thing I have observed is that truck traffic clogs things up, as there's only so much space on the road. Some states have dedicated lanes for sharing rides. Maybe we ought to think of ways to move traffic along.

- I think commutes will be longer, especially if the City can do some economic development to bring in new jobs. People love their cars, so the commute time will be even longer. Service roads along highway are very dimly lit and the pavement is cracked due to the heavy truck traffic in the City. Poor lighting can be a deterrent to people using the system, as it prevents them from going places they aren't as familiar with. Service road improvements would be helpful and would help out the area in general. Cameras would be awesome for deterring crime on the highway. If MoDOT could add cameras, and possibly connect them to the real-time crime center, it would help the City communicate and hopefully prevent crime/shootings. Put up signs with phrases like "Smile! You are in a safety zone!" to let drivers know they're being monitored.

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(Alderman Bosley wondered if there are any cameras on the stretch of I-70 downtown currently. Wesley Stephen commented on there not due to privacy issues, but Alderman Bosley reiterated that he would advocate for cameras. Michelle Forrester could help address this. Reading of license plates is a concern, stated by Mr. Stephen, and the blame for not having cameras was placed on the MoDOT leadership. Tracey Lober pulled up the Gateway Guide, noted that there are traffic cameras at every interchange that can easily be viewed by the public. However, these cameras just look at congestion/traffic patterns as opposed to criminal incidents.)

- The access to the airport will be important as well as downtown access to amenities, venues, and public transit. We are always in need of more routes and availability within the public transit system. Also, it's important to consider the needs of the blind and visually impaired population when making accessible signage. It needs to be able to incorporate Uber, MetroLink, or family members driving people to various places. It also needs to offer available access to more points along corridor.
- As improvements are made, I would like to see some change in these areas:
  1. Are there more ways to integrate walking and biking paths across the highway?
  2. If/when MetroLink comes to Hanley, can we build access from that to the North Park Campus to enhance employment? (e.g. a shuttle to move people quickly)
  3. How can we build and improve highways so they don't completely decimate neighborhoods?
  4. Improve maintenance of existing highway.
  5. Balance the look of St. Charles with what could be in St. Louis County and St. Louis City.

**Question 4**

The PEL will look at ways to improve safety, convenience, access, and aesthetics along and across I-70. What improvements do you feel are needed to enhance connections along the corridor: to job markets, future development areas, surrounding neighborhoods? Think about walking, biking, transit, as well as driving. Also, consider the varying abilities of people of all ages.

- Interchanges can be improved to be safer, like 270 and I-70. In terms of connectivity, as Metro, bike, autonomous vehicle use grow, what does that look like? It is probably impossible to combine bike/Metro/ped today, but those are connections that will be very attractive in the future. Not to mention how autonomous vehicles will be accommodated. In terms of aesthetics, it would be great to make the scenery/sightlines along that stretch more attractive. Also, improve connectivity to airport using modes with I-70 as backbone.

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- There could be better land use to take advantage of intersection of the highway with major street routes and transit routes. Look at areas for redevelopment, reinvestment, and new investment that can take advantage of this nexus of transportation options that intersect. Improving connectivity from jobs, neighborhoods, quality of life is crucial, as we've seen vast amounts of urban decline over the years, and I think that needs to be addressed and turned from a negative to a positive. But also looking in other areas where we could have better land use, too. Encourage taking advantage of the huge public investment we've made along the entire segment.

Part of this, too, is that in some areas it's bisecting different business and residential areas. That needs to be looked at. How do you improve that? How do you make these neighborhoods/communities more connected? If you're on a bike/pedestrian bridge, how do you feel safe from moving vehicles?

- No opinion.
- North County Transfer Center\* needs pedestrian access. We need sidewalks and a way to cross the highway. There is no way for people to access this. There are good transit facilities up there in the corridor, but the access is terrible. We had an event at North Hanley recently and people talked about how they felt they were taking their lives in their own hands to get across the highway to jobs or even a gas station across the street. Anywhere near the transfer center, it's more of the same - no sidewalks, no pedestrian crossing, and no safe infrastructure. We have great transit facilities but no way to get people to them.

Expanding connections means connecting communities to transportation choices. We have communities that are very segregated by a dividing highway. Neighborhoods are dumped out along a major thoroughfare with no connections, whether bike, pedestrian, or transit. Some transit connectors are far away from their homes yet there are no sidewalks or other ways to get there. How do we make North/South corridors accessible to the public beyond the East/West corridor of 70? We're currently looking at improving the bus system. Job centers are no longer the same as they were when the bus system was designed. How can we improve access to airport, Boeing, North County, and North Park? You also are talking about a very diverse income base along the north part of I-70. How do we meet the needs of the population here in terms of integrating transit choices? We need to consider ride sharing, residents along 70 that don't always have a vehicle, etc. How are we connecting local residents along corridor to jobs, healthcare, and education? This project could improve transportation across state and economic opportunities from downtown. But how do we also improve the neighborhoods along the corridor? That could be the larger benefit from this study. \*Interviewee stated North County Transfer Center but possibly meant Broadway-Taylor Transit Center

- Downtown is the hub for jobs in St. Louis, so people need to have access into and around the downtown area. Also, you need to improve the aesthetics along I-70 in the City to make it an area where people want to do business.

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- The notion of bike paths, Great Rivers Greenway, and the work they're doing around the region isn't something we talk about in low- and moderate-income communities. The system there seems to be more about recreation than necessity. How do we consider transit-oriented development and the intersection of the highway with Metrobus and rail? Those are things we need to keep pushing on. There won't be significantly less cars as we reach the future, but there will be some reduction.

- If we can add the MetroLink from St. Charles to downtown along the I-70 corridor, that would be good. Plus, having some kind of North-South Metro would enhance that. Mobility is an issue, as is segregation in North County and North City. How do we get people to jobs to improve economic possibilities? We also need public safety enhancements on public transportation and more patrols on I-70 in general, both today and in the future. Also, we should really try to enforce some of the motor vehicle laws, like safety inspectors and limiting falsified documents so we can remove junk cars from the road. Also, beautify the corridor with plants/flowers to make it the main corridor to get downtown. That would be attractive and alleviate a lot of what is on 64. Bottom line: if there's a way to get downtown for an event when there are multiple events going on, solving 70 will encourage people to use that highway. During major events, it can take 90 minutes to get downtown. If 70 were more efficient as it feeds into downtown, it would help alleviate traffic.

- For the physical world, on/off access is key. Sometimes MoDOT appears to worry more about through travelers and less about developing the areas around the system and ensuring easy on/off access for highways. Aesthetics and esse are key. Embracing the surrounding community instead of disrupting it is critical. The look of our system is important. Potholes and weeds are very noticeable. MoDOT still has a while to go on privatizing maintenance. In the technology world, you need to consider vehicles today. I saw a recent article that said it would take someone 45 seconds to review the data screen on their car, and in that time someone can drive 300 yards and go dead. We have more technology being delivered to our vehicles than can be absorbed or used. If we can intersect the highway with technology along the roadway, that would be the trick. Google knows how long it will take me to get home but doesn't factor in the highway experience. How can technology manage the efficiency of our lives?

Technology is also a safety factor. The intermingling of the 5G network with cameras, air sensors, and shot detection will have an economic indicator that will blow your doors off. I think there are 8-10 different factors there, and MoDOT has a huge role to play if they want to make I-70 a tech corridor. These key factors are things like energy, better LED lighting to reduce crime and accidents and relieve congestion, social impact issues that reduces visits to the ER, improved ability to test air quality if there is an air monitoring system, and lower costs of courts system due to lower time. It's a social justice issue. This kind of a technological system could sustain itself via advertising with electronic billboards, and MoDOT could access the internal car billboards. Accessing big data is another key. If I'm going to a MetroLink station, you could direct me directly to a parking space from my home if I have that application. Think of MoDOT as a pathway to the technological world through your physical assets.

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Basically, the key factors are safety, crime, ED visits, courts, prisons, public defender systems, etc., all things that can improve quality of life due to the public control of their environment. You need to seek a balance between social impact and economic impact. MoDOT could spend more time on the social impact part. It's not just about the money but also about what's best for the community.

I know our laws don't permit privatization or concession agreements, yet for our state to be on the cutting edge, we will need to investigate that for new money sources.

- I think we can design a project that deliberately connects autos and freight, and construct infrastructure in a way that it isn't such a barrier or so massive. This might include reducing lanes, adding sidewalks, or adding pedestrian cycles to signal timing.

- Walking and biking isn't even an option right now. There are outer roads that follow 70, but no real safety and signage for pedestrians and bikers now. I know there's an organization focusing on connecting trails from Illinois to Missouri. How can we include them in this? Keep in mind, people will use the transportation options available and will use them in ways MoDOT requests. If we had carpool lanes, I think you'll see people follow the leadership of MoDOT on making those improvements. Just need MoDOT to dictate these things. I don't see as many bus lanes available as there used to be.

- When you look at the corridor from downtown to St. Charles, there is a part of the corridor that is very bright. Creating linkages for people from the western part of the corridor to be able to reach the amenities in the eastern part is a bigger challenge. The blight off St. Louis Avenue heading toward Crown Candy impacts the corridor and what you see from the freeway. I would like to see more greenery. I know there are some nice pedestrian bridges along I-64 that have come up, but that transformation is appealing and would be great to see on 70. Maybe doing some place-making with some of those buildings along the corridor where nothing seems to be happening is a possibility. Until investment takes place, perhaps place-making can be done to make those linkages more inviting.

- I recommend that we get drones up to take pictures and see what can be seen from an aerial view that you can't get from driving. As you enter/exit highway, some communities (especially those further west) have done a nice job of beautifying the area. Those are impressions of community. When roads and bridges are in good shape, signage is good, and there's nice landscaping, that shows that you are taking care of your community. We need to up our game a bit. No matter where you are along the corridor, we need to be welcoming people and thanking them for being part of our community - we need to make this system friendlier. As you access a place, each point makes an impression of that community. This is a great opportunity to make it look nicer and get community pride back.

The number of people using bicycles as their primary mode of transportation has increased and our road system has not accommodated that well at all. We can do better.

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- When exits are closed for construction, the detours take drivers inconveniently out of their way. There is the perception that many of the areas the highway spans are unsafe neighborhoods so drivers choose alternate routes.

- I remember when there used to be a pedestrian bridge connecting Walnut Park neighborhood with an industrial park. They tore it down several years ago. If we look at economic development opportunities in the City, we should look at where neighborhoods/communities could use a pedestrian bridge to connect to employment. Looking at the current situation, there isn't a lot of opportunity for jobs and little economic development in our areas. Mom and Pop run Mom and Pop stores. Realistically, we need to find ways build economics and tie in some future employment opportunities. Looking at next 10-15 years, what could happen? How can we do better to bring transportation to our residents?

Residential areas near Birchard and Natural Bridge are one of my (Alderman Mohammad's) best blocks, and I would like to keep this area residential. A pedestrian bridge there would be useful if economic development would happen with the vacant buildings around there. I often think about how 40 and other modes of transportation have integrated around BJC and Cortex, and created a demand for new exit system and new MetroLink stops. What can we see along 70 that can be modeled off of Cortex?

How do we look at 70 the way we looked at 64/40 in terms of economic expansion? Can MoDOT incentivize businesses to come in where they're trying to do development (i.e. at Salisbury or Grand)? People are afraid businesses won't last or will get torn down. Dollar General/Family Dollar stores aren't working on aesthetics. Having more competition with these stores would maybe incentivize the entire community to do better and be better.

Collectively, we can do a lot. We just need to bring the right people to the table together (those in housing, economic development, etc.). MoDOT no longer bulldozes communities; they engage partners. In 1969, the Environmental Protection Act was passed which says that before major projects are undertaken, they need to be studied and ensure they don't negatively impact the built community, the natural environment, or the people. Over time, communities have become more vocal, and have shared more information with the agencies. That has resulted in changing how MoDOT and others do business. We [MoDOT] have gone beyond thinking about how we move cars. Now it's about how we connect people. How do we work with Metro? How do we ensure all communities are getting what they need? Planning now involves a multi-modal strategy. We're now a multi-modal agency.

- The people with disabilities care about accessibility, warning strips, curb cuts, walkway areas, and signage. These need to be maintained if they exist. If they need to be removed for construction, please make sure there are allowances. Keep accessible routes in mind as people need to access the highway.

- Aesthetically, there needs to be continuity throughout the corridor.

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As you're looking at the corridor, consider where you could rethink access in a different way. Where could potential economic development occur? We know a lot of property along I-70 is not at its highest and best use. As we look at the corridor, could we rethink where entrance and exit ramps are in relation to outer roads, and consider how they're feeding in? What economic development could be enhanced or created at these intersections that could serve the community better? Anywhere and everywhere along the corridor you can pinpoint places for improvement. For example, there are often places where you can say things like, "Look at this neighborhood over here, if people could only get across the highway, this wonderful park would be accessible to the kids on the other side which would enhance the quality of their lives. What bike paths could Great Rivers Greenway put in place to help with that?" From a quality of life perspective, look at what links can be made. More importantly, look at the corridor and consider, from a walkability, likability, even drivability perspective, if you could get people across the highway safely, what opportunities would open up? Economic development? Recreation? Employment? If it was easy enough, could people from all over the city access these potential employment hubs? We need to look at these connections now in order to find opportunities along the corridor to link people to employment.

### Question 5

What places are safety improvements most critical?

- There are some tight turns on the interstate near the City/County border, and between the airport and Kingshighway. Entrance and exit ramps into and out of downtown are safety problems. The area under I-70 near Four Seasons hotel is a mess. It's confusing and zig-zag. Also, trying to get on freeway from Broadway is difficult and needs help with safety and aesthetics. Improvements at 170 are necessary. Back-ups are happening on interstate and those single lane entrance ramps at 170 and 270 need to be dual lane. In St. Charles County, improvements have been made. There are areas that go from three lanes to two lanes, but a minimum of three lanes should be the norm, going down to two lanes causes accidents and congestion. Ingress and egress to express lanes in the City can be improved. It can be treacherous sometimes when trying to enter express lanes from the west, as they are not marked well enough.

- Improved lighting would be helpful for sure. No specific area comes to mind for this. Some on/off ramps are very short. I know westbound Branch Street is not ideal, and that it doesn't intersect with the street very well. Great Rivers Greenway has talked about this with MoDOT to help people get to our trails. From 170 into downtown is an older part of the system and those shorter on/off ramps aren't what we typically experience on a highway these days, but there isn't one that comes to mind to be improved. Are expressways even needed any longer? Could they be removed?

- I don't travel the corridor that often.

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- The North Hanley and 70 interchange is a pedestrian and bicycle safety nightmare. The way that traffic is currently directed out of the transit station is a mess. People either get there or leave on foot, and there is no access unless you go to the south end of that parking area and head up and try to cross that way. Most people are going to look for a direct path to their destination. If they are heading north over 70, they're not going to go an opposite way and come back around. There's also no pedestrian crossing. When drivers exit 70 East and make that right hand turn, that is the critical danger. I know there are safety issues along the entire corridor, but from a transit point of view, that is key.

- The stretch from Union to 170 has lots of twists and turns and the exits aren't great in terms of spacing and ease of getting off. I would like to see that looked at to make it better and more efficient. West of 270, a lot of work has been done to relieve some of the congestion, but it's time to come back east. While we still have high traffic volume, we may have fewer people complaining about the highway system due to higher-level concerns like housing or safety. Community engagement will be hard as well. People won't want to talk about the highway because they'll be more concerned about paying bills, picking up kids, etc. If we want to get people engaged, we need to ensure we can get input from the people who don't have the time to talk about the highway. It's hard to get to allocate time to a project like this.

- Westbound, the biggest challenge is the area before the airport (Lindbergh) to 270. People are driving very fast, there is congestion around the airport, and narrow, curving roads with multiple people exiting for the airport and for Lindbergh makes things dangerous. Maybe there needs to be an extra lane in that area. Eastbound, the curvy roads and hills are a problem. Need better access to exit off 70 to get to the Scottsdale Center. Need signs to say things like: "take 'blues' exit here." Have several signage options that are more intuitive depending on where you are going would be helpful. For those going to "Wash Ave," "The Landing," "The Dome," baseball stadium, opera house, and Union Station, perhaps there should be different turnoffs to get to Tucker.

- No opinion.

- As a woman, safety improvements right off the highway is most critical, especially the gas stations and stores. We need better lighting; security cameras could help with safety a lot and make people feel more comfortable. Also, a police presence could help. I'm sure crime statistics along exits might point out where dangerous trends exist. Along most of 70 there is not a broad shoulder (particularly on left hand side) where accidents and flat tires can be dealt with. This could be improved. Even if there were signage to ask people to pull over to the right (instead of the left), that would be helpful. We want to remind people to always pull to the right with a disabled car - only use right side.

- The parts that are close to St. Louis City should be prioritized. The roads feel narrower. The viaduct and the close walls mentioned above apply here as well. I can't recall any pothole problems, or maybe I'm forgetting.

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- Any time you access a busy street, good signage and good lighting are important. Technology means you can do things without getting too bright, and we need to improve visibility.

As much as people think that if we build bridges the students will use them, we know students will still cross at the street level. Therefore, we need to make street crossings as safe as possible. We should improve signals, and ensure accessibility and safety. The trick is to identify where people really want to go and how they are getting there.

There are a lot of tired buildings as you enter downtown - maybe adding grass would make it look better. Make our community look more alive and bright. And, we need more signage for walking across busy intersections. I have seen people walking across I-70 and it worries me when I see that - I saw one person crossing near the airport, more downtown. Maybe we need more places where people can pull over to take a break.

- [My staff's] overall concerns [about using I-70] have to do with safety. Lanes seem narrower than other highways and there are often big trucks.

1. Goodfellow, Jennings, and Lucas & Hunt interchanges and on/off ramps
2. Lighting
3. Wayfinding (fix confusing new signage)

- Lighting is a concern and all people will benefit from improved lighting, regardless of whether they are a person with a disability or not. Please make any call boxes or other related devices at an accessible height (anything over 48" high is not accessible to a person in a wheelchair), have operable parts, and have signage that is accessible. If there are things that a person would need to interact with, consider making it operable with a closed fist (i.e. walk buttons to cross street; call button on a support phone). Eliminate limitations.

- Several major highways merge into 70. Look at the 170/70 corridor and pay some attention to safety there. Also, pay attention to the area by 270/St. Charles Rock Road and where 70 goes south/west. That is confusing and there are always accidents that cause backups during heavy traffic periods. I don't know how you fix all that, with two major highways merging together, but if it's designed better it could work better. The area before 70 merges with 170 all the way through St. Ann and in front of airport and past 270 onto the bridge is consistently problematic with weaving drivers trying to figure out what lane to be in. The "U" off Natural Bridge to 70 to get to 170 isn't enough space to get across if there is traffic.

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## Question 6

We have identified several studies and planned developments within the corridor. Are you aware of any local content that may be relevant to this study?

- City of St. Louis has hired CDB, ongoing study there related to traffic. See if Army Corps is doing study on access to NSA West campus. Much of that traffic will impact I-70. Look at IDOT, too, for anything related to bridges.

- The CityArchRiver. Trestle project over I-70 goes over the corridor and could be a redevelopment opportunity, just north of new Mississippi River Bridge. St. Vincent Greenway goes to UMSL campus and comes out by Express Scripts and we hope to get across on Hanley right there or possibly do our own bike/pedestrian bridge. Mainly trying to figure out how to get over that and connect to North Park and Millie Greenway. This isn't an active project, yet we hope to tie into MetroLink at Hanley. Further out, there's the Missouri River Greenway. We've built the existing trail on the Earth City levee side, and our plan shows going under 70 and continuing along the levee on the left side. It's all underneath the bridge, and won't necessarily impact the highway. Worked with City of St. Charles and St. Louis County to improve the Katy Trail. Lots of talk of doing some kind of bike/pedestrian facility on 70 for the Blanchette Bridge. Dardenne Greenway in Old Town St. Peters. Looking at how the greenway continues from the golf course and goes under the highway and connect to downtown St. Peters to bridge Dardenne Creek. St. Peters has been very engaged around connecting Spencer Rd, yet anything that connects the system and trails rely on the highway not being a barrier. Looked along Dardenne, but have stopped efforts. We have not yet determined how to get beyond the golf course at this time.

- There was an RFP on the street for North Hanley Station. Any large-scale development there will impact the interchange, traffic congestion, and might be something this team should take into consideration. Three proposals were submitted, but I don't know how quickly development will move forward. The organizing agency is University Square/UMSL. If you put something there that will attract people, (i.e. hotel with surrounding development/convention area), that would really impact traffic flow. The TOD studies could also impact what you're looking at. Also, look at Northside/Southside study and the County Metro North corridor. Could some of this construction be done simultaneously? You also have the bus route redesign. Is what you're doing going to impact bus routes? Even though these studies aren't complete, they should be considered. The Bi-State system will look at new technologies. Some of that will be part of Metro Reimagined study. Is there a way to connect that? Autonomous vehicles - I can't imagine how that works, yet it could happen. How do you incorporate this? It's challenging for sure, yet it has to be there. How does NSA fit?

- Great Rivers Greenway studies. The STL Development Corp has a 2015 study, as well.

- Some of the work we do is around the notion of economic development opportunities and looking at traffic patterns/traffic counts to see how many folks come through our

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community and where they're coming from. We're interested in that for economic development possibilities and seeing how the highway gets people to our community. But our projects are more tangential to the highway, there's nothing particularly substantive.

- St. Charles Economic Development Center may have studies that your team should review. At the end of the day, we want people to come downtown and maybe even live downtown. How do you attract people from fast-growing St. Charles County to travel downtown quickly and feel safe? How can you attract people to live downtown and work in St. Charles - can you reduce commuter time? St. Charles people want to isolate themselves from the dangers of North County and North City, which is why they don't want the MetroLink. Perhaps they fail to understand that there are a lot of good jobs downtown. Maybe people would be more apt to live in St. Charles if it didn't take so long to get downtown from St. Charles. People in Town and County, West County, Chesterfield Valley, etc. take 64 to get downtown, but that takes a while. There are a lot of issues getting downtown because of the congestion. How can you create something for St. Charles residents to get downtown on I-70 in 20 minutes?

- Economic Impact Study information: three NFP funders are doing a third-party analysis. They're hoping to start Nov 2017 and finish Mar 2018. Two non-local national firms: one working on public policy of cameras, and the other is working on social and economic impact.

- Already delivered.

- The Hispanic population is the fastest growing population in St. Louis City, county, state, metro area (including St. Charles). The majority of the Hispanic population is currently 9 years and under. The Chamber isn't clear yet on what the impacts of that will be - more car seats? Vans? Safety campaigns?

*Any travel-based questions you see being asked by your constituents/membership in regards to transit?*

Membership has both ends of spectrum - includes business owners looking to get involved with NGA/construction, or sales and services to new economic development as well as those who are focused on the need for public transportation. Whether white-collar or blue-collar concerns, both are important to our community.

- We have a lot of plans for the Near North Side of downtown. We've aligned those plans with Project Connect, the City, GRG, and EWG. It is public and we can definitely share those plans. There is a Choice Neighborhood website: NearNorthsideSTL is the URL. You can find the Urban Strategies reports there.

- No. I'm on the economic development council and we've talked a little about this, though I don't know that I've seen anything.

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- Currently, I do not know of any, but if I find any studies I will email them to you. I'll look for studies that impact how people with disabilities interact with a highway system.
- Look at the information for RFPs that were sent out by University Square for potential development in the Hanley/70 area. Enrique Flores at University Square is the contact for that. The desire is to have more development in North Park.

### Question 7

What factors do you think contribute to a business's success if it is located adjacent to I-70? Think about things like the type of business, access, size, signage, and other factors.

- Those are all important, but first is safety. Businesses adjacent to interstate want employees to arrive and go home safely - look at interchanges and how they are impacted. Looking at signage, not for their business but for the interstate. It is important to have clearly marked entrance/exit ramps and signalization. A lack of these creates delays. Aesthetics and lighting make a difference. Safety and security is an issue on different parts of the corridor. Lighting improvements and aesthetic improvements enhance safety. Businesses and their employees also want to see services, amenities, restaurants, etc. nearby, so make sure there is access to those.
- It depends on what the business is. If they're dependent on human capital, getting employees on site easily is important. For manufacturing or other businesses that rely on the movement of goods, the highway will be important for that. Taking advantage of easy access is key.
- There are advantages and disadvantages. We have terminals here in St. Louis on both sides of the river. We have one less than a mile off the closest exit from 70. It's leased from the City of St. Louis, who was helpful in adding signage to increase visibility for our drivers to get in and out easier. Easier to get rates quoted to this terminal now. We handle much that goes to Scotts Company, and steel that goes to local processors. I-70 is very instrumental in keeping our terminal competitive in the local market.
- If Amazon or other large-scale employers come, what can we do to enhance the corridor? What can we do so that these employers would look at St. Louis in the first place? From what we see/hear on national front, employers are looking for transportation choices. If we don't have a robust transit, interconnected highway, and interconnected ride share program, that needs to be a priority. We need to start speaking about total transportation.
- Either your customers need to be able to get to you (retail) or you need to be able to ship your product more easily to your customers. Visibility creates marketing opportunities with the building itself if you're close enough to the highway to get your brand out there.

