



PLANNING FOR THE FUTURE



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

I-70 PEL Update


JUNE 2018

WELCOME

Agenda


- Meeting Overview
- Public Involvement Update
- Project Update
- Timeline
- Questions

I-70 PEL Study - Status

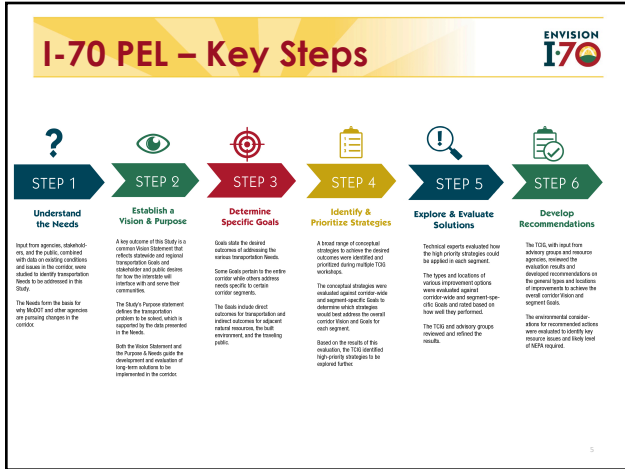


- What's Happened?
 - Completed key influencer interviews
 - Obtained FHWA approval of P&N
 - Identified study segments
 - Established vision statement
 - Identified needs and goals for each segment
 - Developed conceptual strategies (corridor-wide and segment level)
 - Prioritized conceptual strategies

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



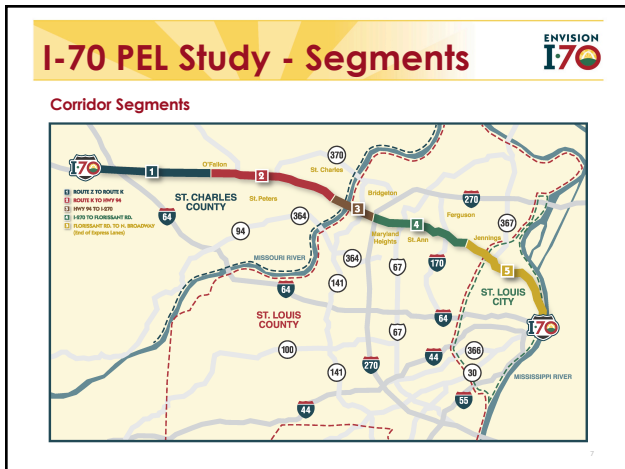
I-70 PEL - Study Vision

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
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- 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 2 to Route K	Safety <ul style="list-style-type: none"> Crash rating exceeds statewide average for similar facilities at certain locations Multiple fatalities identified in this segment (2012-2016) Incidents are spread out along the mainline with concentrations at the interchanges 	<ul style="list-style-type: none"> Reduce potential for crashes (including crashes involving bicyclists) 	<ul style="list-style-type: none"> Realign/improve conflict points at interchanges Address weave sections Bring facilities to standards (substandard curves, narrow shoulders, etc.) Implement infrastructure needs for new/smart technologies (power, communications, AVI lanes) Enhance ITS technology
	Physical Conditions <ul style="list-style-type: none"> Deteriorating infrastructure 	<ul style="list-style-type: none"> Maintain/preserve physical conditions of infrastructure 	<ul style="list-style-type: none"> Repair or replace aging infrastructure
	System Performance <ul style="list-style-type: none"> LOS F projected in areas along mainline I-70 and at interchanges in AHD and PM peak hours 	<ul style="list-style-type: none"> Ensure mainline and interchanges operate at current MidQOT LOS standards 	<ul style="list-style-type: none"> Improve capacity of interchanges Add mainline capacity (general purpose lanes or managed lanes) Implement infrastructure needs for new/smart technologies (power, communications, AVI lanes) Implement EMD/QOT measures Enhance ITS technology
	Freight Movement <ul style="list-style-type: none"> Freight access to major freight hubs Substandard bridges 	<ul style="list-style-type: none"> Improve efficiency of access to freight hubs Minimize/eliminate impediments to freight movement along the corridor 	<ul style="list-style-type: none"> Upgrade infrastructure to better accommodate freight vehicles
	Multi-Modal Mobility & Connectivity <ul style="list-style-type: none"> Transit service is very limited Bicyclists LOS is D or lower at most I-70 crossing and connections to larger bicyclist networks are lacking 	<ul style="list-style-type: none"> Allow improved accessibility to public transportation Improve alternative modes of transportation to major destinations and local networks 	<ul style="list-style-type: none"> Expand or enhance transit service Infrastructure to accommodate current and future transit operations Add and/or improve bicyclist facilities crossing I-70 Improve bicyclist connections to larger bicyclist networks
	Other Segment Specific Needs <ul style="list-style-type: none"> Interstate connectivity for undeveloped and redevelopment areas is lacking 	<ul style="list-style-type: none"> Provide transportation network connections that serve current and future development and redevelopment areas 	<ul style="list-style-type: none"> Add/improve interstate connections to study/local routes

