

Public Officials/Public Briefings Meeting Summary

JULY 18-19, 2018



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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 StratCommRx.

1. St. Charles County Public Officials and Public Meeting Minutes

Subject:	I-70 PEL Public Officials/Public Meeting	Client:	MoDOT
Meeting Date/ Time:	July 18, 2018 4 pm, 5:30 pm	Project:	I-70 PEL Study
Meeting Location:	O'Fallon City Hall	Project Number	MoDOT: J6I3038 Jacobs: C1X32800

Meeting Participants

Public Officials

Janice Bader, St. Mary's Institute
Russ Batzel, City of St. Peters
Joe Cronin, St. Charles County
Steve Ehlmann, St. Charles County
Sally Faith, City of St. Charles
Nick Guccione, City of Wentzville
John Gwaltney, City of Edmundson
Rhoda Gwaltney, City of Edmundson
Justin Hill, Missouri House of Representatives
Ginny Jaskiewicz, St. Mary's Institute
Wade Montgomery, City of O'Fallon
Ben Motil, O'Fallon Economic Development
Mike Phenev, City of O'Fallon

76 Members of the Public

I-70 PEL Team Members

MoDOT

Tom Blair
Matt Burcham
Wesley Stephen
Shaun Tooley
Andy Tuerck
Eddie Watkins

Consultant Team

Tracey Lober (Jacobs)
Kelly Ferrara (StratCommRx)
Heather Lasher Todd (StratCommRx)
Kennedy Moore (StratCommRx)
MaryAnn Taylor Crate (Added Dimension)

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.

- 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.
- 2. Project Update
 - A. A 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

- 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 Zumbahl 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, litter 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: J6I3038 Jacobs: C1X32800

Meeting Participants

Public Officials

Jaqueline Carr, St. Louis County Council
Gary Elmstead, St. Charles County
Robert Irvin, Bel-Nor Building Official
Adam Spector, St. Louis County
Matt Unrein, City of Ferguson

11 Members of the Public

I-70 PEL Team Members

MoDOT
Bill Schnell
Wesley Stephen
Shaun Tooley

EWG
Jerry Blair
Marcie Meystrik

Consultant Team

MaryAnn Taylor Crate (Added Dimension)
Kelly Ferrara (StratCommRx)
Tracey Lober (Jacobs)
Olivia Lackey (StratCommRx)
Kennedy Moore (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. Public Officials

- a. 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.
- b. Have you compared the memorandum about the express lane? We are working on that right now and it will be posted on the website.
- c. 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 pounding 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

- a. 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.
- b. 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.
- c. 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.
- d. 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.
- e. 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.
- f. 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.
- g. 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.
- i. 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: Public
Date: 7/18/18
Time: _____
Place: O'Fallon
City Hall

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

We will oppose any effort to make the outer roads from Zumbert Rd to Cave Springs one way. Improvements can be made while leaving the roads 2 way

Name (Optional): Dennis Wappelhorst
Big St Charles Motorsports
St Charles Harley-Davidson



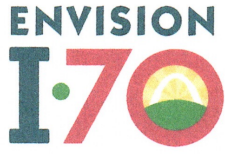
Meeting: Public
Date: 7/19/18
Time: 5:30
Place: O'Fallon

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

As a resident/business owner along I-70 between Zumbert & Cave Spring Interchanges, I vehemently oppose making the service roads one-way. Business & resident owners are organizing to oppose any such plans. We intend to make our concerns felt at every level of government and with citizens who vote.

Name (Optional): Ray Landfort



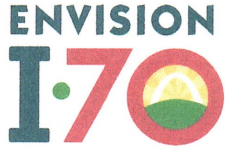
Meeting: 7-18-2018
Date: Same Dat
Time: 5:30
Place: O'Fallon

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

Any proposals for public transportation in St. Charles County?

Name (Optional): Liana Mulick



Why does highway 240/64 look so much better than I-70?

Meeting: Public
Date: 7/18/18
Time: 5:30
Place: O'Fallon

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

Trash & litter along I-70 looks horrible to residents and visitors, There should be a PLAN for that. The guy that spoke on this topic seemed not to think this was important.