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- Visibility from the highway is key, without endangering drivers. Accessibility, too. Having access to Illinois would be key. A separate bridge over the river for drivers on 70 to get to/from I-70/Metro East area would be a good thing.
- Convenient freight movement will make some businesses successful. Also, access to the workforce is attractive for those using the I-70 corridor. The interchange near the MetroLink station at Hanley Road and I-70 isn't very good. I would like to see that improved and bridge that gap between St. Louis County and MoDOT corridors on either side of I-70 because there's a lot of development there and mobility between developments on north and south of highway is pretty limited.
- Easy access, ability for signage—many cities/towns along the corridor have different rules on signage height/size. As some exits signs will say "food at Exit X", and that visibility makes a big difference. Ease of access is also important. I like having the frontage road along a lot of I-70, and just figuring out trends to help determine when to use the frontage road versus the highway. Crucial to make sure signage promotes easier on/off movement and improves congestion.
- A lot of it is based on the type of business. The businesses change dramatically as you get closer to the City. Many of them don't actually want to be seen from the freeway. I don't think it is their mission to be inviting, and I don't think they are very connected to the community. There are no incentives for them to make their buildings look nicer. As you move to St. Charles, you see nicer, fancy, glass buildings and lots of greenery. It would be nice to engage Produce Row with other larger potential partners who could do something aesthetically pleasing along the corridor. Bissinger might be a destination. A lot of folks don't know that Produce Row is right off the interstate there.
- I think the success depends on how it is zoned on either side, as it impacts the terms for business and education. Access to/from it is important, as everything is about time. One helpful thing is to articulate to people when traffic issues will arise (i.e. that from 7 - 8am we know going over the bridge is better) so it can help people understand the ebbs/flows of traffic for scheduling purposes. I think we'll see more of this impacting the road system, and the businesses over time. Also, having a good environment for their employees would help. Safety, close medical care, food/beverage/entertainment are all desired by the population.
- For the people with disabilities it is about accessibility, the ability to get from the highway to the business, and having public transit access to those places.
- Easy, safe access to their parking lot. Visibility from the highway is key.

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### Question 8

In your experience, does this corridor currently support and integrate existing development opportunities?

- That is stronger in St. Charles County. There have been newer developments that have worked there. In St. Louis City and County, there's not a lot of room, much of it is already being used. Could re-use some under-utilized areas, but have to ensure the interstate would not get in the way of development and consider other constraints. Those are mature areas that have been built out and need strategies to redevelop in positive way.
- Yes and no, I think it does - but we are talking about 40 miles. In spots it does, yet isn't related solely to the highway. Good highway access is important and some parts of the highway lend themselves to development.
- No opinion.
- It needs work. It provides direct access to where it's going, but how do we connect around the corridor and not just through it?
- If there is a metric of aesthetics relative to trash and cleanliness, more affluent communities would likely have a better looking highway. It isn't necessarily MoDOT's job to clean the highway, but the conditions of the highway reflect the conditions of the surrounding community. I wish there was a way to have a uniform highway regardless of the economics of the wealth in the community. If the aesthetic concept at Mid Rivers Mall Drive could be brought to Jennings Station Rd. and others, that would be great. Some of that comes from local dollars, but homogeneity and equality would be more balanced.
- If Amazon comes, or we develop a soccer or football stadium or other event venue, we need to make sure 70 integrates well with NGA and future developments in North City. That's a big opportunity. I think we should plan for something to go there even though nothing is planned yet.
- Yes and no. Depends on where. Salisbury is a deterrent. We worked with Greg Horn on a new off ramp for the bridge, which was an enhancement. It depends on where the intersection is. This is a key driver to economic development and job growth.
- Within St. Louis City, it does a mediocre job - I'd give it a C because of these barriers. I think we could do more at North Park and North Hanley, for example. I think we could do a better job in the City. Facilitating pedestrian and auto connections is important and we aren't doing that.
- I'm just thinking, where would we go? Expansion means most development exists right to the edge of the highway in some municipalities. I do feel there's room for some

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signage areas, whether commuter lots or carpool lanes. It can be a strategic opportunity. Consider stoplights at short onramps to help manage traffic.

- I don't think so. Particularly in light of the Michael Brown tragedy, when you talk about regionalism, the mentality has shifted some but we aren't completely there. When you talk about municipalities doing incubation and revitalization, you don't see much happening beyond the major players of St. Louis City and St. Louis County. Regionalism is something to strive for. Is Kinloch really talking to Jennings? When you talk about economic development and the municipalities, how do you think about a small stretch that isn't necessary being connected to the larger stretch?
- It depends on the group looking at it. I've not heard anyone say it is a detriment or an incentive. I would love to hear people say that we have a great system and infrastructure to support the needs of future development. I'll use an analogy: the airport is very nice, but also tired. Somehow, we have to wake up and get less tired. It's time to up our game a bit. It's a great community but people just don't know it.
- NGA coming in could create more jobs and more residential housing. RFP for building should come out later this year (2017), so we should have more of an idea soon. We're currently treating it by looking at travel patterns around the existing NGA site and applying that to the future site. NGA will take about five years to build, and will create new jobs and increase supplies/freight being delivered. Do we have capacity to handle this change?
- Yes.
- Not well.

### Question 9

For the short term, what should be the highest transportation priorities of I-70?

- Safety has to be number one - make sure it's as safe a roadway as we can have. Also, aesthetics, improving connectivity to other interstates, and fixing entrance/exit ramps (some too short) are important. Signage and lighting improvements can be made, which goes back to safety. Also, there's a safety issue with speeding and reckless driving. Outside of rush hours there is no enforcement of speed laws and that makes it a more unsafe road at some times of day. I often don't see a police presence, and that alone can keep speeds down to safer level.
- Better lighting would be a good short-term goal. Immediate needs would be to maintain lighting on interstate and under bridges. That should be fixed, and an investment that has already been made.

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- Land expansion in the most congested areas (including all the way to Kansas City). The median cable system is helpful but I would like to see 3 lanes.
- How to better integrate access to the transit facilities that are located on or near it and how to better make connections to neighborhoods. Also, to focus on pedestrian access and better safety measures that impact crossing 70 to other areas.
- Nothing jumps out, beyond what aesthetics were mentioned. Look at entrance and exit ramps from Union to 170 and the airport, and if there are any modifications to make those easier.
- Safety, accessibility, and supporting future economic development. Supporting future economic development along that part of the City, that is the most important.
- Look at various interchanges and think about them relative to economic development and community enhancement. It is a lot better in St. Charles County than elsewhere, yet the other interchanges (in the City and St. Louis County) are key to our growth. This on/off strategy will have huge impacts to our community. We have to move the cars on the right-of-way, and have to create the access. Technology has to get on MoDOT's radar screen.
- To develop a design that balances the needs of freight, auto, transit, and non-motorist modes of transportation.
- Salt during ice storms. Another double-edged sword: we know MoDOT got rid of salt trucks to save money, yet commuters need to not spend 8 hours getting home. We know they are saving millions, yet an emergency plan should be in place and effectively communicated. Accident rates increase when the roads are unsalted, causing insurance claims to increase. Need to address the small shoulders, as well. Being able to see the lane markers better at night or in the rain would be a huge benefit to safety for all. Fluorescent lanes would be great (referenced experience with Michigan Department of Transportation practices with lane markers). Curving lanes at night that are poorly lit create safety challenges.
- Safety for the driver, accessibility, and ease of navigation. The linkages are important: being connected is crucial. Also, education. The signage along 64 is great, but less so on 70.
- First and foremost, there's always construction going on. We need to fix what needs to be fixed, and there's lots of it. Second, we need more electronic signage to keep people informed (i.e. 20 minutes to get here, 10 minutes to get there). More information and communication would be helpful. We are all using devices to find things; maybe an app would be good. My sense is to keep an eye on where there are opportunities to improve traffic and movement. I am always amazed by how long the traffic is backed up but when you get to the point of the congestion you have no idea why that congestion has occurred. I understand it's about safety, but let people know where things stand.

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1. Train system along the highway going in and out of the City to relieve congestion.
  2. More/better signage.
  3. Jowling/Goodfellow exit needs improving - signage alone won't fix it.
  4. Service roads are bad. In the McKinley Bridge area, traffic from 18-wheelers has done some damage, and it is one of the busiest areas in the City. There are potholes, truck movement shakes the houses, and many other challenges to safety exist there.
  5. Cleanliness of the highway and service areas is helpful to improving quality of life. Cut grass and pick up trash more frequently (especially off Woodland from Goodfellow exit).
- Connections between signage and sources of public transportation, as well as bus, Uber, and MetroLink access.
  - Maintaining the existing infrastructure more effectively so we don't have crumbling bridges and roadways.

### Question 10

What is your ideal vision for the I-70 corridor for 2030? What should the highest priorities be to make that come to life?

- Developing a transportation eco-system: pedestrians, bikers, autonomous vehicles, hyper-loop, Metro/transit - all of these need to work with the highway to get people where they need to go. In a corridor with a higher density of population, this is very necessary. There is also the challenge of planning - what will world look like in 2030? And I know you don't want to spend more than have to, but make investments with long-term benefits.
- Reliable funding is critical. Part of it is also making a regional commitment to maintain what we have and not constantly expand a system we can't afford to pay for.
- There have been challenges with snow and ice removal during winter months. That can impact our business.
- We have to better integrate our transportation choices, not only for individuals, but also for drawing in businesses and supporting employment bases in the area. Not everyone is going to jump in his or her car and use the corridor in that way. Consider freight, logistics in general. How can the system better serve the entire St. Louis region?
- How do we use the highway as part of place-making activities? The current system is functional. 70 works to take me from the bad stuff to the better stuff, or at least perceived "better stuff." That East-West racial migration has been going on for decades and continues, so can the highway be used to improve the places that are seen as less good, less safe, and less worth living in?

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- I would like I-70 to have its own bridge going into Illinois, instead of having drivers go all the way downtown and across Poplar St. Bridge in 64 traffic. I would like a bridge as big as the Blanche/Bridge that can unify both sides of the river as one region. Also, need to integrate into current or future opportunities into that part of the City. I think we should have an I-70 that plans on something happening there (North City), even if nothing happens for another decade. This way, we can attract the right economic piece to go there.
- Previously discussed.
- Activating some key intersections that need work and changing the interchanges: Lucas and Hunt, Broadway, Hanley. Focusing on nodes where we can do a better job, which probably is not every interchange, but some would make a difference.  
*How can we tie the I-70 vision in with Metro-Transit's future vision?  
It's all the same vision.*
- I don't know what it should look like, but please consider the trends previously mentioned. In 2030, our Hispanic population will be driving. How will we accommodate for the increase in drivers, especially young drivers? Far left lane drivers go the speed limit, and don't use it as a passing lane, causing more potential for accidents. Need required driver's education. More directional signage is always helpful. Signs can help forecast what comes up for the driver. This could be helpful to drivers making lane choices upon exiting and prevent hasty decisions that cause accidents.
- In all honesty, I would like to see fewer cars, and a larger focus on reliable, safe, public transit. Especially since families we work with don't own cars. Unfortunately, much of the real economic vitality in the region is out in the county. Thinking about our residents getting to those areas without a car, it is hard to imagine. It is hard to think about a vision for I-70 because I would most like to see fewer cars. Instead of adding an extra car lane, adding places for bikes would be great. The MetroLink North/South line would be fantastic. If there were ways to improve bike safety and making it more bike friendly, that would be a good first step and one possible solution. The shift in priorities requires an investment in reliable public transit. Currently, it is not always reliable. MetroLink has had some public safety concerns lately - and it needs to be safe. I'd like it to link to many more places than we have now.
- What will be the future of interstate travel? Will technology change it? I think access will be different. This generation will have different expectations. Can we use this as an opportunity to change the way we use public transportation? That'd be nice. Europeans have figured this out long ago. If there are nice pick-up places, nice drop-off places, and nice places to go, people will use it more. Public transportation has a place in the future here. The hard part is, our infrastructure wasn't designed around it, so it'll be costly. Just let private enterprise figure that out.

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- Downtown/St. Louis Avenue looks really nice, so it would be great to see some eye candy to draw folks into the neighborhoods. Highways bring you to neighborhoods, so it would be nice to have a pleasant driving experience into North City.
- Wayfinding and accessibility; there are so many things that can happen with wayfinding. Need to make sure there are easy ways to drop off and pick up people and to help them get around without traveling for hours.
- Revitalized areas, maintained infrastructure, being well-integrated with the community, and being highly functional.

### Question 11

Have you heard of any specific groups or needs around access to the I-70 transportation system?

1. NGA
  2. Paul McKee: looking at residential, commercial, changing traffic flows.
  3. Airport
  4. Clark Properties: has old GM plant, Union/70, want to develop it and make it more economically viable.
  5. UMSL - University Square
- I hear more about how it is a barrier. It is a walking and biking barrier, and it disconnects people. It only caters to cars and buses for travelers.
  - Congestion is the main concern I hear about from my trucking partners, particularly with the NGA construction starting in the next 12 months. We've been involved with different contractors on how to help both with barge and trucking freight. We are 3-4 miles from the terminal. Alleviating congestion and ease of access to and from NGA needs to be a priority. This also extends to the neighborhoods beyond that. One point of contention is the new I-70 bridge and that there is only one lane to get onto 70 westbound off the 64 westbound on the Metro East side. It seems to be a flaw that there is only one.
  - Residents who border the corridor, employers who are in the actual corridor, job centers (i.e. downtown). How does this corridor feed into the urban core?
  - Not necessarily. The primary issue is that people need cars that work regularly to be able to live their lives. Public transportation is so immature, so people need to have cars. People of modest means cannot afford a car and therefore can't use the highway.
  - No specific needs from Asian population, as they mostly live in West County, St. Charles, South County, or South City. As the new 70 corridor supports economic development and retail in the North City (north of the Arch area), it is likely that small business

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opportunities would attract the Asian community. Most of my constituents take 64, 44, and 55 to get downtown, not 70.

- I have a lot of political interaction with convenience store operators, and I'm constantly fighting with them. We have to find alternative financing sources for our road systems. But they are such a political force here and beat you guys every time. I wish we had political way to solve this problem, that we could take it to the voters. They're just very effective politically as a group, yet we need to find a way to win.
- Not hearing a great deal about I-70 from our stakeholders and constituents.
- There is a high percentage of the Hispanic population who have English as a primary language. DACA students in this area are pretty low.
- Residents without cars limit employability. Demographics for the near north side are on the website mentioned above. Roughly 35% of residents own cars, and the majority use public transit. When we talk and think about access to where the jobs are, it is a high priority for us. When we talk about sustainability and being green, it is a luxury for us to be green? Our families are already green, as they don't own cars. The public transportation reality is that that system doesn't always take the public to where the jobs are or to the places our adults qualify to work.
- Urban Strategies focuses on the non-brick-and-mortar part of community revitalization. We connect cradle-to-college career interventions, physical and mental health, economic opportunity, public safety, small business, case management and coaching for residents. We look at it holistically and data drives a lot of what we do. Case management helps us understand what happens in the home so we can connect people to services that support that family's vision. That might be schooling, raising a family, or owning a home.
- No. I've been here over two years and have not really heard anything. I know there's been more development on the streets of St. Charles and that has increased traffic, but no other conversations about access.
- Both maps [of the older adult population in St. Louis County she supplied via email] have high concentrations along the 70 corridor. With this in mind, COBR (County Older Residents Program) is the key contributor to your study with regard to older adults.
- Biggest thing I hear about is that it's dark on the side of the highway. We need better lighting on side roads because it can be scary, especially if you aren't from the area. Residents talk about how it "feels" to be there. We had a few shootings right off Salisbury by the gas station; they shoot and then get right back on the highway. Cameras at the gas stations help but MoDOT cameras could also be helpful.
- Not off the top of my head.
- No.

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## Question 12

Is the current function of the corridor compatible to your/your community's needs? What about the needs of others? (i.e. through travelers, commuters, trucking community)

- For truckers, travelers, etc., connectivity is a negative for them. Downtown you can't go from 64 or 44 to 70 easily and vice versa. At the airport, it's hard to get on 64 or 44 easily. It's not easy for people from out of town to navigate. A real issue, like at the new Mississippi River Bridge and other areas that were formerly 70 that sometimes connect, is signage. Need to make sure people have clear idea where they're going, as not knowing causes accidents and delays. For those living/working here, we promote that we do have interstates going N/S/E/W. Logistics is getting more and more important. Freight volumes will double between now and 2030 - how will we accommodate that? Some on rail, some on barge, but majority will be on trucks on the interstate. Is there a responsibility on part of MoDOT to make sure freight can move between modes of transport easily? If we can do that, it is a competitive advantage for region. Intermodal efficiency will create jobs.
- In terms of moving people on it, it is adequate. There are other aspects that aren't compatible. Connectivity across the highway needs to be considered and how we could better connect neighborhoods and communities, instead of dividing them. That's the biggest thing. When I'm on it, I haven't had a problem, yet I rarely take it in rush hour.
- We employ 20 people in this office. Fleeting and switching/fleet operations employ another 150. Getting around downtown has been more difficult now that local streets are closed for the Arch Grounds expansion. This has cut off commerce to the restaurants on the landing. Safety is a concern for us, particularly when it gets dark at 5pm. We are two blocks from I-70 and the change in traffic patterns due to Arch Grounds has frustrated everyone. Coming in on 70 and getting on 64 westbound, I see many tourists trying to get to 64 off of Tucker.
- Currently, I think 70 provides access to transit centers. But does it do to the best of its abilities? No. We have to start thinking outside the box on how we can better collaborate with other modes of transportation/groups working in the same area to put together a better vision for the region. This corridor traverses St. Charles County, St. Louis City, and St. Louis County, so how do we bring them together on this project? We need to bring regional collaboration forward where everyone comes out a winner.
- There's the "Broken Window Theory of Community Development" that says that the predominance of broken windows in a community leads to negative behavior because people believe their community doesn't have value. When you see parts of the I-70 corridor, you can tell based on the condition of the highways and the shoulders what kind of place it is, and what the socio-economic level of people who live there is. The

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highway shouldn't be a constant reminder of the struggles of the neighborhood/community it moves through. How can this be improved? How can the highway be part of place-making?

- Move cars toward 70 to relieve congestion on 64 and 170.
- Yes and no, as discussed.
- No - the corridor is too divisive.

*What would be different in the future if it weren't divisive?*

Pedestrian bridges, access points where people can cross, and transit running along the corridor with park/ride lots nestled not far from the on/off ramps. We have looked at other corridors including 44 and 55 to think about how we could operate enhanced bus service. We have a few park/ride lots here in the City and St. Louis County along those corridors. We should have places where people can get to park/ride lots to leave their vehicles or reach transit system by biking or walking and then get easily get on a bus to get on/off the highway. One of the reasons we don't use the highway as often is because of the time it takes to get off and on them. But if we had infrastructure like traffic signal prioritization or queue jumps that allowed us to quickly get off and on the highway and then have parking, it could be different. Parking can't just be accessible for cars. That's a real problem in designing parking for transit. If it's only designed for people in cars, it doesn't really fit our needs. Then you've got these little multi-modal hubs that people can use, which frees us up to do a lot of things with service.

We need supportive infrastructure on the adjoining corridors, so we have to include in this conversation those responsible for maintaining and designing the arterials (cities, counties, DOTs). We need to look beyond the interstate corridor. That is the biggest thing that needs to be done. Everyone is quick to say, "if the county/City/MoDOT would just do xyz..." but everyone has a piece of it, everyone connects to the corridor.

- Yes, it is functional. But can it be improved? Yes. I don't feel strongly about trucks/truck lanes, more concerned about public transportation in general. I would rather see a bus lane that represents a better public transportation system and people using that robust system. Regionally, public transportation is a better investment. No rest areas for truckers/travelers between Wentzville and St. Louis. Also, there's a lack of commuter lots. We see hitchhiking nearly every day and panhandlers on nearly every exit.
- Probably not. From accessibility to public transit, there is also the traffic part. As there is now an exit, traffic comes into the neighborhood and creates a lot of congestion in that area. Many of our families don't own cars. If they are going to go out for services, many of them stay in the City.

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- Depends. I think it's meeting the needs of certain groups, and that there's a lot of interest in St. Charles making sections of the corridor one way or either end to get the flow better (although businesses will have different opinions on that). I've observed that when landscaping and brickwork happens, that resonates well with people. I would like more bicycle lanes and walkways, yet fitting those in around busy areas is hard. I don't hear students say they can't get places. St. Louis is pretty easy to get around, and as a result, people know that and feel comfortable with it. In terms of trucking needs, look at trucker needs and the impact on the roads themselves. I've noticed a lot more truck traffic here than in Kansas City or Chicago. There are opportunities to go into transportation; a big thing in higher education is logistics, how to get from place to place. Truckers no longer want the old-fashioned truck stops; they want stops like everyone else. We're still stuck in the old paradigm for trucking community. I hope there's technology to help ensure truckers' health in the future.
- [Shepherd's Center] has a very small service area, none of which overlaps with highway 70. We serve Webster Groves, Kirkwood, Rock Hill, Glendale, a portion of Shrewsbury and a portion of Crestwood. Only very seldom would one of our volunteer drivers perhaps drive on highway 70 to get to the VA.
- It works for me. I use it every day. Great job, MoDOT, but we can do a little better.
- There are always opportunities for improvement.
- No, I don't think so, because of the same problems noted above. It has created a disruption in the neighborhoods and doesn't serve the businesses well because it is not designed so that access and traffic safety are where they need to be. Other communities are also not benefitting from the corridor. When you look at congestion issues throughout the corridor from a freight perspective, this system has to drive them absolutely bonkers. You'd have to talk directly to freight people, but I can't imagine they find it to be the best. From a commuter perspective, I know no commuter who wants to spend an hour in traffic.

## Additional Comments

- I want to see the report when it's finished.
- This is an ambitious project that covers a lot of geography, important to make sure you are reaching out to community groups/residential areas and not just businesses about how it serves their needs. A lot of neighborhoods are impacted. Look into reaching out to the general public, neighborhood associations, etc.
- Queue jumps are meters that moderate access to the highways. I don't know if we need them with our current traffic because we're not that congested. But they're helpful in more congested corridors. Almost like a stoplight.

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- Whatever you come up with, don't wait until the end to say, "This is our final report." Give us information along the way. Keep interviewees in the loop. We can be very helpful if we know what's going on. I want to avoid this becoming just a report. Communicate what the takeaways are, how many people have been interviewed, and show progress. Either we keep up with what's happening or we get left behind. I would like us to build the road of the future.

###

**KEY INFLUENCER SURVEY SUMMARY**

07 2018

# I-70 PEL Key Influencer Online Survey Summary

July 2018



## Overview

As the I-70 Planning and Environmental Linkages Study neared completion, the project team reached out to an additional 41 key influencers, whose names had been provided by members of the Senior Advisory Group or MoDOT staff. They were asked to provide input on their experiences with, and desires for, the I-70 corridor. This document summarizes the responses of those who opted to complete the online survey.

### Approach

A fifteen-question online survey was developed based on questions used in the earlier round of key influencer interviews. Along with a link to the survey, a letter of introduction was sent to all names on the expanded key influencer list, which was authored by Wesley Stephen.

### Respondents

- Ben Abbott, General Manager – Permian Plastics, LLC
- Al Beltranea, General Manager – St. Charles Convention Center
- Mark Rhoades, VP of Operations TVS Supply Chain Solutions – St. Peters, MO
- Susan Sams, Business Communications/Owner – Sams Carpet Cleaning & Repairs, Sams Properties, Inc.
- Keith Schneider, Senior Director – Cushman & Wakefield
- Wesley Stephen, District Planning Manager – MoDOT St. Louis
- Scott Tate, President and CEO – Greater St. Charles County Chamber of Commerce

## Questions and Summary of Responses

1. *This Planning and Environmental Linkages study, or PEL, is a high-level study seeking to inform the overall vision, goals, and strategies for a 40-mile corridor of Interstate 70. The western end of our study area is the 64/70 interchange in St. Charles County; the eastern boundary is the end of the reversible lanes in St. Louis City. Given the above, please share your ideas about what is working well on I-70 today?*

Several respondents agreed that, generally, traffic moves well through the corridor. Influencers noted that this was due to little or no construction along the corridor; good maintenance of existing infrastructure; existing one-way outer roads, roundabouts, and DDI interchanges; having enough lanes; long on/off ramps; and diverging diamond interchanges (i.e. at 5th Street, First Capitol, Mid Rivers, and TR Hughes).

