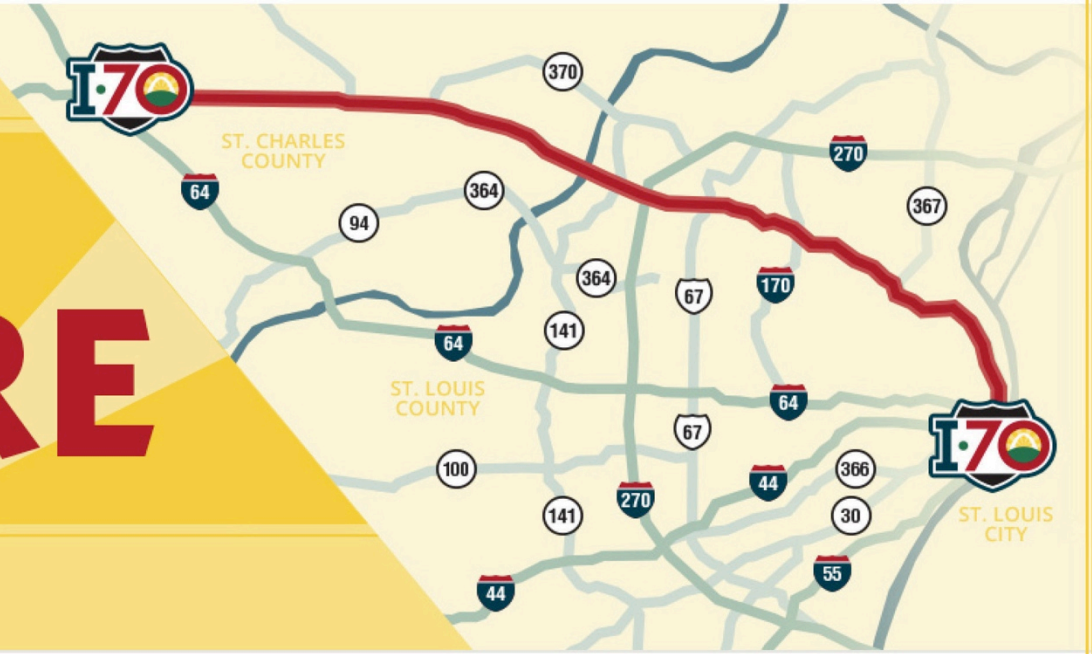
ENVISION I-70

PLANNING FOR THE FUTURE



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

Public Meeting

JULY 18-19, 2018

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

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).*

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.*

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

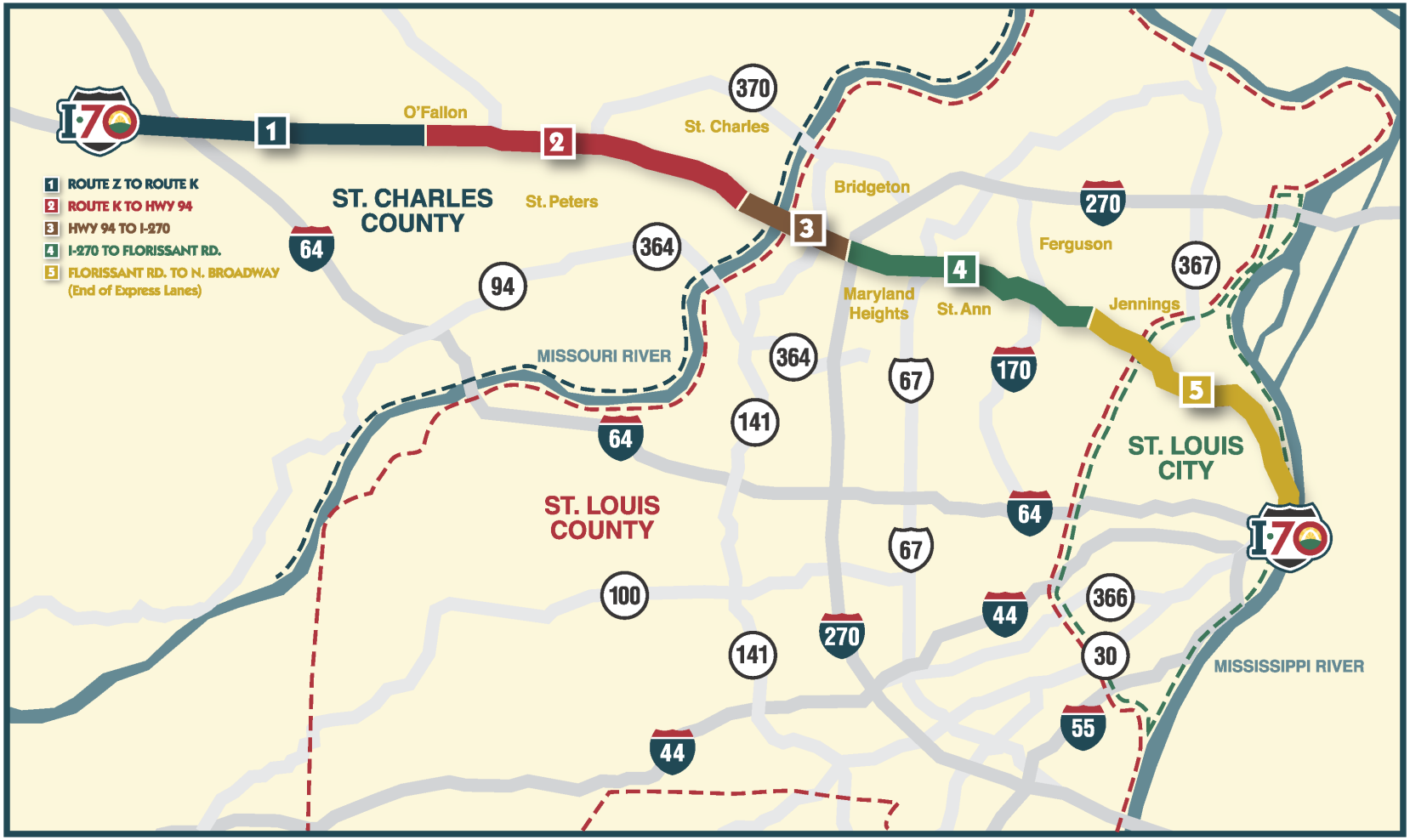
I-70 PEL Study - Goals

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

I-70 PEL Study

Corridor Segments



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Prioritization of Strategies

Segment 5 Prioritization of Conceptual Strategies

Segment 5 Conceptual Strategies (Florissant Road to North Broadway)	Alignment with Transportation Goals (Good, Fair, Poor/Not Relevant)												Alignment with Impact Minimization Goals (Good, Fair, Poor)		
	Reduce potential for crashes (incl. crashes involving bike/ped)	Improve configurations to address high crash locations	Maintain/ preserve physical conditions of infrastructure	Improve LOS on mainline and at interchanges	*Optimize function of existing reversible lanes	Improve efficiency of access to freight hubs	Minimize/ eliminate impediments to freight movement along the corridor	Allow improved accessibility to public transportation	Increase transportation options for households without access to vehicles	Improve travel times between City of St. Louis and suburban employment centers for