

## **Appendix C**

# **Public Involvement Materials**

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C.1 - Stakeholder Briefing Summary Report

C.2 - Commuter Survey Report

C.3 - Agency Collaboration Summary

C.4 - Community Advisory Group Meetings Summaries

C.5 - Technical Advisory Committee Meeting Summaries

C.6 - Public Information Meeting Summaries and  
Alternatives Maps

C.7 - Project Re-Start Data

C.8 - Distribution List



## **C.1 - Stakeholder Briefing Summary Report**





**I-270 North Environmental Assessment  
Stakeholder Briefing  
Summary Report**

**Submitted by:  
Vector Communications  
Sub-Consultant to CH2M HILL**

**August 22, 2013**

## Study Overview

Public involvement for the *I-270 North Environmental Assessment* kicked off with stakeholder briefings from May to July 2013. Stakeholders were defined as elected officials, community leaders, subdivision trustees, business owners, and developers within the study corridor. These briefings allowed the team to uncover potential environmental impacts of which the selected local stakeholders were closely aware. Considering such impacts early in the planning process allows the team to create solutions for each issue to be avoided, minimized or mitigated as the study moves forward. Meeting with stakeholders also helps determine whether the selected alternative will meet the study's goals while addressing the community's needs. *Appendix A lists the names of stakeholders briefed.*

The briefings included an introduction to the assessment process and 14 questions that ranged from what issues people encounter when traveling the corridor to how they want to be engaged during the study. This report outlines the major themes revealed in the stakeholder's comments. *The actual stakeholder questionnaire is attached in Appendix B.*

## Summary of Themes

### Question #1: *What do you use I-270 for and how do you use it?*

Eleven (11) of 25 stakeholders interviewed indicated that they use I-270 to commute for work purposes. The chart below shows the break down of response types provided.

| Question 1 Themes | # of References |
|-------------------|-----------------|
| Work              | 11              |
| Misc.             | 5               |
| Family            | 4               |
| Shopping          | 4               |
| Church            | 2               |
| Recreational      | 2               |

Most respondents stated they use the corridor for work-related travel. This travel included visiting satellite offices or clients and attending meetings. In addition, some stakeholders mentioned that they often travel the corridor to get to other parts of the region for events or meetings. Other uses identified included visiting friends and family, shopping, attending church and frequenting recreational venues.

*Question 1 verbatim stakeholder comments are listed in Appendix C.*

**Question #2: What are the problems you see with how I-270 currently operates?**

Most comments regarding the interstate’s operational problems focused on congestion and unsafe entrance and exit ramps.

| <b>Question 2 Themes</b> | <b># of Stakeholders References</b> |
|--------------------------|-------------------------------------|
| Congestion               | 10                                  |
| Entrance & Exit Ramps    | 10                                  |
| Misc.                    | 5                                   |
| Weaving                  | 5                                   |
| Interchanges             | 4                                   |
| No to One-Ways           | 2                                   |
| Safety Concerns          | 2                                   |

Stakeholders overwhelmingly identified two areas where congestion is the most concerning. These areas included: the stretch between Lindbergh and West Florissant during the evening rush hour and the interchange at I-270 and I-70 during morning and evening rush hour. Equally, respondents identified entrance and exit ramps as a problem throughout the corridor. The specific ramps indicated were at West Florissant, I-70, St. Charles Rock Road and Highway 367. Specifically, stakeholders mentioned issues with weaving to get on and off at these interchanges.

Other problems mentioned were lack of safety due to drivers ignoring or not having proper way finding signage. Respondents said that accidents often occur near the identified problem interchanges because drivers are not aware of upcoming exits or have to maneuver between cars to enter or exit the interstate.

*Question 2 verbatim stakeholder comments are listed in Appendix D.*

**Question 3: When you travel on I-270, which movements are the most difficult to make?**

Again, congestion was the number one problem repeated by stakeholders. Additional comments focused on the need for better wayfinding. Respondents who frequently drive in the area were aware of lane changes, upcoming exits and speed limit changes. However, respondents indicated that drivers who are not familiar with the corridor seem to have a difficult time navigating. These new drivers seem to cause added congestion and weaving issues because they often miss exits or do not align their cars in an adequate amount of time to get to where they want to go.