However, a few respondents noted some issues, including that, aside from the areas of I-270 through MO 94 and MO 370 though MO 79, I-70 is “tight and congested.” Also, the area east of I-170 sees slowdowns due to hills and curves. Another requested that one-way outer roads, slip ramps, and Texas U-Turns be implemented along the entire corridor, and others wanted more ramps for exiting and entering the highway, and to have improved safety along the corridor.

2. *What do you think are the greatest challenges facing the corridor today?*

The respondents identified several broad challenges for the corridor, including the volume of traffic causing congestion and collisions, insufficient space for widening/adding lanes, and that the corridor “looks tired.” More specifically, influencers pointed out issues with the I-64 interchange, the short on/off ramps to I-64, the railroad bridge west of MO Z, and having too few lanes from I-64 to Warrenton.

*3. What key challenges do you believe the corridor will face in the next 10 to 20 years?*

Most respondents believe the main challenge for the corridor will be keeping up with the continued growth and development that occurs along it, as major commercial and residential development will lead to increased traffic flow. They also noted that it will be important to consider adding extra lanes to accommodate that growth, as well as any increased freight movement. Another influencer also mentioned the importance of getting businesses to “buy into” the one-way service roads.

*4. The PEL will look at ways to improve safety, convenience, access, and aesthetics along and across this 40-mile section of I-70. What improvements do you believe are needed to enhance connections along the corridor? Connections may be defined as creating access to job markets, future development areas, surrounding neighborhoods? Think about walking, biking, transit, as well as driving. Also, consider the varying abilities of people of all ages.*

Respondents primarily focused on the importance of providing better and safer access for non-motorized users of the corridor (i.e. making infrastructure bike/pedestrian friendly, continuing trail development, extending the MetroLink, etc.); beautification/landscaping; and creating one-way outer roads, especially from St. Charles to Wentzville.

*5. Where on this corridor are safety improvements most critical?*

Respondents broadly highlighted the need for longer on/off ramps and more lanes throughout the corridor, as well as examining both the use of roundabouts at exits and the interchanges between outer roads and ramp terminals for bike/pedestrian traffic. More specifically, influencers pointed out safety concerns about the I-70/I-64/MO Z interchange, the Mid Rivers Mall area (Zumbehl and Cave Springs), the bottleneck at Highway Z, the hill under the TR Hughes overpass, the winding S curve in Wentzville, and the hill between Bryan Rd. and Lake St. Louis.

*6. What factors do you think contribute to a business' success if it is located adjacent to I-70? Think about things like the type of business, access, size, signage, and other factors.*

Nearly every respondent discussed access from the interstate as being crucial for a business' success, and one further noted the benefits of having continuous outer roads to help with accessibility to businesses for both customers and freight. A few also touched on visibility from the interstate, and modernized and aesthetically-pleasing interchanges as being helpful for businesses along the corridor.

*7. In your experience, does this corridor currently support and integrate existing development opportunities?*

The general consensus of the key influencers was that the corridor's support and integration of existing development opportunities is currently limited, due to obsolete interchanges, a lack of outer roads in St.

Louis City/County, outdated infrastructure, the failure to plan ahead for development, and a lack of visual appeal.

*8. During the next five to ten years, what should MoDOT's highest transportation priorities be for this 40-mile segment of I-70?*

Nearly every respondent highlighted the need for additional lanes throughout the corridor, specifically from MO K to Wentzville Parkway, and through Warrenton. Additionally, influencers noted that upgrading infrastructure, improving access to the St. Louis Lambert International Airport and other areas prime for redevelopment, removing bottlenecks, reworking the I-70/I-64/MO Z interchange, adding one-way outer roads, and moving "passing through" freight traffic off of the corridor would also be worthy priorities for MoDOT.

*9. What is your ideal vision for the I-70 corridor for 2030 and beyond?*

Many respondents reiterated their previously stated desires for the corridor (continuous outer roads, increased lanes, and beautification), but a few had more descriptive visions that included the utilization of smart technology to improve safety, traffic flow, and maintenance, and the ability to serve all users (motorized or not) efficiently.

*10. What should MoDOT and the regional partners have as their highest priorities to make your vision come to life?*

Beyond the desired improvements previously mentioned (adding lanes, fixing the I-70/I-64 interchange, rebuilding the railroad bridge west of MO Z, adding one-way outer roads, etc.), influencers suggested staying ahead of the shifts in population migration, modernizing the infrastructure to ensure safety and reliability, and increasing funding as the highest priorities.

*11. Have you heard of any specific groups or needs around access to the I-70 transportation system?*

One respondent named the Lincoln Port Authority as a specific group needing access, and another brought up the implementation of toll roads to support funding as a need for the corridor.

*12. Is the current function of the corridor compatible to your/your community's needs? What about the needs of others? (i.e. through travelers, commuters, trucking community)*

All but one of the five respondents to this question said that the corridor's current function is compatible to their needs, although they noted that improved access and safety, additional lanes, and continuous outer roads would be beneficial to everyone. One key influencer denied that the corridor was compatible to their needs because, "safe access has been, and remains, a long-standing concern".

*13. How frequently do you use any portion of this 40-mile section of I-70, from the 64/70 interchange at the western edge to the reversible lanes in downtown St. Louis City at the eastern edge?*

Five respondents reported that they use the corridor 6+ times a week, and the other two use it 2-5 times a week.

###

# RESOURCE AGENCY WEBINAR SLIDES

07 26 2018

9/7/18



## I-70 PEL Study

ENVISION I70

PEL Refresher

- Multi-modal, systems-level, corridor or subarea analysis
- Goals driven, collaborative decision-making; shared vision
- Streamlines project development/delivery
- Flexibility
- Robust engagement with the public

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## I-70 PEL Study

ENVISION I70

Public Outreach

- MetroQuest Survey
  - 2,601 submitted surveys
  - 32,525 data points received
  - 10,022 markers dropped
- Advisory Group Meetings
- Key Influencer Interviews
- Public Meetings

## I-70 PEL Study

ENVISION I70

Vision Statement

The vision for the I-70 Corridor between Wentzville and the Mississippi River is for a safe, well-maintained, interstate facility offering reliable mobility for all users into the distant future.

- By year 2045, the corridor will afford multi-modal transportation options, foster vibrant communities, lessen the highway's impact on neighborhoods that pre-date the interstate, and be a catalyst for economic development opportunities.
- The corridor will be made efficient through enhanced public transportation; and modernized and made smart to accommodate an array of new and emerging technologies, including connected vehicles (CV) and autonomous vehicles (AV).

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### I-70 PEL Study

ENVISSION I70

Vision Statement (continued)

- Communities along the corridor will thereby be effectively connected to the much larger intra- and interstate roadway.
- At the regional level, commerce will be bolstered by efficient access to businesses, employment centers, and freight hubs, such as the St. Louis Lambert International Airport.

In conjunction with transportation improvements in the corridor, governments and private ventures will partner to coordinate investments that complement the I-70 transportation system and improve the economic vitality of the corridor.

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### I-70 PEL Study - Goals

ENVISSION I70

#### Corridor-Wide Goals

- Reduce potential for crashes, including crashes involving bicycles and pedestrians
- Maintain/preserve physical condition of infrastructure
- Ensure mainline and interchanges operate at current MoDOT LOS standard
- Improve efficiency of access to freight hubs

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### I-70 PEL Study - Goals

ENVISSION I70

#### Corridor-Wide Goals (continued)

- Minimize/eliminate impediments to freight movement along the corridor
- Allow improved accessibility to public transportation
- Improve active transportation to major destinations and the local network
- Minimize impacts to the natural environment
- Minimize impacts to the built environment
- Minimize constructability issues, including disruption to utilities and the traveling public

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### I-70 PEL Study

ENVISSION I70


#### Corridor Segments

The map shows the I-70 corridor from St. Charles County in the west to St. Louis City in the east. The corridor is divided into several color-coded segments: a red segment in the west, a green segment in the middle, and a yellow segment in the east. Major interchanges and local roads are marked with icons and labels. A legend in the top left corner identifies symbols for major interchanges, minor interchanges, and local roads.


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**I-70 PEL Study** 

Prioritization of Strategies




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**I-70 PEL Study** 

Corridor-Wide Strategies

- Transportation Demand Management (TDM)
- Intelligent Transportation Systems (ITS)
- New and emerging technologies (autonomous vehicles/connected vehicles)

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**I-70 PEL Study** 

High-Priority Strategies

Segment 1: Hwy Z to Hwy K

- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; improve bike/ped connections to the larger bike/ped network
- Improve local/parallel road system

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**I-70 PEL Study** 

High-Priority Strategies

Segment 2: Hwy K to Hwy 94

- Improve local/parallel road system
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges

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**I-70 PEL Study** ENVISION I70

High-Priority Strategies

Segment 3: Hwy 94 to I-270

- Improve local/parallel road system
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges

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**I-70 PEL Study** ENVISION I70

High-Priority Strategies

Segment 4: I-270 to Florissant Road

- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Bring facility to current standards (address substandard curves, narrow shoulders, etc.)
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Consolidate and improve access points at airport and throughout segment

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**I-70 PEL Study** ENVISION I70

High-Priority Strategies

Segment 5: Florissant Rd to End of Express Lanes

- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges/provide full access interchanges
- Bring facility to current standards (address substandard curves, narrow shoulders, etc.)
- Improve local/parallel road system


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**I-70 PEL Study** ENVISION I70

Segment 2 - Illustrative Options for High Priority Strategies

Project Name	Location	Type	Status
St. Charles County	St. Charles County	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned
St. Louis	St. Louis	Freightway	Planned


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**I-70 PEL Study** 

Evaluation Criteria for Future Project Proposals

- Does the proposed action address one or more of the goals identified for the segment?
- Does the proposed action address one or more of the recommended strategies identified for the segment?
- Do the design elements of the proposed action meet the needs of the buses and large commercial vehicles?
- How does the proposed action allow for existing and planned transit infrastructure and operations in the project area?
- How does the proposed action allow for existing and planned transit infrastructure and operations in the project area?


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**I-70 PEL Study** 

Evaluation Criteria for Future Project Proposals (continued)

- How does the proposed action encourage active transportation and facilitate planned bicycle and pedestrian facilities in the project area?
- How does the proposed action incorporate design measures and ITS elements to meet the needs of CVs/AVs as outlined in this Study?
- For actions involving capacity expansion on mainline I-70, how does the proposed action include or allow for recommended TDM measures outlined in this Study?


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**I-70 PEL Study** 

Evaluation Criteria for Future Project Proposals (continued)

- For actions involving interstate interchanges, accesses, or improvements to connecting or parallel routes, how does the proposed action provide efficient access to existing and planned businesses, employment centers, and freight hubs in the project vicinity?
- For actions in or adjacent to neighborhoods that pre-date the interstate, how does the proposed action lessen the highway's impact on adjacent neighborhoods?
- For actions in the vicinity of Lambert Airport, how does the proposed action improve access to the airport for passengers, employees, and freight/cargo?

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**I-70 PEL Study** 

**What About the Reversible Lanes?**

Technical Memorandum

- History of the reversible lanes
- I-70 travel patterns/existing conditions
- Stakeholder outreach
- Proposed conditions
  - Pros and cons
  - Range of costs


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**I-70 PEL Study** 

- Final PEL Report
  - Complete summary of all components of this Study
    - Planning Context
    - Study Vision and Purpose and Need
    - Agency Coordination and Public Involvement
    - Strategy Identification, Development, and Evaluation
    - Study Recommendations
    - Anticipated NEPA Process and Considerations
  - FHWA PEL Questionnaire
  - Letter of Acceptance from FHWA

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**THANK YOU!**



**Questions?**


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# 07 26 2018 Resource Agency Meeting

## MEETING INVITE/ANNOUNCEMENT

07 26 2018 Resource Agency Meeting

### Resource Agency Webinar





**Please** join the Missouri Department of Transportation, East-West Gateway Council of Governments, and Metro (Bi-State Development) for a webinar on the I-70 Planning and Environmental Linkages (PEL) Study.

**Date:** July 26, 2018

**Time:** 2:00 - 3:30 p.m. via Webinar -- Link will be forwarded

**Note:** Please see the details page of this invite to download documents related to this study.

**Study Area:** St. Louis City and County, and St. Charles County.



**JUL 26** **I-70 PEL Resource Agency Webinar**  
*Hosted by Wesley Stephen, MoDOT*

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**Location**

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**Webinar**

A link to the webinar will be sent prior to the event to the guests planning to attend. Please watch your email.



2:00 PM - 3:30 PM Thursday, July 26, 2018

[Add to calendar](#)

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**Attachments**

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 <b>Prioritization Matrix for each Segment</b> Please find five pages attached, one for each segment identified in the PEL Study.	<a href="#">Download</a>
 <b>Map of each I-70 PEL Segment</b> Please find five maps attached, one for each segment identified in the PEL Study.	<a href="#">Download</a>

# MEETING MINUTES

07 26 2018 Resource Agency Meeting



## Meeting Minutes

<b>Subject:</b>	I-70 PEL Study Resource Agency Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	July 26, 2018 2:00 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	Webinar via Zoom	<b>Project Number:</b>	MoDOT: J613038 Jacobs: C1X32800

### Meeting Participants

#### Resource Agency Representatives

Raegan Ball, Federal Highway Administration  
Cecilia Tapia, Environmental Protection Agency  
Joe Summerlin, Environmental Protection Agency

#### MoDOT

Richard Moore  
Andy Tuerck

#### Consultant Team

Tracey Lober (Jacobs)  
Kelly Ferrara (StratCommRx)  
Kennedy Moore (StratCommRx)

#### East-West Gateway

Marcie Meystrik

### Summary of Meeting

1. Welcome
  - a. This meeting is to update resource agencies on what is happening with the study as it concludes within the next month.
2. PEL Refresher
  - a. Study allows flexibility for projects moving forward.
  - b. Robust engagement with the public for stakeholders.
3. Public Outreach
  - a. How can we get the people who have information to the people who need it?
  - b. Public utilized the Metro Quest Surveys.
  - c. Two public meetings with public official briefings before.
    - i. First meeting had sticky notes placed on maps similar to Metro Quest.
    - ii. Second meeting facilitated discussion around the study.
4. Corridor-Wide Goals
  - a. Goals we felt were needed for the entire corridor.
    - i. Safety is a high priority goal.
5. Corridor Segments
  - a. Forty-mile corridor from Wentzville to Downtown St. Louis.
    - i. Five segments based on shared traits within the corridor.
6. Prioritization of Strategies



## Meeting Minutes

*(Continued)*

Page 2 of 2

- a. Goals in green are to improve transportation system.
- b. Goals in red are to minimize natural impacts in specific areas.
- 7. Corridor-Wide Strategies
  - a. Applied to the entire corridor instead of specific segments.
  - b. MoDOT input what they want their ITS to look like in the future.
- 8. Review of segment maps and specific strategies within each segment.
- 9. Evaluation Criteria for Future Project Proposals
  - a. Criteria used with East West Gateway and MoDOT to lead future project proposals.
    - i. Transit, bike, pedestrian, automatic technology, capacity expansion, and access to interchanges.
    - ii. Access to the highway is kept and even added back to communities.
- 10. What About the Reversible Lanes?
  - a. Technical Memorandum in the works and will include stakeholder interviews.
- 11. Final PEL Report
  - a. Final report is under internal review currently.
    - i. Will be sent to MoDOT, FHWA.
  - b. In the report there will be recommendations on what needs to be done to move future projects forward.
  - c. The final report will contain the PEL Questionnaire that will assure FHWA that the PEL process was followed correctly. The report will be sent to the TCIG and FHWA for concurrent review.
  - d. Once all documents are complete, they will be uploaded to the project website. All stakeholders involved in the study will be notified when the report is available.
- 12. Questions and Comments
  - a. Why are they referred to as segments? Is that terminology that NEPA or FHWA wants? Will there be an EA/EIS across the corridor?
    - i. The team chose the word segments instead of sections because they were similar in the way that they function and to also avoid using "sections", as in sections of independent utility, a common NEPA phrase. Segmenting, in this study, is designed to allow for a variety of projects that can move forward independently within each segment.
  - b. The MetroQuest survey was a great idea.
    - i. We were pleased with the response we received and the amount of data collected.
  - c. Raegan Ball stated that she would work in collaboration with Richard Moore on any additional needs.
  - d. Final posting of documents will be on Envision70.com
  - e. A recording of this webinar can be requested by contacting Kelly Ferrara: [Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com) or 314-221-2251.
- 13. Adjourn



# **PUBLIC INVOLVEMENT**

# **PUBLIC MEETINGS**

03 30 2017 Public Meeting

**MEETING INVITE/ANNOUNCEMENT**

03 30 2017 Public Meeting



We Invite You to Join  
the Conversation

**THE I-70 PLANNING AND ENVIRONMENTAL  
LINKAGES STUDY IS UNDERWAY!**

**Please join us for a public meeting to learn more about  
our study and offer your insights as we plan for the  
future of the I-70 corridor.**

Thursday, March 30, 2017  
5:00 – 7:00 p.m.

Normandy Government Office  
7700 Natural Bridge Road, Courtroom  
Normandy, MO 63121



# SIGN-IN SHEETS

03 30 2017 Public Meeting



**Public Meeting**  
**March 30, 2017**  
**5- 7pm**  
**Normandy Government Office**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Address	Phone	E-Mail
MARK PAPPAS	3712 N. 14th St.	314 707-0320	mpappas@live.com
Jerrica Franks	401 S. 18th St, Suite 323	314 621-5566	jfranksevectorstl.com
William Kerry	5765 Amelia	314-381-0444	WYKREB-55A@att.com



**Public Meeting**  
**March 30, 2017**  
**5- 7pm**  
**Normandy Government Office**

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Name	Address	Phone	E-Mail
Larry Welty	1589 Saddle Creek Florissant	314-795-5132	Lawrence.Welty@SBCGLOBAL.NET



**Public Meeting**  
**March 30, 2017**  
**5- 7pm**  
**Normandy Government Office**

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Name	Address	Phone	E-Mail
Marie Elle	Matox		
Tom Goldkamp	Florissant	314-239-7643	tgoldkamp@florissantmo.com
Tom Fannon	7620 Augusta Norm	314-584-4400	tfre@live.com
Myra Thayer	7315 Overbrook	314-383-6656	gmoanliter@aol.com
Ben Humphreys		314-922-9267	mywest@us.kaplan
Sidney Hahn	2413 Black Pine Ct 63031	314-830-3897	hahmansid@stglobal.net
Betty Van Din	UMSC UNIVERSITY DRIVE	314-516-5771	VAN DIN B @ UMSL.EDU
John McCarthy	4600 Poshing	301-3678127	jmccarthy2015@att.net
Janice Williams	Beyond Housing		
Jamie Berry	5765 Amelia Ave	314-381-0174	JANICE.BERRY.56@yahoo.com



**Public Meeting**  
**March 30, 2017**  
**5- 7pm**  
**Normandy Government Office**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Address	Phone	E-Mail
Larry Welty	1589 Saddle Creek Florissant	314-795-5132	Lawrence.Welty@SBCGLOBAL.NET

# EXHIBITS

03 30 2017 Public Meeting

**ENVISION**  
**I-70** **WELCOME**

**I-70 Regional Needs  
Assessment and Strategies  
Development Study**

**Public Meeting  
March 30, 2017**

EAST-WEST GATEWAY  
Road & Transportation  
MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION**  
**I-70** **UPDATE**

**What's Happened Since 2014?**

- Project put on hold October 2014
- MoDOT issued a Notice to Proceed December 2016
- Project Team has been updating the Corridor Condition Assessment Report
  - Focus on changes in the corridor since 2014

EAST-WEST GATEWAY  
Road & Transportation  
MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION**  
**I-70** **I-70 PEL STUDY**

**Planning and Environmental Linkages (PEL)  
Study**

**What is it?**

A transportation planning study that takes a broad look at transportation, economic, social, and environmental issues to determine the needs along a corridor

EAST-WEST GATEWAY  
Road & Transportation  
MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION**  
**I-70** **I-70 PEL STUDY**

**What is the I-70 PEL?**

A transportation study that will provide a visioning framework for I-70.

Will the future I-70 be a commuter corridor?  
Freight? Short trips?

Who will be using I-70 in 20 years?

EAST-WEST GATEWAY  
Road & Transportation  
MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

### Benefits of a PEL

- Early public involvement
- Improved decision-making
- Streamlining project development
- Does not prohibit existing projects in corridor from moving forward

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

### Outcome of a PEL

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that could progress into the NEPA process
- Prioritize and move forward sections as funding is available

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **SCHEDULE**

**ENVISION I-70 TIMELINE**

2017

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV

◆ - Public Meetings

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

Study Area Boundary

Downtown Enticement

I-70 PEL Study

EAST-WEST GATEWAY Council of Governments MoDOT Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC OUTREACH**

- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

EAST-WEST GATEWAY  
Central Corridor  
M&DOT  
Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

**Senior Advisory Group (SAG)**

**Role:** *Members of this group will provide strategy-level insights on the efforts of the project team, as well as explore and dive into some of the key issues around the study.*

EAST-WEST GATEWAY  
Central Corridor  
M&DOT  
Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

**Senior Advisory Group (SAG)**  
*invited*

- Mayor, City of St. Louis
- County Executive – St. Louis County
- County Executive – St. Charles County
- Missouri Department of Transportation
- Metro
- East-West Gateway Council of Governments
- St. Louis Municipal League
- St. Charles County – Economic Development Council
- St. Louis Economic Development Partnership
- Greater St. Charles Chamber
- St. Louis Convention and Visitors Commission
- Greater St. Charles Convention and Visitors Bureau
- St. Louis Regional Chamber
- Lambert-St. Louis International Airport
- University of Missouri - St. Louis
- Lindenwood University
- St. Louis Regional Freightway

EAST-WEST GATEWAY  
Central Corridor  
M&DOT  
Metro  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

**Technical Advisory Groups (TAG)**

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*

EAST-WEST GATEWAY  
Central Corridor  
M&DOT  
Metro  
A Planning and Environmental Linkages (PEL) Study



**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Charles)

*invited*

- Great Rivers Greenway
- St. Charles County Transportation Department
- City of O'Fallon Economic Development
- City of St. Peters Transportation and Development
- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis County)

*invited*

- Berkeley Planning and Zoning Commission
- Bridgeton Planning & Economic Development
- Cool Valley Public Works Director
- Edmunson Public Works Director
- Ferguson Public Works Director
- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Transportation
- University of MO St. Louis
- Woodson Terrace Public Works

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 ADVISORY GROUPS**

### Technical Advisory Group (St. Louis City)

*invited*

- Great Rivers Greenway
- Ridefinders
- St. Louis City Streets Department
- Lambert St. Louis-International Airport
- St. Louis Planning and Urban Design
- St. Louis City Board of Public Service
- St. Louis Port Authority
- St. Louis Development Corp.
- Project Connect

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 DATA COLLECTION**

### Previous and Ongoing Studies/Projects



- St. Peters' Outer Road AJR
- O'Fallon Transportation Study
- I-70/Hanley/Scudder AJR
- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study/St. Louis Regional Freightway
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- MetroLink Studies (Northside/Southside and St. Louis County)
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans

EAST-WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** *PUBLIC INVOLVEMENT*

**Why Are You Here Today?**



Help the project team identify other important information that we should consider incorporating into the Purpose and Need

EAST-WEST GATEWAY  
   
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *PURPOSE AND NEED*

**Purpose and Need Statement**



- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST-WEST GATEWAY  
   
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *Purpose & Need*

**Purpose Statement**



The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.

EAST-WEST GATEWAY  
   
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *Purpose & Need*

**Needs**

The needs for the I-70 corridor vary from end-to-end, but overall there are many that apply to the corridor as a whole.


