

# TAG/SAG Meeting Summary

**MARCH 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

<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: J6I3038 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)

---

### 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).
- 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

###

## 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: J6I3038 Jacobs: C1X32800

---

### 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)

---

### 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 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 – 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:

- 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 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.



- 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

###

### 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-64/40? Curve needs improvement.

**B:** Capacity and configuration of 61 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 Foristell W/T to incorporate major safety concern of RXR bridge and highest growth area through Wentzville Parkway and future David Hockol Parkway. Use DHP AJR/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 & TIS

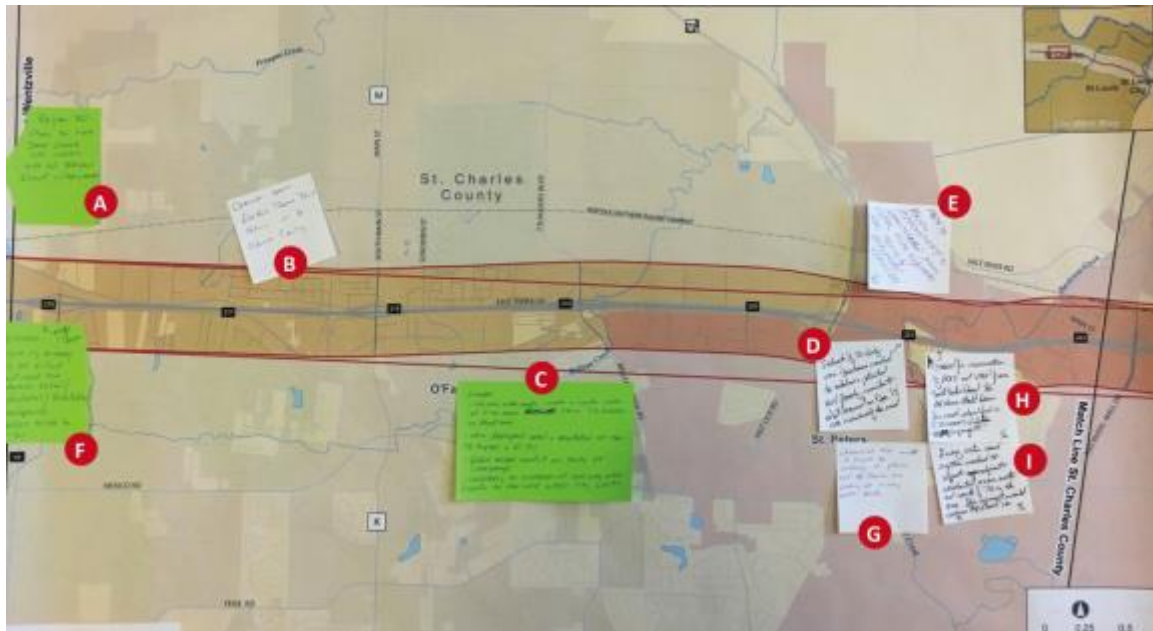
**K:** 122 additional beds @ new addition to hospital