Two areas specifically mentioned and repeated were the double-lined east bound exit for I-70 and the newly reconfigured east bound Lindbergh exit.

| <b>Question 3 Themes</b> | <b>Comments</b> |
|--------------------------|-----------------|
| Congestion               | 6               |
| Entrance & Exit Ramps    | 5               |
| Misc.                    | 5               |
| Weaving                  | 2               |

*Question 3 verbatim stakeholder comments are listed in Appendix E.*

***Question 4: Are you aware of any sensitive environmental issues within the study area?***

| <b>Question 4 Themes</b>    | <b>Comments</b> |
|-----------------------------|-----------------|
| Misc.                       | 7               |
| Little Creek Nature Reserve | 3               |
| Columbia Bottoms            | 2               |

Stakeholders identified some sensitive environmental areas to consider, including the Little Creek Nature Reserve, Columbia Bottoms at the Chain of Rocks Bridge, and two historic homes facing the interstate along Dunn Road at Hanley Road. Stakeholders also emphasized the importance of DePaul Hospital to this part of the region. It is the only trauma hospital in North County and serves many patients from St. Charles County and residents from along the entire corridor. In addition, stakeholders were concern about the overall impact of new construction on the area's streams.

*Question 4 verbatim stakeholder comments are listed in Appendix F.*

***Question 5: Are you aware of any potential development projects and planning activities within the study area?***

| <b>Question 5 Themes</b> | <b>Comments</b> |
|--------------------------|-----------------|
| Misc.                    | 9               |
| West Lake Landfill       | 2               |

Various new development projects were mentioned. These projects range from major planned developments in the City of Bridgeton, to individual developments at local churches or involving smaller properties along the corridor.

*Question 5 verbatim stakeholder comments are listed in Appendix G.*

**Question 6: What would you most like to see improved in the I-270 corridor?**

The most cited desired improvement was to interchanges. As mentioned above, stakeholders would like to see the interchange at I-70 improved over all others. The primary concern described was that traveling I-270 northbound toward the I-70 interchange causes issues if drivers aren't aware of the double lined exit lane. In addition, the close proximity of the St. Charles Rock Road exit also contributes to cars weaving.. The next most pressing improvement was for on and off ramps. The current configuration of ramps was said to be unsafe. Overall, safety was a major concern for stakeholders, as many commented on the number of accidents and potential accidents within the corridor.

| <b>Question 6 Themes</b> | <b>Comments</b> |
|--------------------------|-----------------|
| Interchanges             | 5               |
| Entrance & Exit Ramps    | 4               |
| Address Safety Issues    | 3               |
| Altering Lanes           | 3               |
| Misc.                    | 2               |
| Access                   | 2               |
| Congestion               | 2               |
| Economic Development     | 2               |
| Aesthetics               | 2               |

*Question 6 verbatim stakeholder comments are listed in Appendix H.*

**Question 7: What is your vision for an improved future I-270?**

Stakeholders' comments ranged from improving the landscaping maintenance and aesthetics of the interstate to maintaining two lanes on the outer roads. Most stakeholders did not see the benefit of reducing the outer roads to one lane. Overall, stakeholders would like to see a well maintained interstate with reconfigured interchanges that allow for safe and easy to access multi-modal transport.

Comments included suggestions for increasing the multi-modal function of the interstate. Stakeholders want to see the interstate embrace various transit functions like bus rapid transit, light rail, and car pool lanes. In addition, respondents would like more pedestrian friendly amenities and configurations such as sidewalks, new pedestrian bridges, and better wayfinding.

| Question 7 Themes | Comments |
|-------------------|----------|
| Aesthetics        | 4        |
| Access            | 4        |
| Misc.             | 4        |
| Adding Lanes      | 2        |
| Construction      | 2        |
| Multi-Mode Travel | 2        |
| One-Ways          | 2        |
| Signage           | 2        |

Question 7 verbatim stakeholder comments are listed in Appendix I.