EAST-WEST GATEWAY  
   
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION**  
**I-70** Purpose & Need

### Needs - Corridor

- Improved connections across I-70 to maintain community cohesion on either side of the interstate, including bicycle and pedestrian accommodations
- Enhanced aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor

EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study




**ENVISION**  
**I-70** Purpose & Need

### Needs - Corridor

- Upgraded access to and from interchanges
- Upgraded freight vehicle access
- Increased multimodal travel options
- Improve the condition of the infrastructure for preservation of the corridor

EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study




**ENVISION**  
**I-70** Purpose & Need

### Needs – St. Charles County

- Improve alternative modes of transportation to local hospitals

EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study




**ENVISION**  
**I-70** Purpose & Need

### Needs – St. Louis County

- Improved access to Lambert Airport



EAST-WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study



**ENVISION I-70** *Purpose & Need*

### Needs – St. Louis City


- Better use of reversible lanes
- Identify transportation options to support development that will backfill areas of aging population
- Accommodate freight access to river ports
- Provide access to NGA



EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *PUBLIC OUTREACH*

### How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envision70.com](http://www.envision70.com) with co-workers, family, friends, and others
- Provide a link to [www.envision70.com](http://www.envision70.com) from your organization's website.
- Follow us on MoDOT's Facebook and Twitter pages






EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *PUBLIC OUTREACH*

### How Else Can You Participate?

- Take our survey at [www.envision70.com](http://www.envision70.com)
- Does your organization have an email list that would be interested in the Envision I-70 PEL. Can you send them the [www.envision70.com](http://www.envision70.com) link and ask them to take the survey?
- Ask us to provide you with a paragraph(s) for your newsletter.





EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *PUBLIC OUTREACH*



### What's Next?

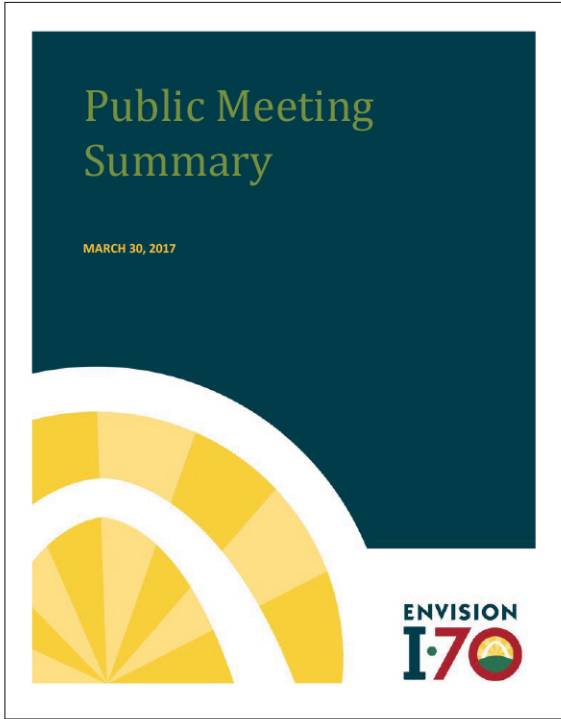
- Take our survey and pass it along!
- Team will write Purpose and Need Statement that will be used to measure alternatives against each other
- Team will start to identify strategies and alternatives based on input from public and stakeholders

EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70**

# THANK YOU!

EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*



# Table of Contents

- 1. Meeting Summary and Transcription of Handwritten Comments
- 2. Corridor Maps with Comments (Identical to content included in the public officials briefing)
- 3. Supplemental Information Delivered by Public to Project Team
- 4. Sign-in Sheets

This document contains the work products of the March 30, 2017 Public Meeting for the I-70 Planning and Environmental Linkages Study conducted by the Missouri Department of Transportation. Project is managed by Jacobs, with public engagement support by StratCommRx. Two Public Officials Briefings were held (March 30 and April 7, 2017) using the same foam core maps and comments on the maps reflect the cumulative information received.

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**1. Public Meeting Summary and Transcription of Handwritten Notes**

<b>Subject:</b>	I-70 PEL Study Public Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/Time:</b>	March 30, 2017 5:00 – 7:00 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	Normandy Government Office	<b>Project Number:</b>	MoDOT: J63038 Jacobs: CLX32800

**Summary of Meeting**

1. Meeting Spots
  - a. Yard signs were placed around the meeting site. A welcome table was placed in the main entrance and included sign-in sheets, index cards and pens for any written comments.
  - b. easels were positioned around the perimeter of the room and displayed foam core boards depicting linear sections of the I-70 corridor from west to east (left to right).
  - c. Sticky notes and pens were available near the easels for comments.
  - d. Four computer stations were set up in the front of the room with internet access and were open to the I-70 MetroQuest survey for guests to use.
  - e. The meeting opened at 5:00pm with several of the public officials and project staff still lingering from the earlier 4:00pm public officials briefing on this same project.
  - f. The meeting ended at 7:00pm.
2. Meeting Activities
  - a. Guests were greeted at the welcome table, asked to sign in and given a primer on what to expect. Talking points included that this was an open house and not a formal presentation. We were eager for them to talk with project staff and to leave comments about specific locations on the display maps. Handwritten comments were welcome to be added to the index cards available, and if they'd not yet filled out the online MetroQuest Envision I-70 survey, they were encouraged to do so.
  - b. MoDOT staff, TCG staff and consultant team members worked the room and interacted with all guests.
  - c. One media person attended and Kelly Ferrara provided background information to him, followed by an interview with Laura Ellen.
  - d. StratCommRx team members assisted a few guests with navigating the online MetroQuest survey using the computers.
3. Handwritten Comments
  - a. The following are transcriptions of three index cards completed by guests at the public meeting.
    - i. First commenter:
      1. Connectivity to major roadways/highways is critical to long-term planning for I-70. An inventory of existing major employment and residential developments should be part of the study. Additionally, an inventory of future employment and residential areas need to be included in the study. Also, areas with a high concentration of regional recreation facilities should be included in the study. Future improvements should be considered based

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- on employment centers, residential and recreation developments – existing and planned.
- ii. Second commenter:
  1. The short distance of on and off ramps is a major safety concern and dogs traffic lanes
  2. The ruins of North St. Louis City are unsightly for travelers. They would scare off visitors. Cleaning up these areas would encourage new development in the area along the corridor.
  3. Airport exits come up rather suddenly leaving little time to get over and off, especially in traffic with visitors or those unfamiliar with area.
  4. Lanes that start and disappear and then start again with a new exit aid in congestion.
  5. The curvature and grade of Highway (I'm more familiar with I-70 from downtown to I-270) make it difficult to see traffic jams from a distance and anticipate braking or slowing down.
- iii. Third commenter:
  1. Improve connection/congestion at Cave Springs Interchange "unlike the knot."
  2. Improve connection to St. Peters Premier 370 Industrial Park to 70 via 370. (Reduce potential congestion at Mid Rivers and Cave Springs Interchanges)
  3. Re-establish North and South Outer Roads between Belleau Creek and Mid Rivers Mall Drive.
  4. Improve access to and from 70 via Veterans Memorial Parkway between Spencer Road and Jurgensmann. This access is challenged by 370/70 interface.
  5. Improve access to Mid Rivers Mall Drive with a bonus ramp.

###

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**2. Corridor Maps and Comments**

**Map 1 – Wentzville**



1. Needs to go 5 more miles to the west. Include David Hoebel Parkway.

**Map 2 – O'Fallon**



No comments.

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**Map 3 – St. Charles County**



1. Need to have better access through St. Charles for off and on. One-way outer roads will help this accessibility issue.

**Map 4 – Missouri River**



1. Congestion at intersection of I-70 and I-270. Particular westbound I-70 from I-270 to Earth City Expressway.

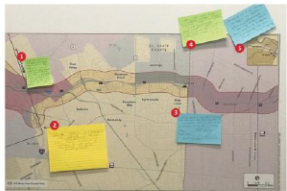
6

**Map 5 – Airport**



1. Overpass for local traffic use.
2. Not much room to purchase additional easements.

**Map 6 – Jennings**



1. Traffic from southbound I-170 empties from the left on to eastbound I-70. Then traffic from northbound I-170 empties to the right on eastbound I-70. If you are trying to get to UMSL or Express Scripts on Hanley, you have less than one mile in heavy traffic to get to the far right to get off the highway. Not Good.
2. Connect UMSL to North Park via changes at Hanley intersection. Next main entrance to UMSL do similar to North Park to drive development.

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3. I-70 between Bermuda and Kingshighway where overpass for Riverview is causing jams and noise and accidents, it is too curvy. Need more lanes for trucks.
4. Love the new look on Natural Bridge – fountain is great. Traffic not a problem. Need new and better businesses. I always have to leave area for services—restaurants, shopping, etc.
5. Concerns re: number of accidents and traffic congestion between Lucas Hunt and Jennings Station Road and slow down of traffic on Natural Bridge Road due to diversion from highway.

**Map 7 – St. Louis City**



1. Between I-70 and Adelaide: trucks are having to stay out of fast lanes unless getting off highway causing the entering lanes to misjudge exit which causes accidents. Please help.
2. Safety bollards for Clay Elementary (SLPS) on the N. 11th Street exit ramp at Salisbury Street.

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3. Supplemental Information Delivered by Public to Project Team by UMMS Staff



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### Market Potential

#### Housing

- Senior housing—assisted or independent (Staff/Alumni?)
- Student housing—private or public-private partnership
- Perhaps combined for intergenerational housing

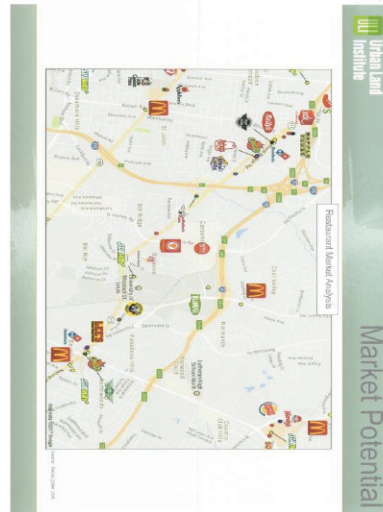
#### Retail

- Fast-Casual Restaurants, Coffee/Sandwich Shops, wine/beer entertainment
- Services—dry cleaning, hair/nail salon, fitness, banking/ATM, student/faculty resources (printing, dept. supplies, e.g., art supplies)
- Market Stand for Thiers Farm

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### Market Potential

#### Office

- Smaller co-working spaces that could help support new retail
- Daycare/Senior Activity Center
- Possible tie in with the early childhood learning program & Child Development Center at UMSL
- Possible partnership with Express Scripts?
- Health Clinic with tie in to University College of Nursing

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### Market Potential

#### Competition Analysis

- Class A Office Space
- 3 Mile Radius

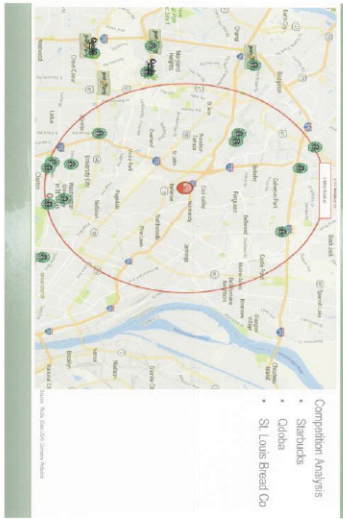


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### Market Potential

#### Competition Analysis

- Starbucks
- Oldemark
- St. Louis Bread Co



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### Market Potential

#### Competition Analysis

- Class A Office Space
  - 3 Mile Radius
  - Zero space available
- There are 8 Class B Properties in same search area (not shown on map)
- Zero Space Available



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**Urban Land Institute**

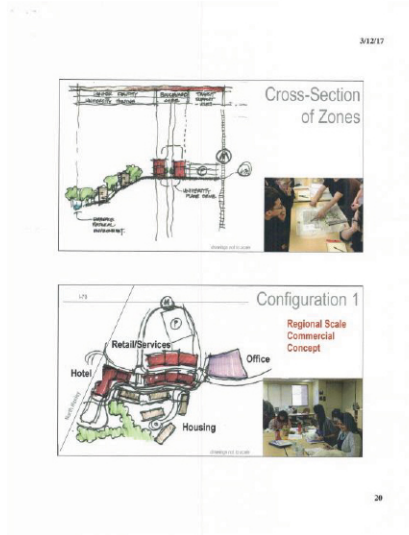
**Market Potential**

**Small Hotel with Conference Facility**

- Airport-related, Business Park, and University lodging/meeting/conference space and co-working space

**Business Innovation Corridor**

- Continuation of UMSL master planned innovation corridor with innovation and co-working spaces
- Integrate Metro Station (by design, uses) into the corridor



4. Sign-in Sheets



**Public Meeting**  
March 30, 2017  
5-7pm  
Nemah County Government Office

I hereby grant the Nemah County Department of Transportation and the construction professionals to use my signature, voice, picture and name for public relations purposes. I understand that my signature and name will be used to identify the project and the construction professionals and the project. I understand that my signature and name will be used to identify the project and the construction professionals and the project. I understand that my signature and name will be used to identify the project and the construction professionals and the project.

Name	Address	Phone	E-Mail
Patrick Ellis	Emerald	3131313201	patrickellis@comcast.net
Frank Harrison	7620 Highway 160n	375337860	frankh@harrison.com
Allyson Alexander	7415 Duckwater	375337860	frankh@harrison.com
Ben Franklin	215 Road from 6351	375337860	frankh@harrison.com
Shawn Hester	215 Road from 6351	375337860	frankh@harrison.com
Bobbi Van Dine	11406667 Drive	375337860	frankh@harrison.com
Ch. McGehee	11406667 Drive	375337860	frankh@harrison.com
James Wilcox	11406667 Drive	375337860	frankh@harrison.com
James Wilcox	11406667 Drive	375337860	frankh@harrison.com

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**Public Meeting**  
March 30, 2017  
5-7pm  
Nemah County Government Office

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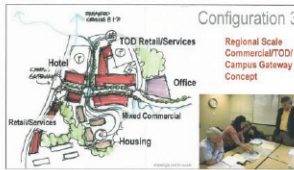
Name	Address	Phone	E-Mail
Larry Leath	1589 Saddle Creek Road	375337860	larryleath@comcast.net

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3/12/17



**Configuration 2**  
Regional Scale Commercial/TOD Concept



**Configuration 3**  
Regional Scale Commercial/TOD Campus Gateway Concept

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**Public Meeting**  
March 30, 2017  
5-7pm  
Nemah County Government Office

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Name	Address	Phone	E-Mail
MARILYNN	7748 ALPINE ST	762-275-2828	marilyn@comcast.net
DAVID THOMAS	611 STEAK SITE 228	762-275-2828	thomas@comcast.net
WILLIAM SKY	5715 HIGHLAND	762-275-2828	william@comcast.net

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# 03 30 2017 and 04 07 2017 Public Officials Meetings

## MEETING INVITE/ANNOUNCEMENT

03 30 2017 and 04 07 2017 Public Officials Meetings

**REVISIED INVITE!**

**ENVISION I-70**

**2nd DATE ADDED!**


### MoDOT invites you to join the conversation

THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY IS UNDERWAY!

Please join us for one of two public officials briefings to learn more about our study and offer your insights as we plan for the future of the I-70 corridor.

**Thursday, 3/30/17\***      **OR**      **Friday, 4/7/17**  
**4-5:00pm**      **2-3:00pm**  
**Normandy Gov't Ofc.**      **Gould Building**  
**7700 Natural Bridge Rd.**      **1875 Muegge Rd.**  
**Normandy 63121**      **St. Charles 63303**

\* Public meeting to follow from 5-7:00pm

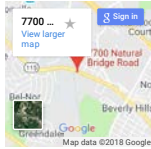


**ENVISION I-70**

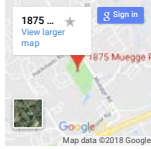
### MoDOT Envision I-70 Public Officials Briefing

Hosted by Laura Ellen, MoDOT

Locations



**MoDOT Public Officials Briefing**  
4:00 PM - 5:00 PM Thursday, March 30, 2017  
Normandy Government Office  
7700 Natural Bridge Rd  
St Louis, MO 63121 (map)  
Add to calendar

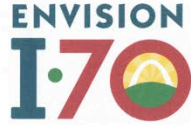


**MoDOT Public Officials Briefing**  
2:00 PM - 3:00 PM Friday, April 7, 2017  
George Gould Building  
1875 Muegge Rd  
St Charles, MO 63303 (map)  
636-949-3372  
Add to calendar

# SIGN-IN SHEETS

03 30 2017 Public Officials Meeting

P0



**Public Officials Meeting**  
**March 30, 2017**  
**4 - 5pm**  
**Normandy Government Office**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	ORGANIZATION <small>Address</small>	Phone	E-Mail
JUSTINE BLUE	City of Kimbark 5650 JONES ST 63140	314-521-3335	CITYMANAGER@KIMBARK.GOV
CAROL HORN	MODOT		
Kelly Ferrara	Strat Comm Rly	314-221-2251	kelly@stratcommrly.com
Robert Gunn	City of Bridgeton		Rgunn@bridgeton.com
Christina Buchek	City of Bel-Nor	314-973-8666	christinabuchek@gmail.com
Stefanie Voss	St. Louis Co	314-615-8563	svoss1@stlouisco.com
Bob Reid	City of Normandy	714-579-8433	brid 5688@yahoo.com
Lillian Eunice	City of Northwoods	314-477-4051	leunice@cityofnorthwoods.com
Viola Murphy	City of Cool Valley	314-521-3500	mrs.vamey52@aol.com
Jacqueline Clark	County Council	615-5386	JCLARK@STLOUISCO.COM

Send news letter copy

P0



**Public Officials Meeting**  
**March 30, 2017**  
**4 - 5pm**  
**Normandy Government Office**

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	ORGANIZATION <small>Address</small>	Phone	E-Mail
GARY F. WESTAD	St. CHARLES, MO	314 537-2120	GELWESTAD@AOL.COM
LISA KUNTZ	MODOT	314 4099025	



**Public Officials Meeting**  
**March 30, 2017**  
**4 - 5pm**  
**Normandy Government Office**

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Name	ORGANIZATION Address	Phone	E-Mail
Marcie Meytrik	EWG		
Tom HALASKA	CITY OF ST JOHN	314 437-7154	THALASKA@CITYOFSTJOHN
John Gwaltney	CITY OF EDWARDS	314-223-4859	MAYOR@CITYOFEDWARDS.MO



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**March 30, 2017**  
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Name	ORGANIZATION Address	Phone	E-Mail
Tom BLAIR	MoDOT	314531803	THOMAS.BLAIR@moDOT.MO.GOV
J.C. Murray	AECOM	314290100	jc.murray@aecom.com
Nazel Erby	St. Louis County	314-615-5436	herby@stlouisco.com
Rebecca Zell	NCI	8956241	rd@northcountyinc.com
Earlene Luster	Mayor of Villa Village Hills	314-382-7385	
Carren Roberts	Sumner	314 6075461	L.L.PARK10@AOL.COM
Wesley Stephen	MoDOT	314-433-1899	wesley.stephen@moDOT.m.gov



# EXHIBITS

03 30 2017 and 04 07 2017 Public Officials Meetings

**ENVISION I-70** **WELCOME**

**I-70 Regional Needs Assessment and Strategies Development Study**

**Public Officials Briefing  
March 30, 2017**

EAST-WEST GATEWAY  
Department of Transportation MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **UPDATE**

**What's Happened Since 2014?**

- Project put on hold October 2014
- MoDOT issued a Notice to Proceed December 2016
- Project Team has been updating the Corridor Condition Assessment Report
  - Focus on changes in the corridor since 2014

EAST-WEST GATEWAY  
Department of Transportation MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

**Planning and Environmental Linkages (PEL) Study**

**What is it?**

A transportation planning study that takes a broad look at transportation, economic, social, and environmental issues to determine the needs along a corridor

EAST-WEST GATEWAY  
Department of Transportation MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

**What is the I-70 PEL?**

A transportation study that will provide a visioning framework for I-70.

Will the future I-70 be a commuter corridor?  
Freight? Short trips?



Who will be using I-70 in 20 years?

EAST-WEST GATEWAY  
Department of Transportation MoDOT Metro  
*A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

### Benefits of a PEL



- Early public involvement
- Improved decision-making
- Streamlining project development
- Does not prohibit existing projects in corridor from moving forward

EAST-WEST GATEWAY Board of Commissioners   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**

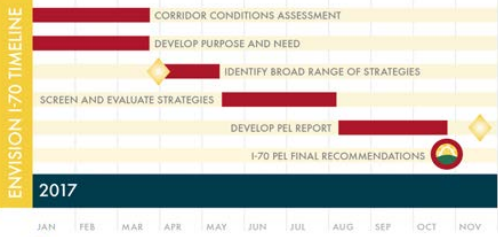
### Outcome of a PEL

- Determine system-wide strategies
- Identify infrastructure investments and services that would implement strategies
- Establish sections of independent utility that could progress into the NEPA process
- Prioritize and move forward sections as funding is available

EAST-WEST GATEWAY Board of Commissioners   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **SCHEDULE**



**ENVISION I-70 TIMELINE**




2017

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV



◆ = Public Meetings

EAST-WEST GATEWAY Board of Commissioners   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**





Study Area Boundary

EAST-WEST GATEWAY Board of Commissioners   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 PUBLIC OUTREACH**



- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
- Social Media
- Digital Survey

EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 ADVISORY GROUPS**

**Senior Advisory Group (SAG)**

**Role:** *Members of this group will provide strategy-level insights on the efforts of the project team, as well as explore and dive into some of the key issues around the study.*

EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 ADVISORY GROUPS**

**Senior Advisory Group (SAG)**  
*invited*

<ul style="list-style-type: none"> <li>• Mayor, City of St. Louis</li> <li>• County Executive – St. Louis County</li> <li>• County Executive – St. Charles County</li> <li>• Missouri Department of Transportation</li> <li>• Metro</li> <li>• East-West Gateway Council of Governments</li> <li>• St. Louis Municipal League</li> <li>• St. Charles County – Economic Development Council</li> </ul>	<ul style="list-style-type: none"> <li>• St. Louis Economic Development Partnership</li> <li>• Greater St. Charles Chamber</li> <li>• St. Louis Convention and Visitors Commission</li> <li>• Greater St. Charles Convention and Visitors Bureau</li> <li>• St. Louis Regional Chamber</li> <li>• Lambert-St. Louis International Airport</li> <li>• University of Missouri - St. Louis</li> <li>• Lindenwood University</li> <li>• St. Louis Regional Freightway</li> </ul>
---	--



EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 ADVISORY GROUPS**

**Technical Advisory Groups (TAG)**

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*

EAST WEST GATEWAY Council of Governments   *A Planning and Environmental Linkages (PEL) Study*




**ENVISION**  
**I-70**

**ADVISORY GROUPS**

**Technical Advisory Group (St. Charles)**  
*invited*

- Great Rivers Greenway
- St. Charles County Transportation Department
- City of O'Fallon Economic Development
- City of St. Peters Transportation and Development
- City of St. Charles Economic Development
- City of Jennings Street Department
- City of Lake Saint Louis Public Works
- St. Charles County Planning & Zoning Department
- St. Charles Area Transit (SCAT)
- St. Charles County Highways Department
- St. Charles Public Works and Engineering
- O'Fallon Planning and Development
- St. Peters Planning, Community & Economic Development
- Wentzville Public Works
- Ridefinders

EAST WEST GATEWAY  
ST. LOUIS COUNTY  

A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70**

**ADVISORY GROUPS**

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- Berkeley Planning and Zoning Commission
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- Edmunson Public Works Director
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- Great Rivers Greenway
- Jennings Public Works, Streets and Parks
- Lambert St. Louis-International Airport
- Maryland Heights Public Works
- Normandy Public Works
- Northwoods Public Works
- Pasadena Hills Environmental Commissioner
- Pine Lawn Public Works
- Ridefinders
- St. Louis County Department of Planning
- St. Louis County Department of Transportation
- University of MO St. Louis
- Woodson Terrace Public Works

EAST WEST GATEWAY  
ST. LOUIS COUNTY  



A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70**

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- St. Louis Development Corp.
- Project Connect

EAST WEST GATEWAY  
ST. LOUIS CITY  



A Planning and Environmental Linkages (PEL) Study

**ENVISION**  
**I-70**

**DATA COLLECTION**

**Previous and Ongoing Studies/Projects**

- St. Peters' Outer Road AJR
- O'Fallon Transportation Study
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- I-270 Environmental Assessment
- Metro Long Range Plan
- EWG Regional Freight Study/St. Louis Regional Freightway
- Metro Bus Rapid Transit Study
- St. Ann EA
- St. Charles 5<sup>th</sup> Street Interchange Study
- Airport Plans
- MetroLink Studies (Northside/Southside and St. Louis County)
- Community Plans (land use, long range economic development)
- Other existing studies in the corridor, including bicycle and pedestrian plans

EAST WEST GATEWAY  
ST. LOUIS COUNTY  

A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70 PUBLIC INVOLVEMENT**

### Why Are You Here Today?

Help the project team identify other important information that we should consider incorporating into the Purpose and Need

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

MDOT Metro

**ENVISION I-70 PURPOSE AND NEED**

### Purpose and Need Statement

- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

MDOT Metro

**ENVISION I-70 Purpose & Need**

### Purpose Statement

The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study

MDOT Metro

**ENVISION I-70 Purpose & Need**

### Needs

The needs for the I-70 corridor vary from end-to-end, but overall there are many that apply to the corridor as a whole.