I-70 PEL - Ratings



- Goals

 - Good ●
 - Fair ◐
 - Poor ○

● Impacts

 - Low ●
 - Medium ◐
 - High ○

I-70 PEL Study - Prioritization



Segment / Conceptual Strategy (Public Input Strategy)	Alignment with Transportation Goals (Goal, Goal, Goal)										Interchange / Weave / Road		
	Transportation Network	Quality of Life	System Performance	System Reliability	System Resilience	System Efficiency	System Safety	System Sustainability	System Connectivity	System Flexibility	Interchange	Weave	Road
Goal 1: Operational Strategy (Public Input Strategy)													
Reduce congestion on parallel road system (Goal 1B)	●	●	○	○	○	○	○	○	○	○	○	○	○
Improve configurations to address high crash locations (Goal 1C)	●	●	○	○	○	○	○	○	○	○	○	○	○
Provide/improve interstate connections serving current/future development/redevelopment areas (Goal 1D)	●	●	○	○	○	○	○	○	○	○	○	○	○
Improve access to Lambert Airport for passengers, employees, and freight/cargo (Goal 1E)	●	●	○	○	○	○	○	○	○	○	○	○	○
Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles (Goal 1F)	●	●	○	○	○	○	○	○	○	○	○	○	○
Goal 2: Operational Strategy (Public Input Strategy)													
Reduce congestion on parallel road system (Goal 2B)	○	○	○	○	○	○	○	○	○	○	○	○	○
Improve configurations to address high crash locations (Goal 2C)	○	○	○	○	○	○	○	○	○	○	○	○	○
Provide/improve interstate connections serving current/future development/redevelopment areas (Goal 2D)	○	○	○	○	○	○	○	○	○	○	○	○	○
Improve access to Lambert Airport for passengers, employees, and freight/cargo (Goal 2E)	○	○	○	○	○	○	○	○	○	○	○	○	○
Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles (Goal 2F)	○	○	○	○	○	○	○	○	○	○	○	○	○
Goal 3: Operational Strategy (Public Input Strategy)													
Reduce congestion on parallel road system (Goal 3B)	○	○	○	○	○	○	○	○	○	○	○	○	○
Improve configurations to address high crash locations (Goal 3C)	○	○	○	○	○	○	○	○	○	○	○	○	○
Provide/improve interstate connections serving current/future development/redevelopment areas (Goal 3D)	○	○	○	○	○	○	○	○	○	○	○	○	○
Improve access to Lambert Airport for passengers, employees, and freight/cargo (Goal 3E)	○	○	○	○	○	○	○	○	○	○	○	○	○
Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles (Goal 3F)	○	○	○	○	○	○	○	○	○	○	○	○	○

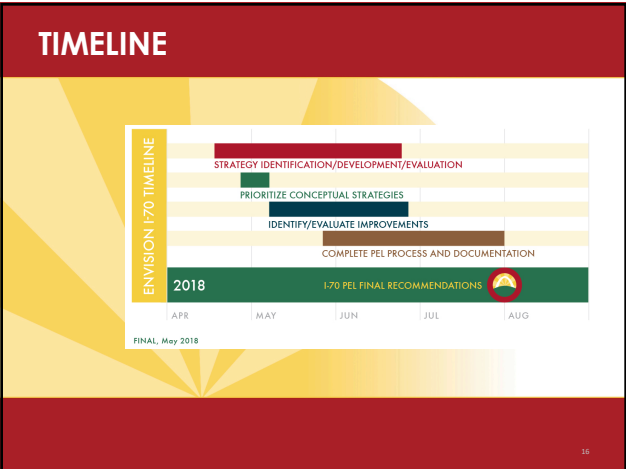


I-70 PEL Study - What's Next? ENVISION I-70

- 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? ENVISION I-70

- 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



THANK YOU!

A graphic consisting of several yellow and orange rays radiating from a central point at the bottom, resembling a sunburst or a fan.

Questions?

The logo for ENVISION I-70. The word "ENVISION" is in a small, blue, sans-serif font above the large, bold letters "I-70". The "I" is blue, the hyphen is red, and the "70" is red. To the right of the "70" is a circular icon containing a stylized landscape with a green hill, a yellow sun, and a blue sky.

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