households without access to vehicles	Improve active transportation access to major destinations and local network	Provide/ improve interstate connections serving current/ future development/ redevelopment areas	Minimize impacts to natural environment	Minimize impacts to built environment	Minimize construction issues
HIGH PRIORITY STRATEGIES															
Add and/or improve bike/ped facilities crossing I-70; Improve bike/ped connections to larger bike/ped network Cost: $-$$	●	●	◒	○	○	○	○	●	●	●	●	○	●	●	●
Consolidate and improve access points Cost: $$-$$$	●	●	◒	●	○	●	●	○	○	○	◒	●	◒	○	●
Improve operations of interchanges/ provide full access interchanges Cost: $$-$$$	●	●	◒	◒	○	●	●	○	○	○	◒	◒	◒	◒	○
Reduce/eliminate conflict points at interchanges Cost: $$	●	●	●	◒	○	◒	◒	○	○	○	◒	◒	◒	○	◒
Bring facility to current standards Cost: $$-$$$	●	●	◒	◒	○	◒	●	○	○	○	◒	○	◒	○	◒
OTHER RECOMMENDED STRATEGIES															
Low cost transit enhancements Cost: $-$$	○	○	○	◒	○	○	○	●	●	●	◒	○	●	●	●
Implement TSM measures Cost: $	◒	◒	○	◒	○	●	◒	○	○	○	○	○	●	●	●
Moderate cost transit enhancements Cost: $$	○	○	○	◒	○	○	○	●	●	●	◒	○	◒	◒	●
Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects) Cost: $$	◒	◒	●	○	○	●	●	○	○	○	◒	○	◒	◒	○
Address weave sections Cost: $$	◒	◒	◒	◒	○	◒	◒	○	○	○	○	○	◒	◒	◒
LONG-TERM STRATEGIES FOR FUTURE CONSIDERATION															
Add mainline capacity Cost: $$$	◒	●	◒	●	●	◒	◒	○	○	○	○	○	○	○	○

Goal Rankings: ● Good ◒ Fair ○ Poor

* 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.