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study



MDOT Metro

**ENVISION**  
**I-70** *Purpose & Need*

**Needs - Corridor**

- Improved connections across I-70 to maintain community cohesion on either side of the interstate, including bicycle and pedestrian accommodations
- Enhanced aesthetics all along the corridor
- Maintain and increase access to current and future employment centers along the corridor

EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study



 

**ENVISION**  
**I-70** *Purpose & Need*

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- Upgraded access to and from interchanges
- Upgraded freight vehicle access
- Increased multimodal travel options
- Improve the condition of the infrastructure for preservation of the corridor

EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study



 

**ENVISION**  
**I-70** *Purpose & Need*

**Needs – St. Charles County**

- Improve alternative modes of transportation to local hospitals

EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study



 

**ENVISION**  
**I-70** *Purpose & Need*

**Needs – St. Louis County**

- Improved access to Lambert Airport



EAST WEST GATEWAY  
 A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** *Purpose & Need*

### Needs – St. Louis City


- Better use of reversible lanes
- Identify transportation options to support development that will backfill areas of aging population
- Accommodate freight access to river ports
- Provide access to NGA



EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70** *PUBLIC OUTREACH*

### How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
- Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
- Follow us on MoDOT's Facebook and Twitter pages






EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70** *PUBLIC OUTREACH*

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- Ask us to provide you with a paragraph(s) for your newsletter.





EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70** *PUBLIC OUTREACH*


### What's Next?

- Take our survey and pass it along!
- Team will write Purpose and Need Statement that will be used to measure alternatives against each other
- Team will start to identify strategies and alternatives based on input from public and stakeholders

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70**

# THANK YOU!

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study  

**ENVISION I-70** **WELCOME**

**I-70 Regional Needs Assessment and Strategies Development Study**

**Public Officials Briefing  
April 7, 2017**








A Planning and Environmental Linkages (PEL) Study

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**What's Happened Since 2014?**

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- Project Team has been updating the Corridor Condition Assessment Report
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A Planning and Environmental Linkages (PEL) Study

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A Planning and Environmental Linkages (PEL) Study




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Who will be using I-70 in 20 years?







A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **I-70 PEL STUDY**

### Benefits of a PEL



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- Does not prohibit existing projects in corridor from moving forward

EAST-WEST GATEWAY   *A Planning and Environmental Linkages (PEL) Study*

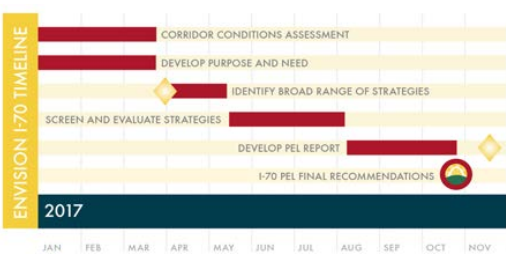
**ENVISION I-70** **I-70 PEL STUDY**

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EAST-WEST GATEWAY   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **SCHEDULE**





**ENVISION I-70 TIMELINE**


2017

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV

◆ = Public Meetings

EAST-WEST GATEWAY   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **I-70 PEL STUDY**





Study Area Boundary

Downtown Enlargement

St. Louis County



St. Charles County

I-70 PEL Study

EAST-WEST GATEWAY   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70 PUBLIC OUTREACH**

- Advisory Groups
- Public Official Briefings
- Public Meetings
- Website
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- Digital Survey

EAST-WEST GATEWAY Council of Governments   A Planning and Environmental Linkages (PEL) Study

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EAST-WEST GATEWAY Council of Governments   A Planning and Environmental Linkages (PEL) Study

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EAST-WEST GATEWAY Council of Governments   A Planning and Environmental Linkages (PEL) Study

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**Technical Advisory Groups (TAG)**

- ✓ St. Charles County
- ✓ St. Louis County
- ✓ St. Louis City

**Role:**  
*Members have a unique perspective on the technical challenges along the I-70 corridor. These three groups are an important resource of technical input for the study.*



EAST-WEST GATEWAY Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** **ADVISORY GROUPS**

### Technical Advisory Group (St. Charles)

*invited*

- Great Rivers Greenway
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- City of St. Peters Transportation and Development
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- City of Lake Saint Louis Public Works
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EAST WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

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EAST WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

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EAST WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** **DATA COLLECTION**

### Previous and Ongoing Studies/Projects

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EAST WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*



**ENVISION I-70** **PUBLIC INVOLVEMENT**

**Why Are You Here Today?**

Help the project team identify other important information that we should consider incorporating into the Purpose and Need

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study **MDOT** **Metro**

**ENVISION I-70** **PURPOSE AND NEED**

**Purpose and Need Statement**

- Drives the study process and outcomes
- Well-defined, well-established, and well-justified
- Determines which strategies are reasonable, prudent, and practicable

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study **MDOT** **Metro**

**ENVISION I-70** **Purpose & Need**

**Purpose Statement**

The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity.

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study **MDOT** **Metro**

**ENVISION I-70** **Purpose & Need**

**Needs**



The needs for the I-70 corridor vary from end-to-end, but overall there are many that apply to the corridor as a whole.

EAST WEST GATEWAY  
A Planning and Environmental Linkages (PEL) Study **MDOT** **Metro**

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EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** Purpose & Need

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EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** Purpose & Need

### Needs – St. Charles County



- Improve alternative modes of transportation to local hospitals

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** Purpose & Need

### Needs – St. Louis County



- Improved access to Lambert Airport

EAST-WEST GATEWAY  
Council of Governments   A Planning and Environmental Linkages (PEL) Study

**ENVISION I-70** *Purpose & Need*

### Needs – St. Louis City


- Better use of reversible lanes
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- Provide access to NGA



EAST-WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *PUBLIC OUTREACH*

### How Else Can You Participate?

- Attend Future Meetings
- Share our website at [www.envisioni70.com](http://www.envisioni70.com) with co-workers, family, friends, and others
- Provide a link to [www.envisioni70.com](http://www.envisioni70.com) from your organization's website.
- Follow us on MoDOT's Facebook and Twitter pages






EAST-WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

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- Ask us to provide you with a paragraph(s) for your newsletter.





EAST-WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70** *PUBLIC OUTREACH*



### What's Next?

- Take our survey and pass it along!
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EAST-WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

**ENVISION I-70**

# THANK YOU!

EAST-WEST GATEWAY  
Council of Governments   *A Planning and Environmental Linkages (PEL) Study*

# Public Official Meetings Summary

MARCH / APRIL 2017



## Table of Contents

1. Public Official Meeting Minutes from March 30, 2017
2. Public Official Meeting Minutes from April 7, 2017
3. Corridor Maps and Comments
4. Stakeholder Communications Deliverables April 2017

This document contains the work products of the March and April 2017 Public Official and General Public meetings for the I-70 Planning and Environmental Linkages Study conducted by the Missouri Department of Transportation. Some comments on the maps shown on subsequent pages were added by participants at a March 30 public meeting that immediately followed the first public officials briefing. Project is managed by Jacobs, with public engagement support by StratCommRx.

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### 1. Public Official Meeting Minutes March 30, 2017

Subject:	I-70 PEL Study Public Official Meeting	Client:	MoDOT
Meeting Date/ Time:	March 30, 2017 4:00 pm	Project:	I-70 PEL Study
Meeting Location:	Normandy Government Office	Project Number:	MoDOT: J613038 Jacobs: C1X32800

#### Meeting Participants

##### Public Officials

Tom Blair, MoDOT  
 Justine Blue, City of Kinloch City Manager  
 Christine Buchek, City of Bel-nor  
 Jacqueline Carl, St. Louis County Council Staff  
 Gary Elmestad, Office of St. Charles County Exec.  
 Hazel Erby, St. Louis County Council  
 Lillian Eunice, City of Northwoods  
 Robert Gunn, City of Bridgeton  
 John Gwaltney, City of Edmondson Mayor  
 Tom Halaska, City of St. John Mayor  
 Greg Horn, MoDOT  
 Lisa Kuntz, MoDOT  
 Earlene Luster, Velda Village Hills Mayor  
 Viola Murphy, City of Cool Valley  
 Bob Reid, City of Normandy  
 Carmen Roberts, Village of Uplands Park Trustee  
 Stephanie Voss, St. Louis County  
 Rebecca Zoll, North County Inc.

##### I-70 PEL Team Members

MoDOT  
 Laura Ellen  
 Wesley Stephen  
 EWG  
 Marcie Meystrick  
 Consultant Team  
 Tracey Lober (Jacobs)  
 J.C. Murray (AECOM)  
 Kelly Ferrara (StratCommRx)  
 Heather Lasher Todd (StratCommRx)  
 Mackenzie Norton (StratCommRx)  
 MaryAnn Taylor Crate (Added Dimension)  
 Felicia Harris (Added Dimension)

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#### Summary of Meeting

1. Welcome and Introductions
  - a. Tracey Lober, Jacobs Project Manager, introduced presenters and project subcontractors.
  - b. Attendees were asked to introduce themselves and their organization.
2. Project Refresh
  - a. Project was placed on hold in October of 2014; new Notice to Proceed issued in December of 2016.
  - b. Team has just completed the draft Corridor Condition Assessment report.
  - c. This is the I-70 Planning and Environmental Linkage Study. This study will take a broad look at the corridor needs, including community, environmental and economic goals and inform the review process. A goal is to identify strategies for sections of independent utility for future study to create logical phases of work to be advanced for further environmental study.
  - d. Impacts on I-70 PEL: Create a visioning process for this corridor. What will the future of I-70 look like in 20 years? Freight? Commuters? Transit riders? Primary economic and land use opportunities along the corridor? Primary and secondary users?
  - e. Early public involvement is part of a PEL study. It streamlines project development and doesn't inhibit any existing corridor projects.
  - f. Outcome will be to determine system-wide strategies, identify infrastructure investments and services that would implement strategies, establish sections of independent utility that could progress into the NEPA process, and prioritize and move forward sections as funding becomes available.
3. Schedule
  - a. Review of project schedule from Jan – Nov 2017.
  - b. Next up: Begin work on the purpose and need.
4. Scope
  - a. Area of the study is roughly 40 miles from the I-64 exchange in Wentzville to just past the express lanes in St. Louis City.
  - b. Project engagement includes three technical advisory groups, a senior advisory group, public officials briefing, such as this one, and public meetings, such as the one this evening. Our website went live in late February 2017 and includes a digital survey. Social media content from our partners will be key to driving the public to our website, survey, and meetings.

4

- c. Review of TAG members from all three subsections (St. Charles County, St. Louis County and St. Louis City). Please let us know if there are particular people who need to be added.
  - d. Prior studies will be reviewed and will feed into the various alternatives considered by the project team.
5. Purpose of today's meeting
- a. What we need from you is help identifying other important information that should be considered to develop the draft Purpose and Need Statement.
  - b. A Purpose and Need Statement drives the study process and informs how we measure and apply outcomes. It informs what options are reasonable, prudent, and practical.
6. Purpose and Need Statement: In 2014, a draft Purpose and Need Statement was prepared. It reads as follows:
- a. DRAFT Purpose Statement: "The purposes of the proposed transportation improvements in the I-70 corridor are to increase safety, manage existing and future traffic congestion, provide efficient access for existing and future development along the corridor, enhance aesthetics, and expand multimodal mobility and connectivity."
  - b. Needs Statement: The needs for the I-70 corridor vary from end to end, but overall there are many that apply to the corridor as a whole.
  - c. During the 2014 TAG and SAG meetings, a series of recommendations were heard for all three segments of the project area.
  - d. Specific needs from each of the three segments were also noted. Added since the 2014 process, was to create access to the NGA site.
7. Options for participation
- a. Future meetings
  - b. Website – EnvisionI70.com. Please share the website, and the link to our digital survey can be found there.
  - c. Public meetings: March 30, 2017 and again in Fall 2017. The Fall meeting will share our findings.
  - d. Social media and newsletter copy was drafted and delivered to our advisory group members to customize, and can be provided to you as well.
8. Questions and Answers
- a. What kind of money is available to address any improvements that might be made? At this point, the project won't be identifying funding. As MoDOT receives funding, they will dedicate funds as available. This project is part of the long-range plan published by East-West Gateway Council of Governments.

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- b. Have accidents been studied? We have crash data that feeds our Condition Assessment. Congestion and pavement conditions are also included in that research. Please share any specific details either on our digital survey or by making a note on a sticky note and posting on the display boards in the room.
  - c. Is a PEL the same as an EIS? It isn't, but the data can be re-used in that future study and speed up the process during the environmental phase.
  - d. What is the gap between the environmental process and the future time frame? This study will identify segments of independent utility and we can break out individual projects where environmental needs are warranted. No funding is currently set up for these future segmented projects.
  - e. The highway all the way west to Wentzville looks dramatically different from what we see in St. Louis County and St. Louis City. Are there plans to improve? We have limited right-of-way access in some areas. The study will look at all forms of improvement.
9. Engage!
- a. Please use the sticky notes and the maps around the room to leave your comments.
  - b. Please use our computers at the front of the room to complete the survey.
  - c. Website is EnvisionI70.com.
10. Adjourn

###

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**2. Public Official Meeting Minutes**  
April 7, 2017

<b>Subject:</b>	I-70 PEL Study Public Official Meeting	<b>Client:</b>	MoDOT
<b>Meeting Date/ Time:</b>	April 7, 2017 2:00 pm	<b>Project:</b>	I-70 PEL Study
<b>Meeting Location:</b>	George F. Gould Building St. Charles, MO	<b>Project Number:</b>	MoDOT: J613038 Jacobs: CLX32800

**Meeting Participants**

**Public Officials**

Larry Dobrosky, City of St. Charles  
David Gipson, Wentzville  
Terry Briggs, Bridgeton  
Jerry Hurlbert, City of St. Charles  
Burt Biensek, City of St. Peters  
Brad Temme, St. Charles  
Sally Faith, City of St. Charles  
Jerry Reese, St. Charles City Council  
Gary Elmstad, St. Charles County  
John Hanueke, City of St. Charles  
Gabby Maccluso, Maryland Heights  
Jim Kruschke, Maryland Heights  
Marshall Kafbian, member of the public  
Kevin Bookout, City of Bridgeton  
John Greifzu, St. Charles  
Tom Besselnac, St. Charles  
Steve Ehlmann, St. Charles County

**I-70 PEL Team Members**

**MoDOT**  
Laura Ellen  
Wesley Stephen  
Andy Tuerck  
Greg Horn  
**EWG**  
Marcie Meystrik  
**Consultant Team**  
Tracey Lober (Jacobs)  
Heather Lasher Todd (StratCommRx)  
MaryAnn Taylor Crate (Added Dimension)

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8

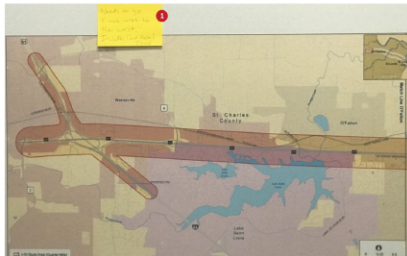
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7. Options for participation
- a. Future meetings
  - b. Website – Envision70.com. Please share the website, and the link to our digital survey can be found there.
  - c. Public meetings: One was held on March 30, 2017 and will host one again in Fall 2017. The Fall meeting will share our findings.
  - d. Social media and newsletter copy was drafted and delivered to our advisory group members to customize, and will be provided to you as well.
8. Questions and Answers
- a. What are the next steps after October? Greg Horn of MoDOT explained that this study provides a big picture look at the corridor and it is the beginning in helping the department identify potential priorities.
  - b. How will the public be notified about the next public meeting? Tracey explained that the project team will continue to use the tools and

- methods used for the last round of meetings: project website, social media, media releases, and have you and our project partners to share with others.
- c. How many public meetings will there be? Tracey explained that the project team has planned two public meetings for this project. Public official briefings will be held one hour prior to each meeting, the first of which was held March 30, 2017.
  - d. Why does the scope for this project stop before you get to the Wentzville Parkway exit on the west end of the corridor? Greg Horn of MoDOT explained that there was a statewide study that looked at the entire corridor, which included that particular exit. This study looks at the remaining section of I-70.
  - e. It was recommended that property owners along the corridor be notified about the public meetings as well as residents. The group was particularly interested in the project team reaching out to undeveloped property owners along the corridor. They suggested that the project team talk to them and maybe ask why they are having trouble renting or developing the property. Tracey explained that the study will be looking at economic development and employment potential along the corridor.
  - f. It was pointed out that there have been previous studies along I-270 and I-70; how does this study connect with these other studies that have been conducted or are currently underway? The project team is working closely with MoDOT on this project. Other studies will be looked at for points where they intersect with the scope of this project. The project team will work to coordinate recommendations. MoDOT indicated that the I-70 and I-270 interchange was not included in the recent Environmental Assessment.
  - g. Will the potential for sound walls be looked at along this corridor? The potential for sound walls will not be looked at during this study. Tracey explained that this study is very conceptual in nature and will not include those types of details at this time.
9. Engage!
- a. Please use the sticky notes and the maps around the room to leave your comments.
  - b. Website is Envision70.com.
10. Adjourn. The meeting closed with Tracey thanking everyone for their time. She asked everyone to complete the online survey if they have not done so and to continue to share it with other including residents in their respective communities.

###

3. Corridor Maps and Comments

Map 1 – Wentzville



- 1. Needs to go 5 more miles to the west. Include David Hoekel Parkway.

Map 2 – O'Fallon



No comments.

Map 3 – St. Charles County



1. Need to have better access through St. Charles for off and on. One-way outer roads will help this accessibility issue.

13

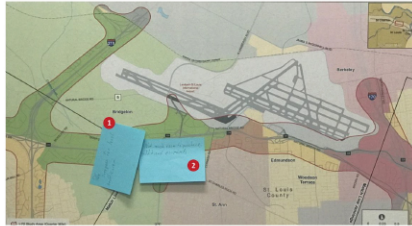
Map 4 – Missouri River



1. Congestion at Intersection of I-70 and I-270. Particular westbound I-70 from I-270 to Earth City Expressway.

14

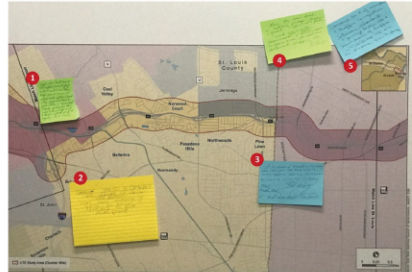
Map 5 – Airport



1. Overpass for local traffic use.
2. Not much room to purchase additional easements.

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Map 6 – Jennings



1. Traffic from southbound I-170 empties from the left on to eastbound I-70. Then traffic from northbound I-170 empties to the right on eastbound I-70. If you are trying to get to UMSL or Express Scripts on Hanley, you have less than one mile in heavy traffic to get to the far right to get off the highway. Not Good.
2. Connect UMSL to North Park via changes at Hanley Intersection. Next main entrance to UMSL do similar to North Park to drive development.
3. I-70 between Bermuda and Kingshighway where overpass for Riverview is causing jams and noise and accidents, it is too curvy. Need more lanes for trucks.
4. Love the new look on Natural Bridge – fountain is great. Traffic not a problem. Need new and better businesses. I always have to leave area for services – restaurants, shopping, etc.
5. Concerns re: number of accidents and traffic congestion between Lucas Hunt and Jennings Station Road and slow down of traffic on Natural Bridge Road due to diversion from highway.

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Map 7 – St. Louis City



1. Between I-70 and Adelalde: trucks are having to stay out of fast lanes unless getting off highway causing the entering lanes to misjudge exit which causes accidents. Please help.
2. Safety bollards for Clay Elementary (SLPS) on the N. 11th Street exit ramp at Salisbury Street.

4. Stakeholder Communications Deliverables March and April 2017

April 13, 2017

To: Public Officials and MoDOT Stakeholders:

Please help the Missouri Department of Transportation (MoDOT) share news about the new I-70 project and gather feedback on our interactive survey tool. Below please find:

- 1) Draft copy for your newsletter – which includes details on the project scope and parameters.
- 2) Low-resolution graphic files you can use online; cutlines are also provided. High resolutions files are available by contacting Kelly Ferrara, StratCommRx. Her email is [Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com).
- 3) Draft social media content for Facebook and Twitter.

We will also be posting on the MoDOT social media channels and encourage you to share these posts as well.

The last page of this document is a PDF of a flyer that can be used on your local bulletin boards, in libraries, or at any public computer station.

Thank you for doing your part to help us create a report informed by the community.

Laura Ellen  
Missouri Department of Transportation

1) Draft copy for your newsletter

(Note to editor: Please feel free to customize this information to fit your available space, but we do ask that you include the link to the website.)

(Note to designer: Please use the artwork and outline option included, should space permit. We also recommend the option of a Call Out box highlighting the public meeting information presented here.)

Envision I-70: Join the Conversation!

How will Interstate 70 (I-70), and the area around it, look in the future? What changes would be welcome and what should be preserved? What multimodal considerations should be included? Now you have an opportunity to share [your ideas](#) about this critical part of our region.

The Missouri Department of Transportation (MoDOT) is taking a high-level look at what I-70 is today, and envisioning what it can be in the future. A new study, managed by MoDOT, in close coordination with East-West Gateway Council of Governments and Metro, will look at the area of the interstate beginning just west of the I-70/I-64 interchange in Wentzville and continuing through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City.

The area includes a vibrant mix of residential, commercial, and industrial land uses. Whether you use I-70 for your daily commute, to transport goods across the country, to reach school, or to travel to and from the many activities St. Louis has to offer, MoDOT wants to hear from you!

To provide your input, visit [www.envisioni70.com](http://www.envisioni70.com), where you can take a brief survey, share your ideas for the I-70 corridor, and learn more about this study. Please feel free to share this link with colleagues, neighbors, friends, and others who use I-70 for business or personal travel.



MoDOT is eager to collect your thoughts on I-70. Please use their digital survey today. Link is available at [Envision70.com](http://Envision70.com).

2) Low-resolution graphic files you can use online; cutlines are also provided. High resolutions files are available by contacting Kelly Ferrara, StratCommRx. Her email is [Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com).



Cutline: MoDOT is eager to collect your thoughts on I-70. Please use their digital survey today. Link is available at [Envision70.com](http://Envision70.com).



Cutline: MoDOT's newest project is a study of I-70. Please visit their website; take the online survey. [www.Envision70.com](http://www.Envision70.com).



3) Draft social media content for Facebook and Twitter

*Draft language for MoDOT partners and community advocates to consider using on their social media pages. The above graphics can also be used, along with links to the project website, [www.Envision70.com](http://www.Envision70.com).*

**Facebook**

Join the conversation to envision the future of I-70! MoDOT, Metro and the East-West Gateway Council of Governments have initiated a study to develop a strategic plan for the future of the I-70 corridor. The I-70 Planning and Environmental Linkages (I-PEL) Study will provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Share your point of view by taking this interactive survey and submitting comments to help formulate a vision for the I-70 corridor. [www.Envision70.com](http://www.Envision70.com)

**Twitter (124 characters)**

MoDOT recently unveiled an interactive survey tool to help study I-70 in the St. Louis region. Please share your feedback at [www.Envision70.com](http://www.Envision70.com).

###

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# COMMENTS

03 30 2017 and 04 07 2017 Public Officials Meetings



## Analysis of MoDOT Public Officials Briefings

Briefing dates:  
March 30, 2017

April 7, 2017

Please indicate your response to each statement by checking the appropriate box.	Average from 1 Not Favorable; 2 Neutral; 3 Favorable
1. The location of the meeting worked for me.	2.96
2. My time was well-spent.	2.6
3. The topic was relevant to me and/or my organization.	2.96
4. The right people for this discussion were in the room.	2.96
5. The pace of the meeting kept my attention.	2.6
6. I will participate in similar events by this group in the future.	2.96


**Comments;**

- Information about other (existing or future) studies/plans would have been nice to have to see how this planning process fits into them
- Harley dealership is greatly affected by this and is against it
- The area between Cave Springs to Hawks Nest is in my ward and I have concerns about the businesses along the south side of I-70
- The short distance of on and off ramps is a major safety concern and clogs traffic lanes
- The ruins of North St. Louis City are unsightly for travelers – they would scare off visitors. Cleaning up these areas would encourage new development in the area along corridor.
- Airport exits come up rather suddenly, leaving little time to get over and off, especially in traffic with visitors or those unfamiliar with area.
- Lanes that start and disappear and then start again with new exit aid in congestion.
- The curvature and grade of highway (I'm more familiar) with I-70 from Downtown to I-270 make it difficult to see traffic jams from a distance and anticipate breaking/slowing down.
- Reversible lanes don't change direction to match traffic volume or patterns.
- Connectivity to major roadways/highways is critical to long-term planning for I-70. An inventory of existing, major employment and residential developments should be part of the study. Additionally, an inventory of future employment and residential areas need to be included in the study. Also, areas with a high concentration of regional recreation facilities should be included in the study. Future improvements should be considered based on employment centers, residential, and recreation development – existing and planned.
- Improve connection/congestion at Cave Springs interchange (“untie the knot”)
- Improve connection to St. Peters Premier 370 Industrial Park to 70 via 370. (Reduce potential congestion at Mid River and Cave Springs Interchange)
- Reestablish North and South outer roads between Belleau Creek and Mid Rivers Mall Dr.
- Improve access to and from 70 from VMP between Spencer Rd. and Jungermann. This access is challenged by 370/70 interface.
- Improve access to Mid Rivers Mall with a bonus ramp.