**Presentation Request:**

Seven stakeholders affirmed that the team should present at a group meeting. Other stakeholders thought it best to wait until the plan was almost complete before their groups would be interested in a presentation. *Verbatim stakeholder comments are listed in Appendix J.*

| Presentation Responses | Comments |
|------------------------|----------|
| Yes                    | 7        |
| No                     | 6        |
| Maybe                  | 4        |

*Other Comments:*

Stakeholders were given the opportunity to provide additional comments. Most remarks were general questions about the process. Certain comments required additional follow up by the team. *Verbatim stakeholder comments are listed in Appendix K.*

| Additional Comment Themes | Comments |
|---------------------------|----------|
| General Questions         | 8        |
| Follow Up                 | 2        |
| Project Support           | 2        |
| Misc.                     | 2        |

**Conclusion**

Briefings with the *I-270 North Environmental Assessment* corridor stakeholders was an opportunity to discuss the project and gain insight from those directly impacted by the planned improvements. The most pressing concern for these stakeholders was congestion and dangerous traffic flow patterns at interchanges and on/off ramps. The stakeholders' comments will assist the study team in developing solutions to address the identified issues along the corridor.

**APPENDIX A**

| <b>First Name</b> | <b>Last Name</b> | <b>Title</b>                                 | <b>Organization</b>                                    |
|-------------------|------------------|--|--|
| Kim               | Bakker           | Director of Community Relations              | SSM DePaul Health Center                               |
| Michelle          | Beckham          | Shift Manager                                | Burger King  |
| Heather           | Blacketer        | Regional VP Leasing, Central Region          | Brixmor Property Group<br>(Clocktower Plaza)           |
| Vessie            | Bradley          | Trustee                                      | Summerwood Condominiums                                |
| Conrad            | Bowers           | Mayor  | City of Bridgeton                                      |
| Marielle          | Brown            | Bicycle and Pedestrian Planning Manager      | Trailnet   |
| Hazel             | Erby             | St. Louis County Councilwoman (1st District) | St. Louis County Council                               |
| Tina              | Garrison         | Vice President Operations                    | DePaul Hospital  |
| Brian             | Goldman          | President/CEO                                | Northwest Chamber of Commerce                          |
| Jerry             | Grimmer          | Councilman - Ward 2                          | City of Bridgeton                                      |
| Kitty             | Harrison         | Marketing Manager                            | Johnny Londoff Chevrolet, Inc.                         |
| Damon             | Harvey           | Pastor's Assistant                           | Grow 2 Go Church (formerly St. Louis Christian Center) |
| Mrs.              | Carr             | Pastor's Assistant                           | Grow 2 Go Church (formerly St. Louis Christian Center) |
| Sean              | Hogan            | President                                    | DePaul Hospital  |
| Don               | Hood             | City Administrator, Chief of Police          | City of Bridgeton                                      |
| Bishop L.O.       | Jones            | Founder                                      | Greater Grace Church                                   |
| Kimberly          | Lackey           | Attorney                                     | Paraquad   |
| Johnny            | Londoff          | Owner  | Johnny Londoff Chevrolet, Inc.                         |
| Carolyn           | Marty            | President                                    | Greater North County Chamber of Commerce               |
| Daryl             | Meese            | Lay Minister                                 | North Hills United Methodist Church                    |
| Heather           | Navarro          | Executive Director                           | MO Coalition for the Environment                       |
| Mike              | O'Mara           | St. Louis County Councilman (4th District)   | St. Louis County Council                               |
| Rev. Susan        | Sneed            | Reverend and Community Organizer             | MCU  |
| Darryl            | Vandiver         |  | The Desco Group (Grandview Plaza)                      |
| Honorable Ann     | Wagner           | Congresswoman, 2nd District of Missouri      | U.S. Congress  |
| Almaree           | Williams         | Trustee                                      | Hanaway Manor South Subdivision                        |

**I-270 North Environmental Assessment  
Stakeholder Briefing Guide**

Interviewers: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

Stakeholder Name: \_\_\_\_\_ Of: \_\_\_\_\_

**Study Overview:** The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting a study called the I-270 North Environmental Assessment. The study is intended to address safety, mobility, congestion, accessibility, and aging infrastructure along I-270 in North St. Louis County.