**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 I-64/I-70 interchange.

## 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 HW/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 I*).

**H:** (1 of 2) Need for reconnection 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.

## 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 Zumbahl.

**M:** Congestion at Zumbahl from closely spaced signals.

**N:** Maintain two-way access to West Clay St. from Zumbahl (existing city road).

**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 Zumbahl.

**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.

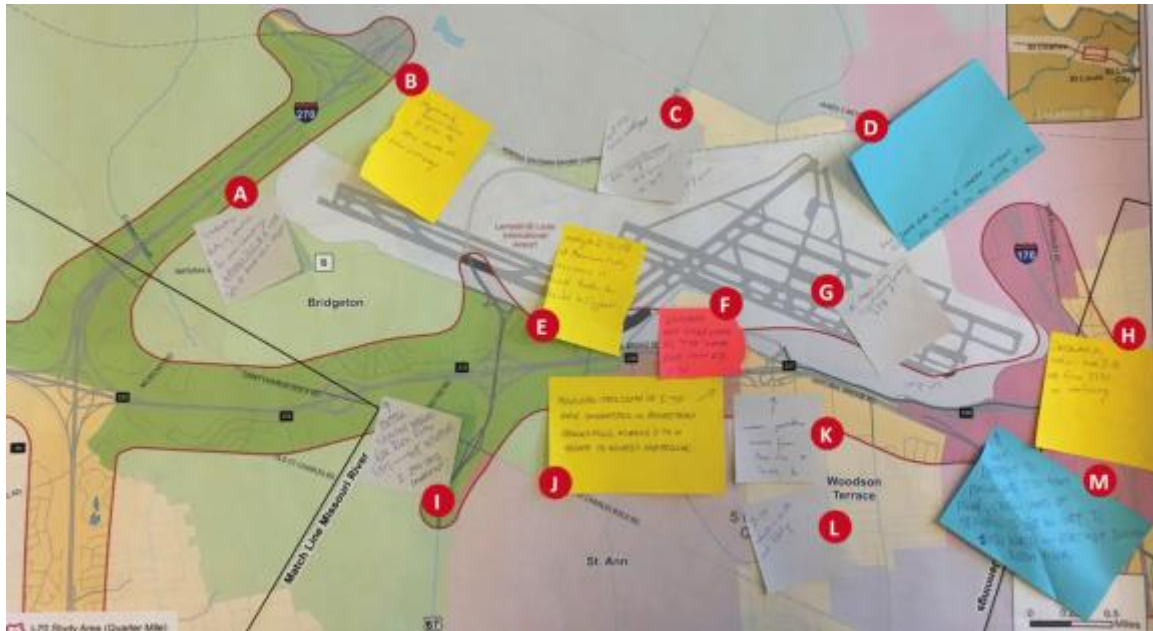
**F:** What is the plan at this intersection?

**G:** St. Louis Co proposed STP projects @ McKelvey and Creve Coeur Mill Rd.

**H:** St. Louis Co. Dorsett overlay w/ ped crossing at McKelvey Hill 270 West to Dorsett Shopping Center.

**I:** Dorsett Great Streets Project. Maryland Heights and St. Louis Co on limits of project.

## 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 of

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!

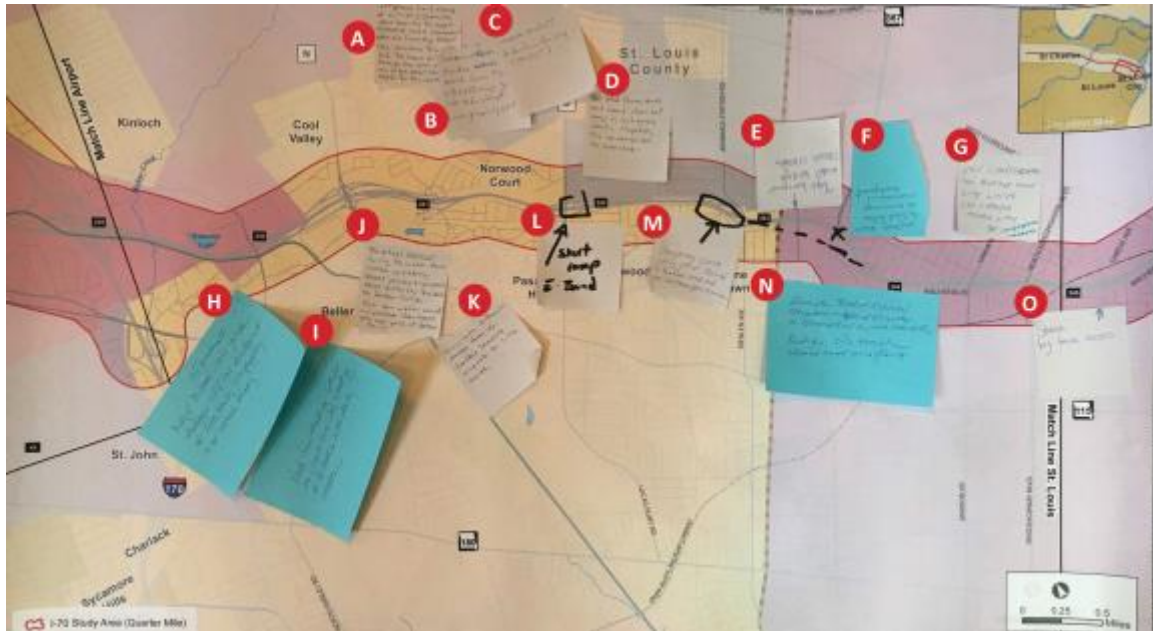
**J:** Municipalities south of I-70 are interested in pedestrian connections across I-70 in order to access MetroLink.

**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.

## 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.

## 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 reversibles – 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 Sallbury/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 NGA & Promise Zone/Project Connect neighborhoods & improved bike/ped access through the 1-70 barrier.



#### 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 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

*(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 cutline 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).*

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).*



*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).

**###**