# 07 18 2018 and 07 19 2018 MoDOT Public Officials Briefings and Public Meetings

## INVITE/ANNOUNCEMENT

07 18 2018 and 07 19 2018 MoDOT Public Officials Briefings and Public Meetings




**MoDOT invites you  
to join the conversation**

UPDATE ON THE I-70 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Please join us for one of two public officials briefings to learn more about our study and offer your insights as we plan for the future of the I-70 corridor.

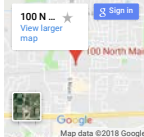
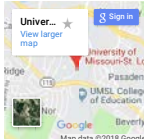
<b>Wednesday</b> July 18, 2018 4 - 5:00pm	<b>OR</b>	<b>Thursday</b> July 19, 2018 4 - 5:00pm
<b>O'Fallon Municipal Centre</b> Multi-purpose Room 100 North Main St. O'Fallon, MO 63366		<b>UMSL, JCPenney Conference Center</b> Room 202 1 University Dr. St. Louis, MO 63121

Public meetings to follow from 5:30-7:00pm.



**JUL 18** **MoDOT Envision I-70 Public Officials Briefing**  
*Hosted by Wesley Stephen, MoDOT*

Locations

	<b>MoDOT Public Officials Briefing</b> 4:00 PM - 5:00 PM Wednesday, July 18, 2018 O'Fallon Municipal Centre, Multi-purpose room 100 N Main St O'Fallon, MO 63366-2200 (map) (636) 240-2000 <a href="#">Add to calendar</a>
	<b>MoDOT Public Officials Briefing</b> 4:00 PM - 5:00 PM Thursday, July 19, 2018 JC Penney Conference Center, Room 202 1 University Dr. St. Louis, MO 63121 (map) (314) 516-6750 <a href="#">Add to calendar</a>

## SIGN-IN SHEETS

### 07 18 2018 Public Meetings



**Meeting:** Public Meeting  
**Date:** July 18, 2018  
**Time:** 5:30pm - 7:00pm  
**Place:** O'Fallon City Hall

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Organization	Phone	E-Mail
James Korte		844-249-4372	OKAYKEY@aol.com
Bill Hennessey	city of fallon		B.Hennessey@ofallon.mo.us
Kim Sangha	Personal	636-946-8076	rusan6fork@aol.com
Evelyn Meyer	-	928-899-1874	
Wade & Sil Fuchs	INTERVIEW MOTORCO	946-7007	
Gerale Dowler	Personal	636-240-8905	
Tom Boyle	Enterprise	781-589-1660	E7365P@ERAC.com
Brian Rogers	OT	636-288-8766	grogers@equiptop.com
Andy Stokes	ENTERPRISE	314-506-4962	andrew.d.stokes@ehi.com
Jarrett Jasper	Horner+Shifrin	314-335-8656	



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Name	Organization	Phone	E-Mail
ED Morelli	St Charles Post E.	636-542-0855	Scrl636@charpost.net
Cliff Dowler	Retired	636-240-8905	gdowler@meil.wiki.org
JEROME MERWIN	Retired	816-695-3907	jerome.merwin@yahoo.com
Richard Sage		636-293-5225	RnBSage@centurylink.net
Ralph Meijer		314-241-9372	rmey@8855@charpost.net
Gina Baucher	The Car Store	636-949-2277	giba@carstorecharpost.net
Richard Gunter		636-447-4348	
Sr. Cecile Gunelton	Precious Blood Sisters		
Sr. Theresa Jezl	" " "		
LMuney	N/A	636-240-0912	Muncy4shopping@tcc.com



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 Time: 5:30pm - 7:00pm  
 Place: O'Fallon City Hall

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Name	Organization	Phone	E-Mail
LEE R COSTELLIA		3143411759	LEE.DONNA122@CHARTER.net
DAVID LOEZER	City of St. Charles	636-949-3231	david.loezer@stcharlesmo.gov
Ken Callahan		636-240-4094	KEN@KAC2AD.com
Rick Pinnomann		636-946-6611	RICK.P@PinnomannFarms.com
Chris Horvath		314-277-7913	chhorvath@ballantruss.com
DAVE REISER	Dave Sinclair Lincoln	636-441-4400	dzeiser@davesinclair.com
DAVE SANDFORT	CAVE SPRING GOLF CTR	636-9467274	DSSANDFORT@GMAIL.COM
John Draney	<del>Blue Funnel</del> Blue Funnel	636-910-1000	jdraney@bluefunnel.com
ERINISE MORELLI	St Charles Post Equip	6367514977	scsrel36@charter.net
CHARLIE MORELLI	" "	6367514658	scsrel36@charter.net



Meeting: PUBLIC MEETING  
 Date: July 18, 2018  
 Time: 5:30 - 7:00pm  
 Place: City Hall of O'Fallon

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Name	Organization	Phone	E-Mail
Sylvia Fruehe	International Motor Co	946-7007	
Debra Burwitz	SCC	636-841-1112	dburwitz@scemo.org
Erni Verhulst			
Jared Nobbe	Wm. Nobbe and Co	618-779-4311	jynobbe@wmnoble.com
Nancy Sullivan		636-240-3393	
Rob Hussey	City of Wentzville/Expert	636-265-2295	rhussey@expertrealty.com
Deborah Smith	City of O'Fallon		Deborah.Pi@msa.com
GREZ HORN	JACOBS	636-283-3801	
Alex Linklang		636-332-3008	linklang@conbuyl.net
Dan Grosvenor	5 Star Auto Plaza	637-757-5001	dan@5starcar.com





Meeting: Public Meeting  
 Date: July 18, 2018  
 Time: 5:30pm  
 Place: O'Fallon City Hall

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Name	Organization	Phone	E-Mail
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Rod Jackel	SBC	636-385-5555	rjackel@sbcglobal.net
Michael Schmitt	Resident		
Janey Bay	Resident	636-246-7544	J.BAY1@CHARTER.NET
Valerie Woerndle	Tuscol Whal Brewing	636-928-6013	vwoerndle@gmail.com
John G...	Resident	636-262-3103	DLOWERY9@hotmail.com
HARLAN PAIS		636-673-7257	harlanpais@bman.com
Barn Sharpe	Resident	636-639-1873	barberic1234@yahoo.com



Meeting: Public Meeting  
 Date: July 18, 2018  
 Time: 5:30pm  
 Place: O'Fallon City Hall

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Name	Organization	Phone	E-Mail
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Chayne Minto	AHC Consulting	(626) 484-9369	cbminto@gmail.com
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Mike Boucher	The Car Store	636-946-8860	MIKEBTC3@yahoo.com
Brendan Foley	Senator McCaskill Office		
MIKE SCHUETTE	CHILD'S TIRE CTS	676-272-6565	CHILDSTIRECTS@gmail.com
Ryan Leahy	Leahy Properties	314-853-0097	rleahy@leahypropertiesllc.com
Steve Brown	Centex County Fire Rescue	636-970-9700	steveb@ccfrmail.org
Jim Foster		636-240-2822	TGBA/HGAP@201.com



Meeting: Public Meeting  
 Date: July 18, 2018  
 Time: 5:30pm - 7:00pm  
 Place: O'Fallon City Hall

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Name	Organization	Phone	E-Mail
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Tom Wagoner	THIRD WAGONER COMPANY	314-748-0705	
Roger Behlmann	Behlmann Prebind	636-262-9108	roger@carnection.com
Tom Besselmann	CIPS ST. CHARLES		
NORM RIEMEN	ST. PETERS RESIDENT	636-278-090	
Kevin Muttelict	City of O'Fallon	314-324-7711	



Meeting: Public Meeting  
 Date: July 18, 2018  
 Time: 5:30pm  
 Place: O'Fallon City Hall

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Tanner Smith	SSM Health		tanner.smith@ssmhealth.com
Dennis Wappelhorst	Big St Charles Motorsports	636-946-6957	denniswappelhorst@yahoo.com
Jeff Fuchs	Int'l Motor Co.	636-946-7007	
Yara Mulick	TASCO	636-980-8353	
Mark Rothstein	Cataract & Eye Disease Specialist		garagebling@gmail.com



Meeting: PUBLIC MEETING  
 Date: JULY 19, 2018  
 Time: 5:30 pm - 7:00 pm  
 Place: UMSL

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Name	Organization	Phone	E-Mail
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<i>Gleum Scott</i>	<i>Procter &amp; Gamble</i>	<i>314-915-3445</i>	<i>gleum.margit@gmail.com</i>
<i>John Brocato</i>		<i>314-838-2311</i>	<i>john_brocato@yahoo.com</i>
<i>STANLEY WEBB</i>	<i>WEBB ENGINEERING</i>	<i>314 5880600</i>	<i>SWEBB@WEBBENGINEERING.COM</i>
<i>Brendan P Fahy</i>	<i>Sen. McDashill office</i>		
<i>EVAN GLANTZ</i>	<i>St. Louis REGIONAL FRESHWATER</i>	<i>314 392 7818</i>	<i>ESGLANTZ@THEFRESHWATER.COM</i>
<i>Wally Toney</i>	<i>self</i>	<i>410 702 0774</i>	<i>watoney1@gmail.com</i>
<i>Christopher Dailey</i>	<i>Self Professional Real Estate</i>	<i>314 494-1919</i>	<i>cdailey@daileyinvestmentgroup.com</i>
<i>Brian Dukeleth</i>		<i>314 397-0707</i>	



Meeting: PUBLIC MEETING  
 Date: JULY 19, 2018  
 Time: 5:30 pm - 7:00 pm  
 Place: UMSL

I hereby grant the Missouri Department of Transportation and its contractors permission to use my likeness, voice, picture and name for print, radio or television commercials or publications to be broadcast or distributed anywhere throughout the United States and the world; and to edit such material or film or videotape for these purposes. I hereby attest that I have read and agree to the above statement.

Name	Organization	Phone	E-Mail
<i>Patrick Cunningham</i>			



# EXHIBITS

07 18 2018 and 07 19 2018 MoDOT Public Officials Briefings and Public Meetings

7/19/18



**I-70 PEL Study** ENVISSION I-70

PEL Refresher

- Multi-modal, systems-level, corridor or subarea analysis
- Goals driven, collaborative decision-making; shared vision
- Streamlines project development/delivery
- Flexibility
- Robust engagement with the public

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**I-70 PEL Study** ENVISSION I-70

Vision Statement

The vision for the I-70 Corridor between Wentzville and the Mississippi River is for a safe, well-maintained, interstate facility offering reliable mobility for all users into the distant future.

- By year 2045, the corridor will afford multi-modal transportation options, foster vibrant communities, lessen the highway's impact on neighborhoods that pre-date the interstate, and be a catalyst for economic development opportunities.
- The corridor will be made efficient through enhanced public transportation, and modernized and made smart to accommodate an array of new and emerging technologies, including connected vehicles (CV) and autonomous vehicles (AV).

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**I-70 PEL Study** ENVISSION I-70

Vision Statement (continued)

- Communities along the corridor will thereby be effectively connected to the much larger intra- and interstate roadway
- At the regional level, commerce will be bolstered by efficient access to businesses, employment centers, and freight hubs, such as the St. Louis Lambert International Airport.

In conjunction with transportation improvements in the corridor, governments and private ventures will partner to coordinate investments that complement the I-70 transportation system and improve the economic vitality of the corridor.

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### I-70 PEL Study - Goals

ENVISSION I70

**Corridor-Wide Goals**

- Reduce potential for crashes, including crashes involving bicycles and pedestrians
- Maintain/preserve physical condition of infrastructure
- Ensure mainline and interchanges operate at current MoDOT LOS standard
- Improve efficiency of access to freight hubs

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### I-70 PEL Study - Goals

ENVISSION I70

**Corridor-Wide Goals (continued)**

- Minimize/eliminate impediments to freight movement along the corridor
- Allow improved accessibility to public transportation
- Improve active transportation to major destinations and the local network
- Minimize impacts to the natural environment
- Minimize impacts to the built environment
- Minimize constructability issues, including disruption to utilities and the traveling public

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### I-70 PEL Study

ENVISSION I70

**Corridor Segments**

The map shows the I-70 corridor from the west side of St. Louis to the east side. It is divided into segments: St. Charles County, St. Louis County, and St. Louis City. Major interchanges and local roads are marked with their respective numbers (e.g., I-44, I-24, I-55, I-64, I-70, I-490, I-270, I-64, I-44, I-24, I-55, I-64, I-490, I-270, I-64, I-44, I-24, I-55, I-64, I-490, I-270).

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### I-70 PEL Study

ENVISSION I70

**Prioritization of Strategies**

Strategy	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8	Goal 9	Goal 10	Goal 11	Goal 12	Goal 13	Goal 14	Goal 15	Goal 16	Goal 17	Goal 18	Goal 19	Goal 20
Strategy 1	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 2	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 3	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 4	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 5	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 6	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 7	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 8	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 9	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 10	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 11	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 12	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 13	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 14	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 15	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 16	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 17	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 18	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 19	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Strategy 20	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+


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**I-70 PEL Study** 

Corridor-Wide Strategies

- Transportation Demand Management (TDM)
- Intelligent Transportation Systems (ITS)
- New and emerging technologies (autonomous vehicles/connected vehicles)

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**I-70 PEL Study** 

High-Priority Strategies

Segment 1: Hwy Z to Hwy K

- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Improve local/parallel road system

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**I-70 PEL Study** 

High-Priority Strategies

Segment 2: Hwy K to Hwy 94

- Improve local/parallel road system
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges

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**I-70 PEL Study** 

High-Priority Strategies

Segment 3: Hwy 94 to I-270

- Improve local/parallel road system
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges

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**I-70 PEL Study** ENVISION I70

**High-Priority Strategies**

Segment 4: I-270 to Florissant Road

- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Bring facility to current standards (address substandard curves, narrow shoulders, etc.)
- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Consolidate and improve access points at airport and throughout segment

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**I-70 PEL Study** ENVISION I70

**High-Priority Strategies**

Segment 5: Florissant Rd to End of Express Lanes

- Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)
- Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to the larger bike/ped network
- Reduce/eliminate conflict points at interchanges
- Improve operations of interchanges/provide full access
- Bring facility to current standards (address substandard curves, narrow shoulders, etc.)
- Improve local/parallel road system

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**I-70 PEL Study** ENVISION I70

Segment 3 - Alternative Options for High Priority Strategies


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**I-70 PEL Study** ENVISION I70

**Evaluation Criteria for Future Project Proposals**

- Does the proposed action address one or more of the goals identified for the segment?
- Does the proposed action address one or more of the recommended strategies identified for the segment?
- Do the design elements of the proposed action meet the needs of the buses and large commercial vehicles?
- How does the proposed action allow for existing and planned transit infrastructure and operations in the project area?
- How does the proposed action allow for existing and planned transit infrastructure and operations in the project area?


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**I-70 PEL Study** 

Evaluation Criteria for Future Project Proposals (continued)

- How does the proposed action encourage active transportation and facilitate planned bicycle and pedestrian facilities in the project area?
- How does the proposed action incorporate design measures and ITS elements to meet the needs of CVs/AVs as outlined in this Study?
- For actions involving capacity expansion on mainline I-70, how does the proposed action include or allow for recommended TDM measures outlined in this Study?


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**I-70 PEL Study** 

Evaluation Criteria for Future Project Proposals (continued)

- For actions involving interstate interchanges, accesses, or improvements to connecting or parallel routes, how does the proposed action provide efficient access to existing and planned businesses, employment centers, and freight hubs in the project vicinity?
- For actions in or adjacent to neighborhoods that pre-date the interstate, how does the proposed action lessen the highway's impact on adjacent neighborhoods?
- For actions in the vicinity of Lambert Airport, how does the proposed action improve access to the airport for passengers, employees, and freight/cargo?

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**I-70 PEL Study** 

**What About the Reversible Lanes?**

Technical Memorandum

- History of the reversible lanes
- I-70 travel patterns/existing conditions
- Stakeholder outreach
- Proposed conditions
  - Pros and cons
  - Range of costs

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**I-70 PEL Study** 

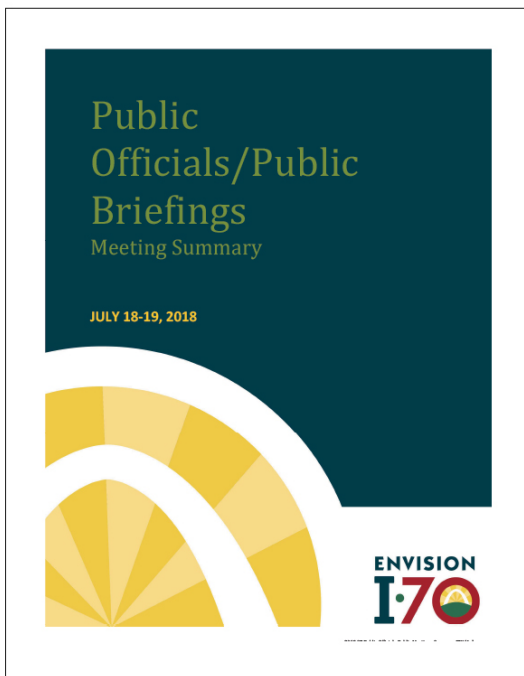
- Final PEL Report
  - Complete summary of all components of this Study
    - Planning Context
    - Study Vision and Purpose and Need
    - Agency Coordination and Public Involvement
    - Strategy Identification, Development, and Evaluation
    - Study Recommendations
    - Anticipated NEPA Process and Considerations
  - FHWA PEL Questionnaire
  - Letter of Acceptance from FHWA

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# EXHIBITS (continued)

07 18 2018 and 07 19 2018 MoDOT Public Officials Briefings and Public Meetings



## Table of Contents

- 1) St. Charles County Meeting Minutes
- 2) St. Louis County Meeting Minutes
- 3) Comments

This document contains the work products of the July 2018 meetings for public officials and members of the public, related to the I-70 Planning and Environmental Linkages Study conducted by the Missouri Department of Transportation. Project is managed by Jacobs, with public engagement support by StraCommRx.

**1. St. Charles County Public Officials and Public Meeting Minutes**

<b>Subject:</b> I-70 PEL Public Officials/Public Meeting	<b>Client:</b> MoDOT
<b>Meeting Date/Time:</b> July 18, 2018 4 pm, 5:30 pm	<b>Project:</b> I-70 PEL Study
<b>Meeting Location:</b> O'Fallon City Hall	<b>Project Number:</b> MoDOT: J613038 Jacobs: C1X32800

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**Meeting Participants**

<b>Public Officials</b>	<b>I-70 PEL Team Members</b>
Janice Bader, St. Mary's Institute	MoDOT
Russ Batzel, City of St. Peters	Tom Blair
Joe Cronin, St. Charles County	Matt Burdum
Steve Ehlmann, St. Charles County	Wesley Stephen
Sally Faith, City of St. Charles	Sham Tinsley
Nick Guccione, City of Wentzville	Andy Tuerck
John Orshay, City of Edinburg	Eddie Watkins
Florida Overbury, City of Edinburg	
Justin Hill, Missouri House of Representatives	<b>Consultant Team</b>
Gregory Jakowick, St. Mary's Institute	Tacey Lober (Jacobs)
Wade Montgomery, City of O'Fallon	Kelly Ferrara (StraCommRx)
Ben Mott, O'Fallon Economic Development	Heather Lisher Todd (StraCommRx)
Mike Runey, City of O'Fallon	Kennedy Moore (StraCommRx)
	MaryAnn Taylor Crain (Added Dimension)

78 Members of the Public

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**Summary of Meeting**

1. Welcome and Introductions
  - A. This meeting is to update public officials and the public on what is happening with the study.
  - B. Can someone define what vision is and why it is so important?
    - i. PEL is a way to streamline the NEPA process.
    - ii. What will I-70 look like in the year 2040 and how it ought to serve the region and the nation?
    - iii. In addition to moving freight we need to make sure that cars and other vehicles are safe while they are on the corridor.
  - C. We need to do NEPA, why?
    - i. Whenever you do a project, there is a process required by law that you accurately and correctly identify problems and that the solutions do not have consequences on the environment.

2. Project Update
  - A. At lot has happened since March 2017. We took a step back to look at the vision for this project.
  - B. This is a multilevel corridor-wide vision for the corridor.
3. Public Engagement Update
  - A. This research was compiled by identifying Technical and Senior Advisory Group members to facilitate research, media, interviews, surveys, etc.
    - i. 40,000 pieces of data received
  - B. Vision Statement captured what the team thought the vision of the corridor looked like.
4. PEL Study
  - A. These are concepts we have developed. Ideas of things that can be done and these ideas are not set in stone.
  - B. We identified corridor wide goals, as well as segment goals for each of the five segments
    - i. The corridor is 40 miles long, so we decided to split it into segments because some segments may have different goals than the overall corridor or other segments.
    - ii. Segments allow for flexible and more in-depth NEPA analysis.
  - C. We identified how strategies would be applied in each segment.
    - i. These strategies were prioritized, ranked (good, bad, poor) in comparison to how it would meet the specific goals.
      1. Strategies that improve transportation system
      2. Strategies that impact surrounding communities
  - D. We identified how strategies would be applied in each segment.
    - i. These strategies were prioritized, ranked (good, bad, poor) in comparison to how it would meet the specific goals.
      1. Strategies that improve transportation system
      2. Strategies that impact surrounding communities
5. Corridor-Wide Strategies
  - A. Transportation Demand Management
    - i. Informing/educating people on how to use transit
  - B. Intelligent Transportation Systems (ITS)
    - i. What MoDOT would like to see
  - C. New and emerging technologies (autonomous vehicles/connected vehicles)
6. Segment 1
  - D. Is NEPA just as burdensome now as it was before?
    - i. Yes, I acknowledge that there needs to be a different process to streamline NEPA. We want to take this effort to set a vision for this project.
  - E. Why does this project stop (west) where it does? There was a NEPA study from across the state from as far west as Independence, MO in 2009 that analyzed that area.



A. The number one thing we have right now is congestion and capacity. Bicycles and people riding to work are not a high priority (various public officials)

7. Segment 2  
 A. Most of the local/parallel road system is in the segment.  
 B. Was the railroad included in this conversation?  
 i. MoDOT has not been able to have any leverage when it comes to improving railroads in this segment.  
 ii. Maybe we need to build better relationships with the railroads.

8. Segment 3  
 A. Similar to Segment 2

9. Segment 4  
 A. Roads are a bit narrower in this segment

10. Segment 5

11. Action Items:  
 A. Any project that moves forward we want to make sure it meets the goals of the segments  
 B. Reversible Lanes  
 i. Develop technical memorandum.  
 1. History on how the lanes came about.  
 2. I-70 travel patterns/existing conditions.  
 3. Stakeholders' vision for reversible lanes in the next 20-30 years.  
 4. What we could do with those reversible lanes.

12. Questions?  
 A. Public Officials  
 i. Discussion centered on the Traffic Demand Model and the average growth rate that was applied across the full 40-mile corridor, as they are federally-approved numbers for East-West Gateway to use in their planning initiatives. It was stated repeatedly that St. Charles County is growing at a much faster rate than St. Louis City or St. Louis County. Participants would prefer the planning study had used a different projected growth rate for the western end of the study area.  
 ii. Strong preferences were voiced for an additional lane in the western end of the study area.  
 iii. The railroad bridge just west of the study area created a host of comments and questions, including why the study area stopped short of an element in the highway system that pinches and limits traffic. MoDOT officials explained that previous studies included that bridge area, which is why our study begins at Highway Z.  
 iv. It was also articulated that this PEL Study does not limit what projects can be presented to East-West Gateway, what they may choose to pursue, or how local governments can fund projects.

v. Attendees commented on the pending gas tax initiative and stressed this tax passing as a priority in order to free up funding for MoDOT.