Name (Optional): _____



Meeting: Public
 Date: 7-18-18
 Time: 5:30/7 PM
 Place: O'Fallon

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

HIGHWAY 70 + THE INTERCHANGES DO NEED ATTENTION + THIS PART IS GOOD
 PLEASE DO NOT MAKE THE PARALLEL ROAD SYSTEM ONE WAY. OUR MAIN CONCERN IS THE SEGMENT 2 HWY K TO HWY 94

Name (Optional): BICK PUNDOMANN



Meeting: Envision I70
 Date: 7-18-18
 Time: 5:30
 Place: O'Fallon City Hall

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

Do Not Want One Way Service Roads Between Cave Springs and Mio Rivers Mall Drive Interchanges. This was brought up on the last improvements on I-70 and was turned down by business owners and residents.

Name (Optional): DAVE ZEISER DAVE SINCLAIR LINCOLN ST PETERS



Meeting: MoDOT #OFFALON
 Date: 7-18-18
 Time: 5:30
 Place: OFFALON MO

MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

WE ARE HERE AS A SMALL BUSINESS WITH CONCERNS OF THE OUTER ROADS. IMPLEMENTING SINGLE WAY ON THESE ROADS WILL BE A DETRIMENT TO OUR BUSINESS AND AFFECT OUR CUSTOMER BASE.

Name (Optional): Denise Morelli St Charles Rest Equipment



Meeting: Public Meeting
 Date: July 18, 2018
 Time: 5:30pm - 7:00pm
 Place: Offallon City Hall

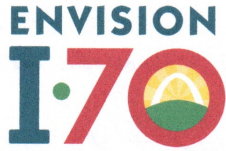
MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

- ① why not make hwy 70 a toll road?
- ② " " complete south henke road so you can go west on hwy 64 and won't have to go thru stop lights on Lake St Lewis MO
- ③ make hwy 64 hwy 70 high priority funding

Name (Optional): Don't feed all that traffic into one lane going west.

LPE DORNA 1222 @ charter.net
 LPE COSTELLI @ 314 341 1759



Meeting: Public
Date: 07-18-18
Time: 5:30
Place: O'Fallon

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 lunacy. On the overpass, cars are coming at you from every direction, with stop & go traffic - RED LIGHTS GREEN LIGHTS.

Name (Optional): Richard Gunter Box 393 O'Fallon Mo 63366 636-447-4344

DRIVING NORTH ON MID RIVERS DRIVE, two lanes suddenly become three lanes and then back to two lanes. Many times, people who want to get to old town (quick trip) are not able to do

so, because of traffic volume, and are forced to go west on Hwy 70 to Hwy 79 and double back on Brown Rd.

Same thing westbound on Hwy 70. If you want to get to the Mall and you are in the outer lane, with a lot of traffic, the sign says "traffic must turn left" and so you must double back to Cave Springs and then go west on Mexico Road.

Don't know who came up with this configuration, 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?



Meeting: Public Meeting
Date: 7/19/18
Time: 5:30pm
Place: UMSL

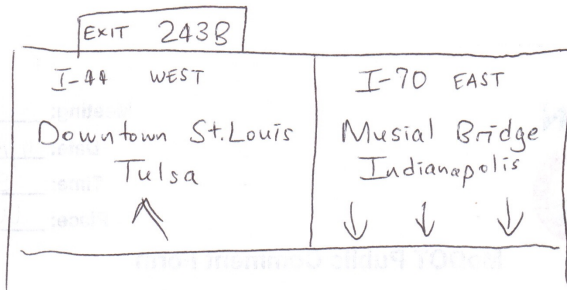
MoDOT Public Comment Form

Please leave any comments below. We appreciate your input.

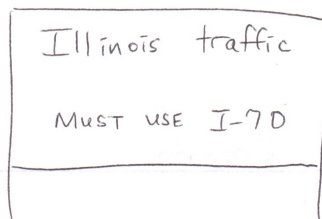
Since express lanes are now solely EB, I suggest changing signs approaching them to be clear you cannot re-enter I-70 from them. See back

(possibly re-number express lanes as I-44 extension)

Name (Optional): John Brocato



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 I70 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 Zumbahl 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

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 chasing 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. Sandfort, 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 Envision 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 business 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 HHGregg, 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 Prouhet
General Manager



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