Order of magnitude costs: Low to high ($ to $$$)

Corridor-Wide Strategies

- Transportation Demand Management (TDM)
- Intelligent Transportation Systems (ITS)
- New and emerging technologies (autonomous vehicles/connected vehicles)

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

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

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

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

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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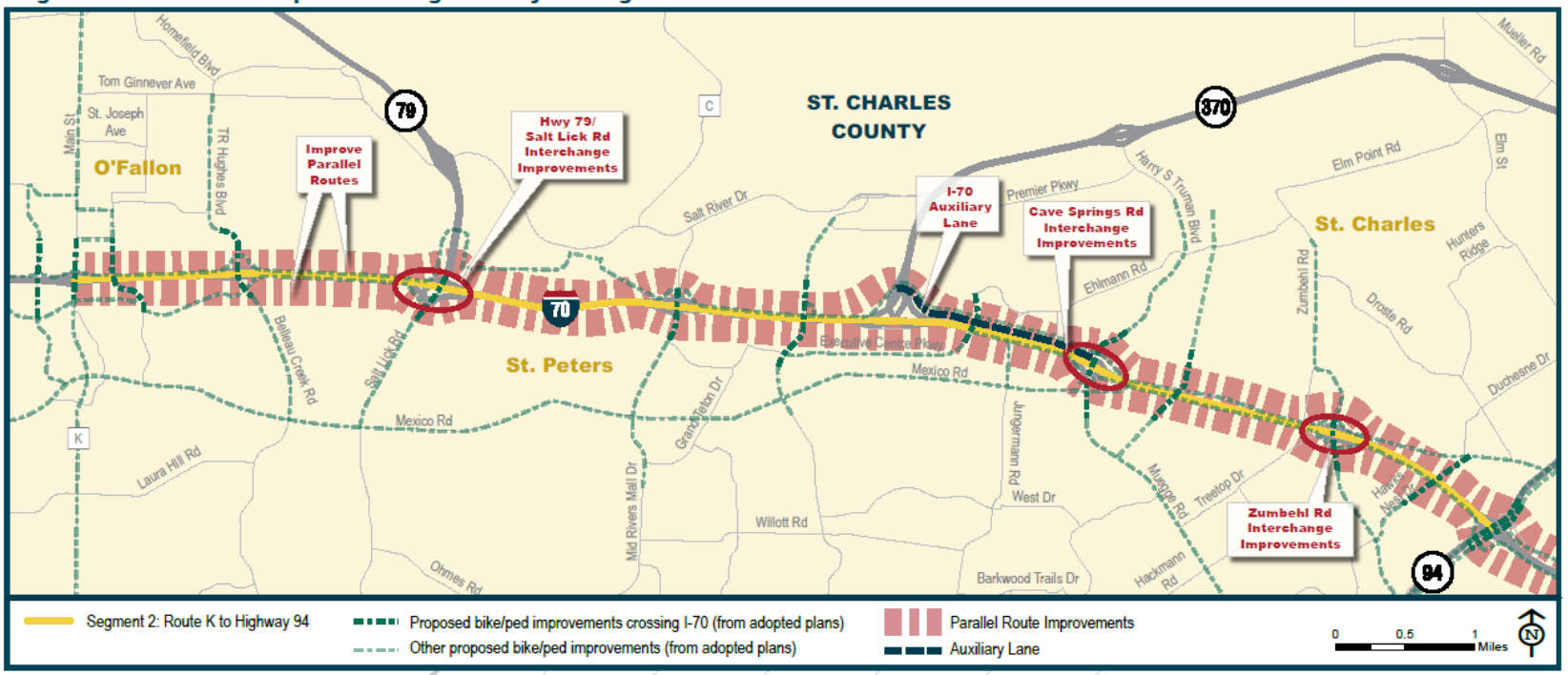
Segment 2 – Illustrative Options for High Priority Strategies



Segment 2 - High Priority Strategies:

Action Description	Improve Parallel Routes (TR Hughes Boulevard to 5th Street)	Hwy 79/ Salt Lick Rd Interchange Improvements Option 1: Full Interchange Reconfiguration	Hwy 79/ Salt Lick Rd Interchange Improvements Option 2: Minor Interchange Improvements	I-70 WB Auxiliary Lane: Add Eastbound and Westbound Auxiliary Lanes (Hwy 370 to Cave Springs Road)	Cave Springs Rd Interchange Improvements: Full Interchange Reconfiguration	Zumbehl Rd Interchange Improvements Option 1: Full Interchange Reconfiguration	Zumbehl Rd Interchange Improvements Option 2: Minor Interchange Improvements
Upgrade infrastructure to better accommodate freight (including implementation of MoDOT and Freightway priority projects)	✓	✓		✓	✓	✓	✓
Improve local/parallel road system	✓	✓			✓		
Improve operations of interchanges		✓	✓	✓	✓	✓	✓
Reduce/eliminate conflict points at interchanges		✓			✓	✓	
Add and/or improve bike/ped facilities crossing I-70; improve bike/ped connections to the larger bike/ped network	Recommended bicycle and pedestrian improvement locations displayed on map.						

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 planed 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?

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?

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?

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

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

THANK YOU!

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Questions?