The study area for the I-270 North Environmental Assessment is the I-70 interchange on the west to the Chain of Rocks Bridge on the east.

The purpose of an environmental assessment is to identify proposed improvements, analyze the potential environmental impacts and recommend actions for avoiding, minimizing, or mitigating them.

The study is expected to last 18 months.

(refer to Fact Sheet and the timeline)

**Public Involvement:** The study’s outreach and public involvement process will:

- Inform and educate stakeholders and the public about the project;
- Maintain open lines of communication between the study team and the public; and
- Obtain citizen input at study milestones.

Questions:

1. What do you use I-270 for and how do you use it? (i.e. commuting, recreation, business, etc.)
2. What are the problems you see with how I-270 currently operates? (seek specific responses – i.e. not just congestion or safety, but find out where, when, and why?)
3. When you travel on I-270, which movements are the most difficult to make? (i.e. what exits, weaves, two-way outer roads, slip ramps are hard for you to maneuver)
4. Are you aware of any sensitive environmental issues within the study area? (I.e. parks, recreation areas)
5. Are you aware of any potential development projects and/or planning activities within the study area?
6. What would you most like to see improved in the I-270 corridor? (i.e. safety, slip ramps, capacity)
7. What is your vision for an improved future I-270?
8. How would you like to be kept informed and engaged?
9. What are the best ways to keep your constituents informed about this study?
10. (If applicable) Would you like the study team to make a presentation to your organization or constituents about the project's purpose, activities and outreach efforts? (If yes, when and with whom should we follow-up on scheduling and logistics?)
11. What other individuals or groups should we speak to about this study in order to help ensure people are informed and involved?
12. We are establishing a mailing list (preferably email) of residents and stakeholders to whom we will send study information and public meeting notices. Do you have a mailing list that we could add to our study database? (If

yes, how may we obtain this list from you?) If no, are you willing to forward information to your list?

13. (If applicable) We are forming a Community Advisory Group made up of community leaders and stakeholders like your self. The role of this group will be to: review study information and provide input; serve as study ambassadors; and inform the study team of community sentiment. Would you be willing to serve on our Community Advisory Group? It will meet four times during the next 18 months with the first meeting on Tuesday, July 16<sup>th</sup> at 4:00 p.m. at Hazelwood Civic Center East. You will receive an invite letter in the mail.
14. Do you have any other questions or comments?

*Question 1: What do you use I-270 for and how do you use it?*

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| <ul style="list-style-type: none"> <li>All three of my kids live off Manchester so if I do anything with grandkids or kids, it's 270. For shopping, I stay in Florissant. It is more for visiting folks who have moved out of North County. Five new ribbon cuttings this month so business is improving. These are not free standing buildings. Rents are reasonable. Businesses like the location. Reopening of restaurant, Chicago folks bought the cinema in Jamestown Mall for first runs, etc. Not a lot of areas on 270 where there is a lot of development. Ask Rebecca Zoll.</li> </ul>  |
| <ul style="list-style-type: none"> <li>At my previous job I used it a lot to go from Clayton to Alton – would go 170 to 270 East and go 367 to Alton</li> </ul>   |
| <ul style="list-style-type: none"> <li>Church purpose as natural line to attract people to come to GCC. 100,000 cars a day drive by from what we learned. When we put a sign on the building, we caught people's attention. Working with Ferguson for LED sign. 270 is location, location location for marketing and advertising you can see locally. Has helped increase attendance 50% visitors say they came for seeing the sign. 30% have made it their church. 600 members. Before in Moline Acres could not see us off Chambers Road. So important for us to have visibility.</li> <li>Lot of parishioners live in the area but we are regional – Alton, St. Peters, O'Fallon, St. Louis City. Plus we have several programs. People say it is easy access because of 270. Take Washington Elizabeth or W. Florissant.</li> </ul> |
| <ul style="list-style-type: none"> <li>For shopping – going to St. Louis Mills</li> </ul>   |
| <ul style="list-style-type: none"> <li>Gateway to the East. Take my grandsons to Granite City speedway. Use it for recreation mainly to Alton. Being retired I use it for the East end regional access. I am very happy with 367. It was excellent and I was raised in that area.</li> </ul>  |
| <ul style="list-style-type: none"> <li>I don't use I-270 too often. I live in the city and my husband goes to school at UMSL so that's as close as I come to it.</li> </ul>   |
| <ul style="list-style-type: none"> <li>I travel a lot and use 270 to get out of town. I take my car to be repaired in midrivers and South County. I shop in West County so I travel for that. I go visit family at 270 and Lilac and the post office.</li> </ul>  |
| <ul style="list-style-type: none"> <li>I use 270 a lot going east more frequently. I go west periodically from McDonnell Blvd. going to work related functions.</li> </ul>  |
| <ul style="list-style-type: none"> <li>I use I-270 for all reasons to go to work, it's part of my territory for my job so I drive it everyday. I also live close to the area in Creve Coeur.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Paraquad has numerous participants that live in the area who access via bus or call a ride</li> </ul>  |
| <ul style="list-style-type: none"> <li>Travel for work and meetings.</li> <li>DePaul Hospital Physician offices along the corridor. Vast majority of DePaul Hospital patients come from the North (Hazelwood / Florissant and immediate</li> </ul>  |