B. Public Attendees  
 i. Is the report needed for federal funding? These strategies legitimize these plans in the eyes of the federal government.  
 ii. How does some of the funding come about for these projects? Two sources of funding that have not been changed in over 20 years.  
 1. Federal gas tax  
 2. Missouri gas tax  
 3. The gas tax has not kept up with inflation. The money for gas tax has not been able to fund these types of projects.  
 4. License registration  
 iii. Within 2 years (2019) this should be in the long-range plan, why is Highway 70 never in the 2-year plan? There are pieces of it in the long-range plan, such as money identified for the Zumbel interchange. The main issue with trying to implement these strategies is funding. We have to conduct the studies to identify the problems to implement solutions.  
 C. In many stretches of Highway 70, line is horrendous; is it MoDOT or individual cities' responsibility to clean that up? It is the responsibility of MoDOT to pick up trash, but let's keep questions to the I-70 corridor.  
 D. What did the study cost? What year for implementation? What is the solution to get the funding? Where does funding come from? I see bikes and pedestrians as high priority, but bike and pedestrian trails are mainly in Wentzville. I think before we look at the "want" list we need to look at the "need" list. It took two years to get to this point. It cost \$1 million, we have to do this so that we can get federal funding for these projects. Some funds have been identified but the earliest funds could be put to use from 2016-2019. Fuel taxes, registration fees are where the funds come from.  
 E. Do any of these boards address this parallel route, what are they going to do about them? It has to do with access to these routes on I-70, all we say in the study is that something needs to happen to these roads, we don't have a clearly defined answer.  
 F. Doesn't the state need to look at all the areas of the roads instead of one section of it and putting bells and whistles on it? I definitely agree.

13. Adjourn

**2. St. Louis County Public Officials and Public Meeting Minutes**

Subject	I-70 PEL Study Technical Advisory Group (TAG) Meeting	Client	MoDOT
Meeting Date/Time	July 19, 2018 4 pm, 5:30 pm	Project	I-70 PEL Study
Meeting Location	UMSL JC Penny Building	Project Number	MoDOT: J613038 Jacobs: CLX32800

**Meeting Participants**

Public Officials	I-70 PEL Team Members
Jacqueline Carr, St. Louis County Council Gary Elmstead, St. Charles County Robert Evin, Ball-Nove Building Official Adam Spector, St. Louis County Matt Urwin, City of Ferguson	MoDOT Bill Scheall Wesley Stegum Shaun Tooley EWG Jerry Blair Marcia Meyersink CommUnita Team MaryAnn Taylor Cate (Added Dimension) Kelly Ferrera (StatCommRx) Tracey Lohse (Inchob) Olivia Lackey (StatCommRx) Kennedy Moore (StatCommRx)

**Summary of Meeting**

Content from the prior presentation was the same. Comments and questions along with discussion points are noted below.

**Questions and Answers**

A. Public Officials

- Why have the 5 segments not been broken down further to look at? Because the study is regional. The Federal Highway and Federal Transit approve the regional demand model.
- Have you compared the memorandum about the express lanes? We are working on that right now and it will be posted on the website.
- I feel like people have been struggling with those reversible lanes for over 35 years, is that what you're working on? We could get rid of

them all together; we could convert them to have more lanes available or even expanding them. There is a range of things for us to look at, and measure the pros and cons. This is important for not only MoDOT, but also East-West Gateway. They are not functioning optimally right now and they don't carry a large amount of traffic either. It affects the City of St. Louis as well as the region.

d. Every time I come back on I-70 from Columbia, MO there is always an accident around Wentzville, why is that? There have been at least three NEPA studies on I-70 from Independence to St. Louis. From these studies we have found that the corridor was not designed to carry these heavy loads. There is a constant ponding on a 60-year-old infrastructure and it needs to be rebuilt and widened. What you're seeing in some areas is congestion around the curve in Wentzville. It's a bottleneck that has emerged.

B. Public Attendees

- What do you mean by mainline capacity? That would be adding a lane for more cars. And its low on the list because adding a lane doesn't mean that meets the goals on the list.
- Since it is so conceptual do you have an estimated construction cost? No, we have high level cost ranges, for example we know at MoDOT we can build an interchange for \$25-50 million. It has to be studied in more detail to find the true cost. The next level has to be a detailed analysis then the challenge for the region is how do you fund it? This is not a project; the region must prioritize going forward and making this interstate functional for all users, people who drive, people who walk, and certainly the body of trucks that use this region. Truck traffic is projected to grow much higher than it already is. Freight moves through and is in this region, keep in mind I-70 was not designed for the amount of traffic.
- When will this period of opportunity happen? Funding will drive a lot of this and right now we don't have funding. There is a possibility in passing a bill this fall to raise the gas tax by 10 cents. Legislature and the citizen's voice is what will drive having a better transportation system.
- The 10 cents tax increase will allow some funding to go to this project? It's possible; it depends on the priorities of the state.
- The railroad bridge in Wentzville that impacts traffic, what was the decision on how the bridge impacts traffic? This study stops at Hwy Z and doesn't go beyond that. The reason we stopped at Z is because there have been three NEPA studies on that segment of I-70.
- Why does the railroad have so much power? The railroad was there first; when they were installed in the 1800s they were given that power. They're a transportation partner, too.
- Does the study impact the NGA facility? Did you look at the Merchant Bridge? We did reach out and had a meeting with NGA staff; they were concerned about their employees on the Illinois side and about

crossing the bridge and also their employees' commute. Nothing we are doing here will adversely impact them meeting their deadline to open. The Merchant Bridge is a part of the study, but the detail was included in the freight study that was conducted.

h. Now what about the Chain of Rocks Bridge? For most river crossings, IDOT takes the lead. The bridge will be designed with three lanes. As a result, we will have to build some infrastructure on the Missouri side.

L. What were some other considerations for autonomous vehicles or vehicles that are connected? We want to make sure that projects in the future don't inhibit use of those type of vehicles.

3. Comments from July 18 and 19, 2018 Meetings



Meeting: July 18/19  
 Date: 7/18/18  
 Time: 5:30pm  
 Place: LAWS

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.  
 Since express lanes are now only on I-70, I suggest changing signs approaching them to be clear you cannot "re-enter" I-70 from them. See back (possibly re-number express lanes as I-88 extension)

Name (Optional): John Brocato



Meeting: July 18/19  
 Date: 7/18/18  
 Time: 7:30  
 Place: LAWS

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.  
 The purpose of Hwy 70 and Hwy 67 will show as an abandonment. The signage is terrible because the street patterns are terrible. I work in the area, and have never met a motorist who is in favor of this funding. In the express lanes, cars are coming at you from every direction, with stop & go traffic. RSD lights are terrible.

Name (Optional): David G. Smith, 317 0'Blm, 41301 0-401-934  
 Driving north on Hwy 70, there are suddenly three lanes and then back to two lanes. Many times, people will wait at the stop sign for a while... it's terrible to do



Meeting: July  
 Date: 7/18/18  
 Time: 5:30  
 Place: LAWS

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

We will oppose any effort to make the outer roads from Zumbach Rd to One Springs one way. Improvements can be made while leaving the roads two way.

Name (Optional): Dean's Warehouse  
Big St Charles Motorsports  
St Charles Harley-Davidson



Meeting: July  
 Date: 7/18/18  
 Time: 5:30  
 Place: LAWS

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

It's a RESIDENT/BUSINESS OWNER along I-70 BETWEEN ZUMBACH & ONE SPRING INTERCHANGES. I VISITED AND SPENT WORKING THE SERVICE LANEAS AND WOULD BUILDERS & DESIGNER OWNERS ARE OVERLOOKING TO GARBAGE PAID SUCH PLANS AS INSTEAD TO MAKE OUR CONCRETE PAVED AT EVERY LEVEL OF GOVERNMENT AND WITH CITIZENS WHO USE.

Name (Optional): Ken Lauffert



Meeting: 7/18-2018  
 Date: 7/18/18  
 Time: 6:30  
 Place: C. Fadden

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

Any proposals for public transportation in St. Charles County?

Name (Optional): Alena Malicki



Meeting: July  
 Date: 7/18/18  
 Time: 5:30  
 Place: LAWS

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

Wagon's Highway 240/180/180  
 So much better than I-70?  
 There should be a PLAN for that  
 The guy that spoke on this topic seemed not to think  
 this was important.  
 Trash litter along I-70 looks horrible. Forecasts and visitors, this was important.

Name (Optional):

**ENVISION I-70** Meeting: RHL  
 Date: 7-18-18  
 Time: 2:30/2:45  
 Place: 2/Fairfax

**MoDOT Public Comment Form**  
 Please leave any comments below. We appreciate your input.

*Highway 70 + The Interchanges on Need attention + This Plan is Good  
 Please Do NOT make the Parallel Road system one way. One way conversion is the segment 2 Hwy 70 to Hwy 94*

Name (Optional): Rico Pineda

---

**ENVISION I-70** Meeting: Caroline J  
 Date: 7-18-18  
 Time: 2:30  
 Place: 2/Fairfax

**MoDOT Public Comment Form**  
 Please leave any comments below. We appreciate your input.

*Do Not Want One Way Service Road Between Case Springs and Mid River Mall Drive interchange. This was brought up on the last improvement on 270 and was turned down by Business Owners and residents.*

Name (Optional): Dave Reiser Dave Seaman Home at 464

**ENVISION I-70** Meeting: MoDOT  
 Date: 7-18-18  
 Time: 2:30  
 Place: 2/Fairfax

**MoDOT Public Comment Form**  
 Please leave any comments below. We appreciate your input.

*We are here as a small business with concerns of the future roads - implementers should work on these roads will be a detriment to our business and affect our customer base.*

Name (Optional): Derek Munn - 50 Charles Post Equipment

---

**ENVISION I-70** Meeting: Karen Mundy  
 Date: July 18, 2018  
 Time: 2:30/2:45  
 Place: 2/Fairfax

**MoDOT Public Comment Form**  
 Please leave any comments below. We appreciate your input.

*Why not make Hwy 70 a toll road?  
 " " complete south hwy road so you can go west only by and avoid have to go thru the bridge by Hwy 70  
 " " make hwy 6 + hwy 70 high priority funding area*

Name (Optional): David Reed and Chad Reppert work and home going home  
142 DOWNS 1222 E CHURCH WY  
142 CASTLE 314 541 1759

**ENVISION I-70** Meeting: Public  
 Date: 07-18-18  
 Time: 2:30  
 Place: 2/Fairfax

**MoDOT Public Comment Form**  
 Please leave any comments below. We appreciate your input.

*The overpass @ Hwy 70 and Mid-Rivers Mall Drive is an abomination. The signage is terrible because the street patterns are terrible. I work in the area, and have never met a motorist who is in favor of this wacky. On the overpass, cars are coming at you from both directions, with stop & go the FREE RD. LIGHTS AREN'T WORKING.*

Name (Optional): 2-Cloud Center Box 392 O'Brien, MO 63366 816-447-930

*DRIVING NORTH ON MID RIVER DRIVE, TWO LANES SUDDENLY BECOME THREE LANES AND THEN BACK TO TWO LANES. MANY TIMES, PEOPLE WHO WANT TO GET TO THE TOWN (QUICKER) ARE NOT ABLE TO DO SO, BECAUSE OF TRAFFIC VOLUME, AND ARE FORCED TO GO WEST ON HWY 70 TO HWY 79 AND DRIVE BACK ON BROWN RD.*

*Some thing westbound on Hwy 70. if you want to get to the Mall and you are in the center lane, with a lot of traffic, the sign says "traffic must turn left" and so you must double back to Case Springs and then go west on Mexico Road.*

*Don't know who came up with this on figuring out, but if you would talk to the motorists, you would hear quite a bit of profanities.*

*Can't this be re-done to a normal cloverleaf?*

**ENVISION I-70** Meeting: John Mundy  
 Date: 7/18/18  
 Time: 2:30/2:45  
 Place: 2/Fairfax

**MoDOT Public Comment Form**  
 Please leave any comments below. We appreciate your input.

*Since express lanes are now only 45¢, it is almost always right appearing them to be clear you cannot re-enter I-70 from them. See back (possibly re-number express lanes as I-88 exit)*

Name (Optional): John Mundy

*About 1 mile before express lanes*

Submitted via email following meeting:

I understand that this project is officially just in the "study" phase, however it is my understanding that it is the desire of some public officials to make the I-70 service roads one way. I would like to go on record and let it be known that I emphatically oppose any one way service road project, specifically between Zumbuhl and Mid Rivers Mall dr. That corridor is home to many businesses of many different sizes, and speaking from personal experience, one way service roads can greatly hinder business. My business was located on Highway 94 before and during the HWY 364 project. After the project was complete, our business walk in traffic decreased significantly. The property that we once occupied has had 2 other failed businesses since we have moved and I understand that the property now rents for almost half of what it once did. I would be happy to share further thoughts and comments.

Thank you,

Dan Grosvenor  
5 Star Auto Plaza  
3690 West Clay St  
St Charles, MO 63301  
636-940-7600  
[5starcar.com](http://5starcar.com)

I own a business that would be adversely affected by creating one-way service roads along I-70 between St. Charles and St. Peters. The inconvenience put upon my customers every time they visit my business will cause them to take their business elsewhere, outside of St. Charles County.

There are numerous residents on either side of I-70 who will be inconvenienced greatly in their every day travels. It may take three minutes to drive to the grocery store but fifteen minutes to get back home. More miles driven equals more fuel consumed and more carbon dioxide in the air.

St. Charles County officials say they are concerned about the vacant business properties in the area who are not bringing in sales tax to the County. How does changing away businesses who are currently collecting sales tax help that situation?

When I have questioned the City and County officials as to whom the one-way service roads is supposed to help, the answer is always "to improve traffic flow". But how is traffic flow improved when local residents have to drive farther to get to their destination?

Every time someone turns the wrong way on a one-way road and has a head-on collision, traffic flow will certainly not be improved. Will the County or State be willing to assume that liability?

Please come up with a different solution to the traffic problems and don't make the I-70 service roads one way. It appears that the only people who are in favor of this proposal are those who do not have to deal with it every day.

David G. Stauffert, Owner  
Cave Spring Golf Center, Inc.  
3650 West Clay,  
St. Charles, MO 63301

Hi Kelly,

I was told to email you regarding comments about the Evison I70 proposed project in St. Charles County. We are highly against this project. In other areas of the county that have the one-way outer roads, it hurt several businesses and caused them to close. This will have a significant impact to my business from I-70 westbound guests. They will have to pass my hotel and make a large loop, backtracking their way to the hotel. At that point, they will just find a hotel that is down the road.

This will also make travel for out of town guests harder to navigate. I do not travel highway 94 frequently in St. Charles County, but when I do, I get very turned around and frustrated when trying to get to the businesses I need to use. I prefer finding another business, maybe paying a little more, just to avoid that area. I would hate for that to be the mindset of people in this area when it comes to their choice in businesses. The county seems to think it will help businesses on the outer roads, but it won't. Along I-70 at Mid Rivers, where it has been a one-way for some time now, near the mall, a restaurant has sat vacant for around 5 years and the city has not been able to fill the empty H&G, HomeGoods and Marshall's stores that sat there before either.

I hope my comments will be added to the report along with others that have voiced their concerns.

Have a wonderful day!

Amanda Proubat  
General Manager



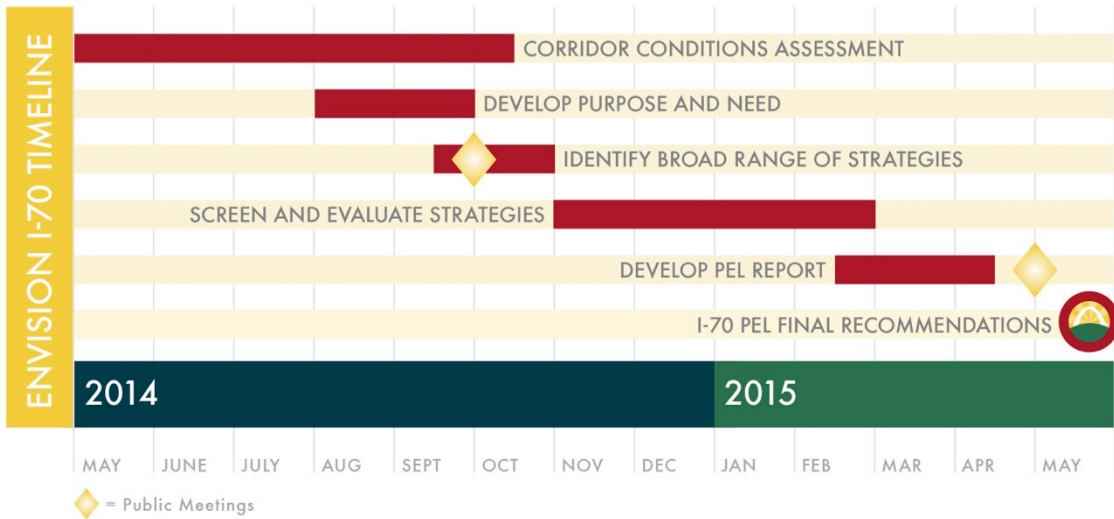
Hampton Inn - St. Louis/St. Charles  
3700 West Clay Street, Saint Charles, MO 63301  
Phone: (636) 947-8800 | Fax: (636) 947-0020  
[www.ahoustoncharles.hamptoninn.com](http://www.ahoustoncharles.hamptoninn.com)

###

# **OTHER PUBLIC OUTREACH**

# TIMELINE

07 24 2014



## NEWSLETTER ARTICLE

03 03 2017



### Envision I-70: Join the Conversation!

How will Interstate 70 (I-70), and the area around it, look in the future? What changes would be welcome and what should be preserved? What multimodal considerations should be included? Now you have an opportunity to share [your ideas](#) about this critical part of our region.

The Missouri Department of Transportation (MoDOT) is taking a high-level look at what I-70 is today, and envisioning what it can be in the future. A new study, managed by MoDOT, in close coordination with East-West Gateway Council of Governments and Metro, will look at the area of the interstate beginning just west of the I-70/I-64 interchange in Wentzville and continuing through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City.

The area includes a vibrant mix of residential, commercial, and industrial land uses. Whether you use I-70 for your daily commute, to transport goods across the country, to reach school, or to travel to and from the many activities St. Louis has to offer, MoDOT wants to hear from you!

To provide your input, visit [www.envisioni70.com](http://www.envisioni70.com), where you can take a brief survey, share your ideas for the I-70 corridor, and learn more about this study. Please feel free to share this link with colleagues, neighbors, friends, and others who use I-70 for business or personal travel.

You can also share feedback and learn more at an upcoming public meeting MoDOT will hold related to the I-70 study:

**Thursday, March 30, 2017, 5 – 7 pm**  
**Normandy Government Office**  
**7700 Natural Bridge Road**  
**Normandy, MO 63121**

*(Note to editor: Please feel free to customize this information to fit your available space, but we do ask that you include the link to the website and survey.)*

# STAKEHOLDER COMMUNICATIONS

03 10 2017



**March 9, 2017**

**To: Community Partners and MoDOT Stakeholders:**

Please help MoDOT share news about the new I-70 project and help gather feedback on this interactive survey tool. Below please find:

- 1) Draft copy for your newsletter – which includes details on the project scope and parameters.
- 2) Low-resolution graphic files you can use online; cutlines are also provided. High resolutions files are available by contacting Kelly Ferrara, StratCommRx. Her email is [Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com).
- 3) Draft social media content for Facebook and Twitter.

We will also be posting on the MoDOT social media channels and encourage you to share these posts as well. Thank you for doing your part for helping us create a report informed by the community.

Laura Ellen  
Missouri Department of Transportation



### 1) Draft copy for your newsletter

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*(Note to designer: Please use the artwork and cutline option included, should space permit. We also recommend the option of a Call Out box highlighting the public meeting information presented here.)*

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West Gateway Council of Governments and Metro, will look at the area of the interstate beginning just west of the I-70/I-64 interchange in Wentzville and continuing through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City.

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*MoDOT is eager to collect your thoughts on I-70. Please use their digital survey today. Link is available at [EnvisionI70.com](http://EnvisionI70.com).*

MoDOT Hosts Public Meeting  
March 30, 2017, 5 - 7pm  
Normandy Government Office  
Courtroom  
7700 Natural Bridge Road  
Normandy, MO 63121

To provide your input, visit [www.envisioni70.com](http://www.envisioni70.com), where you can take a brief survey, share your ideas for the I-70 corridor, and learn more about this study. Please feel free to share this link with colleagues, neighbors, friends, and others who use I-70 for business or personal travel.

You can also share feedback and learn more at an upcoming public meeting MoDOT will hold related to the I-70 study on Thursday, March 30, 2017, from 5 – 7 pm. The meeting will be in the Normandy Government Office Courtroom located at 7700 Natural Bridge Road in Normandy, MO, 63121.

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*Cutline: MoDOT is eager to collect your thoughts on I-70. Please use their digital survey today. Link is available at [EnvisionI70.com](http://EnvisionI70.com).*



*Cutline: MoDOT's newest project is a study of I-70. Please visit their website; take the online survey. [www.EnvisionI70.com](http://www.EnvisionI70.com).*

### 3) Draft social media content for Facebook and Twitter

*Draft language for MoDOT partners and community advocates to consider using on their social media pages. The above graphics can also be used, along with links to the project website. [www.EnvisionI70.com](http://www.EnvisionI70.com).*

#### Facebook

##### A. Use before public meeting on 3/30

Envision I-70 with MoDOT! They want to hear your point of view about your vision for the I-70 corridor, as part of the I-70 Planning and Environmental Linkages (I-PEL) Study. Attend a public meeting on Thursday, March 30, 2017, from 5 – 7 pm, at the Normandy Government Office on 7700 Natural Bridge Road, in Normandy, MO, 63121. Their online interactive survey is also available to you, and can be found here: [www.EnvisionI70.com](http://www.EnvisionI70.com).

##### B. Use after 3/30

Join the conversation to envision the future of I-70! MoDOT, Metro and the East-West Gateway Council of Governments have initiated a study to develop a strategic plan for the future of the I-70 corridor. The I-70 Planning and Environmental

Linkages (I-PEL) Study will provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Share your point of view by taking this interactive survey and submitting comments to help formulate a vision for the I-70 corridor. [www.Envisioni70.com](http://www.Envisioni70.com)

**Twitter**

**A. Use before public meeting on 3/30 (127 characters – link to public meeting page of website)**

MoDOT will host a public meeting on 3/30. Take their online, interactive survey and learn about an I-70 Study. More online here <http://bit.ly/2mHbQm3>

**B. Use after 3/30 (124 characters)**

MoDOT recently unveiled an interactive survey tool to help study I-70 in the St. Louis region. Please share your feedback at [www.Envisioni70.com](http://www.Envisioni70.com).

###

## NEWSLETTER ARTICLE

04 12 2017



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# PUBLIC OFFICIALS COMMUNICATIONS

04 12 2017



**April 12, 2017**

**To: Public Officials and MoDOT Stakeholders:**

Please help the Missouri Department of Transportation (MoDOT) share news about the new I-70 project and gather feedback on our interactive survey tool. Below please find:

- 1) Draft copy for your newsletter – which includes details on the project scope and parameters.
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- 3) Draft social media content for Facebook and Twitter.

We will also be posting on the MoDOT social media channels and encourage you to share these posts as well.

An additional attachment to this email is a one-page PDF of a flyer that can be used on your local bulletin boards, in libraries or at any public computer station.

Thank you for doing your part to help us create a report informed by the community.