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| <p>area) and some from St. Charles.</p> <ul style="list-style-type: none"> <li>• 20% of the patient population who need hospital care in St. Charles come to DePaul for care.</li> </ul>                                   |
| <ul style="list-style-type: none"> <li>• Use it a lot for personal and business. Son lives off 270 and West Florissant. Four days out of seven travel I-270 in North County. Other relatives live up there too.</li> </ul> |
| <ul style="list-style-type: none"> <li>• We have properties along the corridor; typically I don't use that corridor for travel.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Work and shopping. Will go to Grandview to shop.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Yes mostly in West County. Sometimes in Boeing area.</li> <li>• I travel 270 for friends and recreation.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Yes, for work and as part of my commute – church, shopping, visiting – a few times a week.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Commuter - to/from Illinois; business - access and deliveries &amp; several crew members commute from IL</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Customers for businesses in Plaza</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Access for customers, deliveries</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Work trips</li> </ul>   |

*Question 2: What are the problems you see with how I-270 currently operates?*

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| <ul style="list-style-type: none"> <li>• At Florissant Road and 270 going North/East the exit from 170 to Florissant road is too short and it becomes really congested there with lots of weaving.</li> <li>• Coming from 367 to 270 going on and off is really difficult. The intersection is really small and the merging onto the highway is really too fast which causes weaving or you will be back on the 367 road again.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Congestion starting at McDonnell Blvd. or Lindbergh and goes all the way to Illinois. Particularly to New Florissant Road.</li> <li>• If driving all the way along I-270 roads get smaller. Need third lane on bridge to ease traffic around Chain of Rocks Bridge.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Congestion, exiting off I-270 onto Dunn Road.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Congestion. Rush hour congestion as soon as you come around the curve to go East-West at Lindbergh on, it is almost useless. I make a point to avoid it.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Even with the changes at Lindbergh there is still a bottleneck at rush hour. When people are coming from south Lindbergh to 270 there is a very short stretch to enter traffic.</li> <li>• The traffic on the east end seems to move pretty well even during high traffic.</li> <li>• I usually use the New Halls Ferry and Dunn road on and off ramp. When cars are coming off 270 to go to I-170 they have to weave with the people getting on the highway at New Florissant before Hanley.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Getting off the highway at Hanley onto Dunn road it's difficult to get onto 170 unless you drive up to Hanley.</li> <li>• Changing speed limits in different municipalities was an issue.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Hard time getting on the highway. You have to go past Florissant Road along Dunn Road to get on an on-ramp. Need more on-ramps so we don't have to go down 3-4 blocks to get on.</li> <li>• At west Florissant to get on the highway there are a lot of accidents because people don't yield for others.</li> <li>• Definitely don't want to make Dunn Road one-way because it would be a problem to get to any of the amenities along the outer road and get back home. You would have to cross the highway just to get back home instead of a direct route.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Haven't had too many calls about 270N. Congestion is always an issue – a 15 min drive turns into 45 mins. 270 is so convenient that everyone takes it and its congested. Rush hour is the worst.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Haven't heard any issues with the highway from partners</li> </ul>   |
| <ul style="list-style-type: none"> <li>• I have not heard of any issues</li> </ul>  |

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| <ul style="list-style-type: none"> <li>• Lot of congestion when I used to work at Journal. Traffic is a bottleneck at Lindbergh Blvd. Now everyone has to get off one ramp whether going north or south and that has helped some.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Major traffic problems exiting 270 to St. Charles Rock Road going to DePaul.</li> <li>• Emergency vehicles coming from North going South to exit at St. Charles Rock Road can wait at interchange for at least 10 plus minutes because lights don't work and timing is off.</li> <li>• Coming from the South - cutting across lanes of traffic</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Overcrowding - rush hour - morning commute.</li> <li>• Certain interchanges - Maryland Heights expressway, Rock Road, 70 east and west people crossing over the double lane is dangerous.</li> <li>• In Hazelwood, the new Lindbergh exit is tricky and people aren't used to getting off there yet. They pass the exit all the time.</li> <li>• I usually use 40 or 70 to get over to Illinois so my route usually stops at 1-170.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• We love where we sit next to 270. On Dunn Road side of I-270 and I want to go to N. Halls Ferry Road, to exit onto 270 going west - you are trying to enter when someone exiting and on the north side, you have to enter the highway and have to fight traffic.</li> <li>• Would nice to have SPUI. But not same problem on South side. Many more problems on North side. The problem is though needing the ramp to go west even at W. Florissant. That is a little tricky there when want to go west on 270.</li> <li>• The ramp you take to exit onto Dunn Road on the north side is bad. Southside is simpler. Same on New Halls Ferry Road on north.</li> <li>• Confusing crossover slip ramps. Why is one side of the highway different from the other side?</li> <li>• 367 is great. Only problem is closer accessibility to stores if you miss it.</li> <li>• Watching the traffic here, it seems to be in evening going east, problem is much further down east but can't tell exactly where congestion is taking place. For some reason, there is always traffic going east at west of Lindbergh to W. Florissant and you can't tell way.</li> <li>• Backup between Halls Ferry and Elizabeth going west in the morning and most accidents at West Florissant.</li> <li>• The ramp from 270 to 367 going north - when rains, cars in ditches - merging traffic on cloverleaves is bad.</li> <li>• When people on Page exiting to 270 south, lots of accidents in the rain.</li> <li>• W. Florissant -for those who want to go 270 west, have stoplights at Pershall and Dunn Road.</li> <li>• Lanes don't merge well particularly when you exit coming from the West and want to turn left.</li> </ul> |
| <ul style="list-style-type: none"> <li>• We see access is an issue because of the grade separated highway. It's mostly a mental barrier.</li> <li>• In the areas of interchanges and slip ramps it can be very dangerous for bikers and walkers.</li> <li>• For one way versus two way outer roads - we prefer two way because it reduces</li> </ul>  |