Laura Ellen  
Missouri Department of Transportation

### 1) Draft copy for your newsletter

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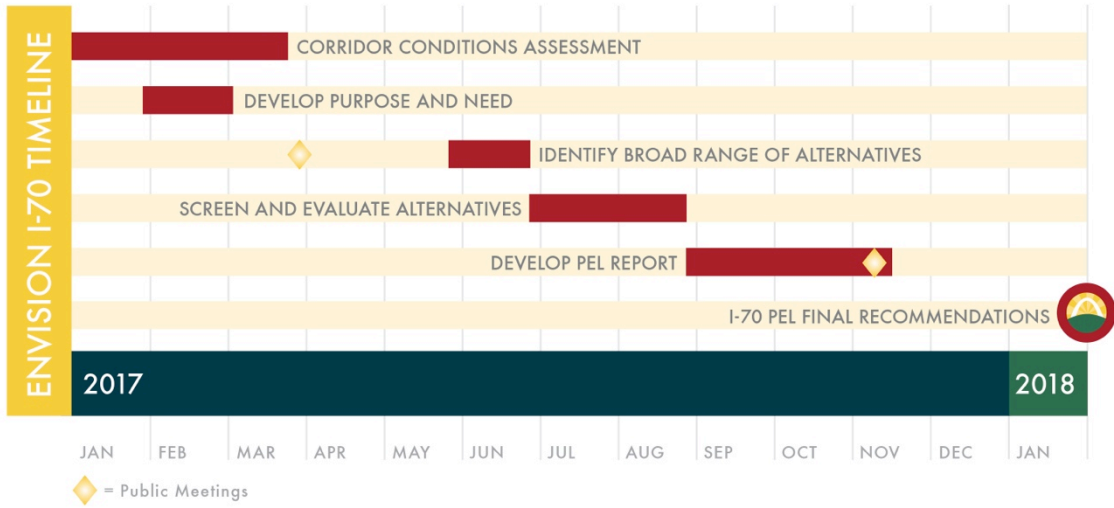
#### **Twitter (124 characters)**

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###

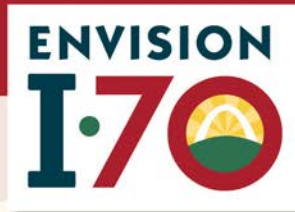
# TIMELINE

06 12 2017



# FACT SHEET

02 2018



## Planning and Environmental Linkages Study Fact Sheet

FEBRUARY 2018



### THE SCOPE

- The study is being managed by the Missouri Department of Transportation (MoDOT) in close coordination with East-West Gateway Council of Governments and Metro, and is drawing on past regional transportation plans.
- The study boundaries are from just west of the I-70/I-64 interchange in Wentzville and continues through the New Mississippi River Bridge complex to the end of the express lanes in downtown St. Louis City.
- The area under review is densely developed with a mix of residential, commercial, and industrial land uses.



## THE STUDY

The I-70 Planning and Environmental Linkages (I-70 PEL) Study will:

- Provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link;
- Consider important sustainability elements affecting the corridor - such as issues related to economic development opportunities, transportation safety, the environment, future multimodal needs, freight and port distribution needs, and social equity; and
- Develop a transportation vision for the future of the corridor.

## THE STATUS

Originally started in 2014, the project was put on hiatus due to state funding. It was renewed in December of 2016 and will conclude in 2018. Key milestones and activities were identified by the project team and are currently underway. Public outreach will occur throughout the process and includes technical and senior advisory group meetings, key influencer interviews, an online and interactive survey tool, a project website, public official briefings, public meetings, and two briefings for resource agencies.



# ENVISION I-70 DESTINATIONS MAP

02 07 2018



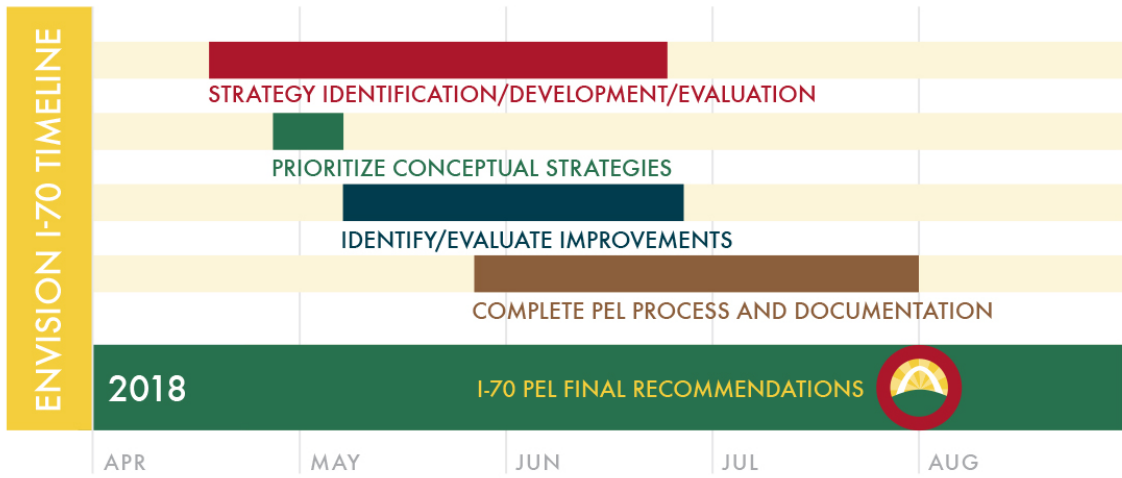
# ENVISION I-70 SEGMENTS MAP

02 07 2018



# TIMELINE

05 07 2018



FINAL, May 2018



# WEBSITE SCREENSHOT

06 06 2018

**ENVISION I-70**

[ABOUT](#) [PUBLIC MEETINGS](#) [WHO IS INVOLVED?](#) [CONTACT US](#)

## PLANNING FOR THE FUTURE

Welcome to the project website for the I-70 Regional Needs Assessment and Strategies Development Study, which will be developed as a Planning and Environmental Linkages (PEL) Study.

### ENVISION I-70

The Missouri Department of Transportation (MoDOT), in collaboration with their regional planning partners, East-West Gateway Council of Governments (EWGCOG) and Metro has embarked on a unique endeavor to develop a transportation vision of the I-70 corridor. The study area is from just west of the I-70/I-64 interchange in Wentzville and continues through the New Mississippi River Bridge complex to the end of the express lanes in downtown St. Louis City. The study area is densely developed with a mix of residential, commercial, and industrial land uses. The study is being managed by MoDOT and is being closely coordinated with EWGCOG and Metro and is drawing on past regional transportation plans.

Special thanks go out to our study partners: staff and leadership from St. Charles County, St. Louis County, St. Louis City, and municipalities touching the corridor.

[View Gallery](#)

# PUBLIC MEETING CONTENT

07 01 2018



## July 2018

### To: Public Officials and MoDOT Stakeholders:

Please help the Missouri Department of Transportation (MoDOT) share news about our I-70 project during upcoming public meetings. Below please find draft copy for your newsletter, including details for two public meetings. We will also be posting about these public meetings on the MoDOT social media channels, and encourage you to share these posts.

Thank you for doing your part to help us engage with the community on this important topic.

Wesley Stephen  
Missouri Department of Transportation

### **Proposed Municipal Newsletter Copy: (229 words)**

#### **Learn About the Future of the I-70 Corridor**

Is I-70 a part of your community or your commute? Are you interested in the future of issues related to traffic, transit, and development along the I-70 corridor? Have you ever wondered what is involved in a long-range planning process for our region's interstates? If so, two upcoming public meetings may be of interest to you.

The Missouri Department of Transportation (MoDOT), in close coordination with East-West Gateway Council of Governments and Metro, is in the final stages of a planning and environmental linkages study called Envision I-70. The study takes a high-level look at what I-70 is today, and envisions what it can be in the future. The area under consideration begins just west of the I-70/I-64 interchange in Wentzville and continues through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City.

Over the past few years, MoDOT has gathered feedback from thousands of members of the public, as well as area stakeholders and experts, to inform their planning for this critical part of our region's infrastructure. Now they are hosting two public meetings to share what they have learned. Please mark your calendars and plan to attend whichever date works best for you!

**Wednesday, July 18**  
**5:30 – 7:00 pm**  
**O'Fallon City Hall**  
**Multi-purpose Room**  
**100 N Main Street**  
**O'Fallon, MO 63366**

**Thursday, July 19**  
**5:30 – 7:00 pm**  
**JCPenney Building, Room 202**  
**University of Missouri-St. Louis**  
**1 University Drive**  
**St. Louis MO 63121**



**Suggested social media posts:**

**Tweet:**

Is I-70 part of your community or commute? Join MoDOT at the final public meetings on planning the future of this corridor! July 18, 5:30-7pm, O'Fallon City Hall or July 19, 5:30-7pm, JCP Bldg, Room 202, UMSL.

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**Facebook:**

Is I-70 a part of your community or your commute? Please join MoDOT at one of two final public meetings to discuss the I-70 corridor, from just west of the I-70/I-64 interchange in Wentzville through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City.

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O'Fallon City Hall  
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Thursday, July 19  
5:30-7pm  
JC Penny Building, Room 202  
University of Missouri-St. Louis  
1 University Drive  
St. Louis, MO 63121

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**Tweet:**

Mark your calendars! MoDOT is hosting two final public meetings on a new vision for the I-70 corridor. Join them July 18, 5:30-7pm, O'Fallon City Hall or July 19, 5:30-7pm, JCP Bldg, Room 202, UMSL.

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**Facebook:**

Over the past few years, MoDOT has gathered feedback from thousands of members of the public, as well as area stakeholders and experts, to inform planning for the I-70 corridor. Join them for two final public meetings to hear what they have learned. Please mark your calendars and plan to attend whichever date works best for you!

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1 University Drive  
St. Louis, MO 63121

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**Tweet:**

MoDOT's Envision I-70 study takes a high-level look at what I-70 is today, and envisions what it can be in the future. Learn more at two upcoming public meetings: July 18, 5:30-7pm, O'Fallon City Hall or July 19, 5:30-7pm, JCP Bldg, Room 202, UMSL.

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**Facebook:**

After gathering feedback from thousands of members of the public, as well as area stakeholders and experts MoDOT, in close coordination with East-West Gateway Council of Governments and Metro, is in the final stages of a study called Envision I-70. This study takes a high-level look at what I-70 is today, and envisions what it can be in the future. Learn more at two upcoming public meetings:

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# PUBLIC MEETINGS NEWS RELEASE

07 13 2018



**For immediate release**

July 13, 2018

## **MoDOT to Wrap-Up Envision I-70 Planning Project with Two Public Meetings**

St. Louis, Mo. -- The Missouri Department of Transportation (MoDOT), in close coordination with East-West Gateway Council of Governments and Metro, will host two public meetings this month during the final stage of a planning and environmental linkages study called [Envision I-70](#).

The study takes a high-level look at what I-70 is today and envisions what it can be in the future. The area under consideration begins just west of the I-70/I-64 interchange in Wentzville and continues through the Stan Musial Veterans Memorial Bridge complex to the end of the express lanes in downtown St. Louis City.

Over the past few years, MoDOT and the project team have gathered feedback from thousands of members of the public, as well as area stakeholders and experts, to inform planning for this critical part of our region's infrastructure. During these two public meetings the team will share what they have learned.

Members of the public are encouraged to attend one of the two meetings:

**Wednesday, July 18**  
5:30 – 7:00 pm  
O'Fallon City Hall  
Multi-purpose Room  
100 N Main Street  
O'Fallon, MO 63366

**Thursday, July 19**  
5:30 – 7:00 pm  
JC Penney Building, Room 202  
University of Missouri-St. Louis  
1 University Drive  
St. Louis, MO 63121

Both meetings will be preceded by briefings for public officials and meetings of stakeholder groups who have advised the project team.

###

**For more information contact:**

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[Kelly@StratCommRx.com](mailto:Kelly@StratCommRx.com)

314-221-2251

# SOCIAL MEDIA PUBLIC COMMENTS

2018

## I-70 PEL Social Media Public Comments

**Via Facebook: 80**

**Via Twitter: 2**

### **Breakdown**

- FOX2NOW's Twitter @chrisregniertv
  - More I-70 in St. Charles this morning. Area here is part of about a 40 mile stretch of 70 being looked at for possible improvements under study called Envision I-70. Stretch under consideration runs from just west of 70/I-64 interchange in Wentzville to the end of the express...(1)
  - (2)...lanes in downtown StL. MoDOT will lay out study results at 2 public mtgs. The meetings are later today and tomorrow from 5:30-7:00. Today's meeting is at O'Fallon, MO City Hall in multi-purpose room; tomorrow's meeting is in JC Penney Building on UMSL campus in Room 202.
  - Another pic of I-70 this morning in St. Charles. The Envision I-70 study to improve 70 that is being laid out in meetings later today/tomorrow looks at several areas. Those areas include reducing congestion, improving operations and economic vitality and making the highway...(1)
  - 2)...safer for all modes of travel. MoDOT has been working on the study in conjunction with Metro and East-West Gateway Council of Governments.
  - MoDOT spokesperson tells me there is no exact timeline for when any potential improvements to I-70 in Stl area laid out in "Envision I-70" study could become reality. I'm told at this point funding for project hasn't been secured. I'm told improvements could be done piece...(1)
  - (2)...by piece as funds became available. Even though potential I-70 improvements are only conceptual now, MoDOT wants to have specific plan in place for if/when funds opened up.
  - Comments
    - @Steve73780519 Replying to @chrisregniertv @FOX2now It's funny how our communities and roads don't have funding for repairs but our politicians are never hurting for money
    - @Stephenjrobin Replying to @chrisregniertv @FOX2now @StLouisTraffic @MoDOT @IDOT\_Illinois @StengerSTLCo @LydaKrewson This is a major artery of the region, the city, the county, AND a local artery. What are the visionary alternatives? Monorail? Express lanes? Elevated lanes? Toll road? Please do not be shortsighted. Be Enlightened
- MoDOT STL's Facebook
  - July 18, 2018. 70 comments



- **Angie Maniaci** I would love to have a metro train from St Charles into STL County. Reading a book on the way to work instead of stressing out in traffic jams sounds pretty good to me.
- **Chris Hermann** Hell noooooo
- **Cory Radford** We had one in Denver and everyone rode it. And it went through all types of socioeconomic places. Professionals, students, police, people going out for dinner, etc.. rode it. The problem with our area doing it is our crime levels are so high and there are so many nightmare stories surrounding the Metrolink in St. Louis that people here in St. Charles County do not want it here to potentially raise crime levels. And there is a reason I like living in Saint Charles County. We have a conservative government who doesn't put up with the nonsense of the liberal nonsense in St. Louis County and City.
- **Jeffrey Allan** I'd be shocked to see any attempt at being MetroLink train out here again. It's failed before and St Charles County residents made it clear, no thanks. Metro Bus tried many years to test the waters. The bus came all the way it to Mid Rivers mall. That ended as well due to lack of ridership and the fact the bus runs both ways and increased the shoplifting at the mall. Ask the folks at the Galleria now they like having a train stop at their mall.  
 If St. Louis County can figure out how to make it more useful and set up a several other lines to get around St Louis County they might have something. The train doesn't serve enough area for people to actually take the train to work. Wash DC has a great metro train system due to the multiple lines covering the city like a web.  
 MetroLink covers so few areas you'd still need a bus or cab to get to most places in the county. It's easier to drive your self than to play that game.  
 St Louis City is also its own County. They wanted it that way many years ago when it served them. They'd love to incorporate St Louis County into their financial coffers but they want to be in charge. We have he most inefficient metropolitan area with an amazing amount of duplicated services for all of the municipalities and villages. They can't be fixed when everyone wants to have their own local head honcho. St Charles County has dozens of subdivisions larger than some St. Louis County cities. Better resource management will need to come before any mass transit improvement can happen.
- **Angie Maniaci** First of all, there is plenty of crime in St Charles County already. That's an old tired argument of light rail trains being the only conduit to crime increase. One of the problems

with our metro train is that there aren't enough riders because it doesn't go enough places. When there are more people around, it's safer. I've visited other cities, both in the US: Chicago, Boston, and in the UK: London, Liverpool, York and a small university town, Huddersfield, and was able to go everywhere I wanted without a car.

I've lived in STC CO since 1971, so I'm not a transplant from "liberal St Louis County", and I would give my eyeteeth to be able to ride a train instead of drive everywhere. It's better for the environment, and it's better for the economy.

- **Kyle Watson** No offense and not trying to argue here but I highly doubt that nobody rides the trains due to not enough places to go. Nobody rides the trains because they don't want to be shot, beat up, or be around crime to go from point A to point B. The metro is a joke. Other than when people ride them to go to Cardinal games and Blues games.
- **Kristin Shepherd** No. Address the crime on the metro in STL before expanding it. I've gotten to where I won't even try to avoid traffic by taking it into the city. I drive and pay to park because it's safer.
- **Cory Radford** The last two times we rode it we were harassed and had horrible experiences. One time a group of young men harassing my wife and another young lady who was with us. The other time pan handlers asking for money.
- **Rob Schiffer** Been riding Metro from North Hanley to downtown for 10 years. Never felt unsafe. Don't believe all the negativity. I challenge any nay-sayers to ride it for 30 days. You will change your mind. Metro offers a free month trial too!
- **Sean Schutz** Angie Maniaci try the audio books for your drive. I drive to East StL daily and love the audiobooks. You can get from library or download to phone from there app for free. My wife took train to Barnes for years and she drove the last few years due to the dangers and harassment.
- **Scott Michael** Please come inside get out of the heat, what are you thinking no hood rats in St Charles you lady are lying to yourself
- **Michael Rhoades** Wentzville is the fastest growing city in Missouri outside of KC. That being said NOTHING has been done for many years to accommodate the rate of growth my community is experiencing. This is truly a life, health and safety concern that needs to be addressed. I understand how the studies are done and I'm aware of the funding issues but people are getting killed and the Hwy/interstates are literally getting shut down due to volume

and accidents.

I cannot help my community has weak representation but something needs to be done.

With the tax rate what it is in my area the residents should see a return on their investment.

[#teamwentzville](#)

- **Janet Foss** You are so right! Our area needs to be addressed before more subdivisions and commercial development takes place.
- **Angie Maniaci** Totally agree with you, Mr. Rhoades! I drive from St Peters to Wentzville to visit my parents and I have begun to use HWY N because of how dangerous that stretch of hwy is from the 70/40-61 exchange to the Pearce Blvd exit. It's insanely scary!
- **Christine Ewalt** Well after the put up the sound barrier walls that were not only promised, but required, on 364 from Mid Rivers out to 40 ... oh wait, they claim they won't. Whatever you do in Wentzville, stay on too of it or you will end up like the folks that live along the Page Ext.
- **MoDOT - St. Louis** Christine Ewalt MoDOT never promised soundwalls along Route 364. Any property built after the corridor was publically approved in 1992 were not eligible for soundwalls. MoDOT evaluated noise for properties built before 1992 but they did not met the criteria. We understand that certain developers promised soundwalls but they were not speaking for MoDOT. In fact, we went so far as to put billboards along the corridor to let residents know there would be no soundwalls.
- **Robin B. Luney** Michael Rhoades, you are so right! I live in Wentzville too. I can't understand how I70 goes from 3 lanes to 2 lanes in Wentzville. Firstly, by the time that the 3rd lane was added to I70, it was already time to add more. Secondly, more lanes are truly needed west of the 70/61 intersection. Anyone who doesn't believe this is an issue should be forced to commute for at least a month from Wright City to downtown STL.
- **Bill Clugston** MoDOT needs to straighten out the S- Curve where the railroad crosses I-70.
- **Amber Raasch** I emailed MoDOT about the 40/64 stretch from Highway K to Wentzville. They said that they are well aware of the problem but it's not in the budget. Well thanks. Feeling the love in one of the fastest growing areas of greater St Louis but oh, we're not in the budget!!!
- **Kristin Shepherd** Add extra lanes from St. Peters through Wentzville. The growth rate makes not doing this

unacceptable. I hate 70 and feel like I'm on a death trap every time I'm on it.

- **Gerald Lueck** NO metro link in St. Charles!
- **Kyle Watson** Blow up Highway K and Manchester Road or make Highway K 6 lanes both directions and make Manchester road 10 lanes both directions. [Que in my heart will go on by Celine Dion]
- **Kristin Shepherd** I've read where the city of O'Fallon is working on widening K to keep up with the growth expected in coming years. They're trying to do it without tax increases.
- **Kyle Watson** Kristin Shepherd That would be awesome!! I don't really follow these things but that's exciting news if it actually gets done.
- **Kristin Shepherd** Oh, and they're trying to work with MoDOT on all state highways in the area.
- **Kristin Shepherd** There was an article in the dispatch in February about the boom in O'Fallon. That was one thing they mentioned as well as upgrading the water and sewage systems. They're trying to be proactive.
- **Lisa Kuchik** They started the water lines already. Main Street is done, now they are in the old area subdivision in north O'Fallon. My water bill has already gone up \$20.
- **Erin Tierney** And no tolls please!
- **Kelly Benner** Tolls would reduce the tax dollars required to repair the roads. So they would actually get repaired.
- **Zachary Herman** Toll from warrenton out to Columbia. We have tons of out of state traffic that adds wear and tear to the roads. Why shouldn't we place a roll on these as our roads are crap. Look at the states which have tolls. Look at the roads they drive in? I would be for the metro expansion after the take care of the roads. The stretch of Highway from 70/40 out to Warrenton should be redone first and foremost. Change alter the two s-curve turns that not only big down traffic but create accidents because of the shear volume of traffic. As one of the other locals said let's get the town taken care of before we add stress from another area.
- **Bill Clugston** How do they plan to collect the tolls?  
The Pennsylvania Turnpike uses a ticketing system whereby you get a toll ticket when you get on the highway and pay when you get off.  
The Garden State Parkway in New Jersey stops traffic every 15 miles or so to collect the tolls and it's a mess.
- **Buchholz Brian** Hwy 70 east of Wentzville Parkway through Hwy A needs to be widened as does Hwy40/61 overpassing Hwy 70. Not widening the road is a guarantee of more severe crashes and deaths.



- **Cory Radford** Let's talk about highway 40/I-64 or whatever it's being called now a days. It's the 4 lanes of Hell from Wentzville until past Highway K going East. And from Highway K until about Troy going west/north. I implore state reps and high ranking officials to ride along with me to and from Wentzville to highway K during rush hour. This stretch desperately needs to be 6 lanes. 3 lanes in each direction from Wentzville through Highway K. Or explore an express lane where it can be used by east bound traffic in the morning and west bound at night. That way the two nightmare spots in the morning, the huge dumpoff of oncoming traffic off of Highway N/Highway 364/and Winghaven will not clog up the right lanes of traffic. And at night in reverse order. When coming home westbound from about 3:30 until 6 PM the amount of traffic trying to merge off of the Paige extension on WB 40/64 is ridiculous. Such a poorly designed interchange. Let's dump off 2 lanes of traffic onto 2 lanes of already congested traffic sandwiched in between two heavy traffic on ramps of N ans Lake Saint Louis Blvd.
- **Christina Hoops Price** Something needs to be done to minimize traffic eastbound between 270 and 170. It take over an hour to get from wentzville to downtown and at least half of that is this short stretch which's is always at a standstill.
- **Steve Wurtzel** The section of I-70 from Warrenton to Wentzville needs to be rebuilt w/ more lanes just for safety concerns alone —especially around the wentzville parkway area.
- **Michelle Ross Robinett** I care less about the stretch between downtown and 61 and more about the nightmare death- alley experience that is 61 to Wentzville pkwy
- **Steve Willott** Eliminating the express lanes would necessitate reconfiguring the various overpasses, I believe.
- **Lois Rickman** Hopefully they'll start with a new higher and wider RR bridge over I-70 in Wentzville.
- **Dusty Roth** Words, words, words... Instead of complaining on Facebook, go to one of the forementioned meetings.
- **Cheryl Sronce** No Metrolink into St Charles!!!
- **Vernell Dorn** Just fix the potholes and I'll be good
- **Joshua William** In other words. Tax increase talks...
- **Adam Berry** But our state is Republican controlled and I thought only evil democrats raised taxes?
- **Lois Rickman** Not always so.  
They talk about the construction , time and inconveniences .
- **Zach Snell** The rail bridge crossing over highway 70 at Wentzville has chunks of concrete falling off of it onto the highway. 2 teens were arrested for throwing rocks off of

- bridge, lets see who gets locked up over this situation.....nope tax increase to pay for repairs.
- March 23, 2017. 2 comments
    - **Bruce Boyd** I thought this was going to be about I-70 across Missouri, but it's only for St. Louis and St. Charles.
    - **Artie Waterbury** Blow it up and rebuild it
  - March 17, 2017. 3 comments
    - **Cheryl Ekstrom** A survey like no other I have seen before. Rather unusual. I'm afraid a decision has already been made in the minds of MoDot: a toll hwy 70. This would be so discriminatory to the people depending on this hwy. I really don't think we want to set this precedent in our state, do we?
    - **Tina Fanetti** This was way more complicated than I anticipated. I quit at the maps...
    - **Bert Schultz** Don't make 70 a toll road.
  - St. Louis Dispatch's Article: "MoDOT sets public meetings on local I-70 needs"
    - 1 Comment
      - **Layne Bradford** what is the cost of construction? (*via Facebook*)
  - Bryan Spencer's Facebook Page (on post about July 2018 Public Meetings)
    - 2 Comments
      - **Steve Patchin** Something Kansas City needs to do from about Blue Springs to downtown Kansas City.
      - **Rebecca Vogler Splain** I'm so worried that it's going to become a toll road. I drive everyday from Wright City to St. Peters and I can't imagine the headache my commute would become.
  - New Wentzwillian for St. Charles Countians Facebook Page (on post about July 2018 Public Meetings)
    - 2 Comments
      - **Jack Selph** Perhaps the Railroad could inject some funds to assist in that bridge problem. Wonder about their liability if they don't.
      - **Joan Tucker** Why does propane and natural gas taxes also increase?

###