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| <p>the chance that bikers have to go out of their way to access the road. It diverts traffic and increases miles for a small speed gain. Also, we've seen bikers go against traffic on one way roads and this is dangerous.</p>   |
| <ul style="list-style-type: none"> <li>• When going west from McDonnell Blvd the cars are weaving going cross the highway at 370, which makes the drive hard.</li> <li>• Going East from St. Charles to Lindbergh has improved a lot with the new changes.</li> <li>• The slip interchanges are difficult because the grass isn't cut and you can't see over the high grass at Dunn Road and New Florissant/Hanley.</li> <li>• The easements and side areas along the highway are not well maintained with shrubs and grass.</li> <li>• 270 at West Florissant is a horrendous interchange, there is a lot of traffic going to the shopping there.</li> <li>• The lane to turn left onto westbound 270 gets really backed up. Trying to go west on Pershall, right on West Florissant, and left on 270 is often impossible trying to dodge traffic or get into traffic, because you have to cross over a lot of traffic.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• You have to cross two lanes of traffic and there are trucks going west and major traffic at 70 and 270 interchange is very dangerous with the criss crossing in a very short amount of time.</li> <li>• The entire Rock Road needs to be re-done because it is so deteriorated due to heavy truck traffic. Emergency vehicles have a hard time getting down the road. There are no shoulders on the Rock Road and the emergency vehicles have to drive in the grass to get to DePaul.</li> <li>• Lots of traffic will come down the rock road for speed.</li> <li>• There are no shoulders on the exit ramps.</li> <li>• Timing of the lights doesn't impact emergency vehicles because they need an avenue to bypass normal traffic. Coming from the North to St. Charles Rock Road – will take 70 E and get to St. Charles Rock Road instead of 270. These issues occur during working hours, but before 7 am is not an issue.</li> <li>• The crisscrossing at the 70/270 interchange is an issue going north all day long.</li> </ul> |
| <ul style="list-style-type: none"> <li>• West Florissant &amp; Pershall - safety concerns, lots of accidents at the intersection. Backups on WB 270 every morning (8 am);</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Off-ramp location and crossover. Not familiar with crashes</li> </ul>  |
| <ul style="list-style-type: none"> <li>• No noticeable problems compared to ten years ago.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Congestion on I-270 AM/PM, interchange problems, left turn issues, slip ramps</li> </ul>   |

*Question 3: When you travel on I-270, which movements are the most difficult to make?*

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| <ul style="list-style-type: none"> <li>• 367 getting off. Not enough space to navigate on and off ramps or you will be off at another exit. I.e. Florissant road to Elizabeth.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• When coming off 270 onto Dunn road at west Florissant, slight hill there.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• All of the on and off ramps with the cross crosses are dangerous.</li> <li>• No service roads near DePaul and they could be a real plus from St Charles Rock Road up to McDonald there is not a single exit from St. Charles Rock Road to Mo Bottom Road.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• If I'm getting off at New or Old Halls Ferry Road, get to lights and get stuck, not a good traffic flow. New Halls Ferry and Old Halls Ferry. Once you get past North Hanley exit going east, it starts to slow down.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Double lines from I-270 interchange at 70. I pretty much know where I am going, but for people who don't know where they are going they can often pass up the exits and wrapping around is difficult and there is no second chance to get back to where you were aiming. Needs better signage to let people know what exits are coming up.</li> <li>• Too many little municipalities trying to catch people with the changing speed limits is very confusing.</li> <li>• Worst on/off was at the Page Extension.</li> <li>• I-270 at the Rock Road is often an issue because it comes up really quick after the 70 exit. People who missed the 70 exit dart over to get off at the Rock Road.</li> <li>• The Dunn Road and West Florissant on off ramp seems very dangerous.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Double stripe lines at 70/270 interchange mess things up more because some people ignore it or don't know and the people who do know about it don't want to let them in and makes it more congested.</li> <li>• The 40 to 70 stretch is particularly awful. Congestion at two major highways is going to be a headache.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Ensure there are enough frequent, safe, and delightful crossings of I-270 to allow people to get across and engage in other communities. The narrow pedestrian bridge is not enough. MoDOT needs to make sure it's inviting and delightful.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• From Hanley going East and crossing two lanes. One ends into exit only lane and then you have to cross over again.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Getting off W. Florissant is always congested; sometimes have to wait through two lights.</li> <li>• New Halls Ferry traffic so congested people run through the light so when your light is green, you can't go anywhere. People block intersection. Also getting onto W. Florissant and New Halls Ferry.</li> </ul>   |

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| <ul style="list-style-type: none"> <li>• Getting on East bound 270 at Hanley people are getting off at New Florissant and it gets congested and people are weaving and cutting drivers off.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• I really don't have a problem. I know the area well so I plan ahead when I'm about to make a turn. But people who don't do it all the time could get frustrated.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• I usually don't drive when there is a lot of traffic. I usually drive during the day time because I'm retired. The traffic is very congested during rush hour and almost a stand still. Getting over to get on to 270 at 70 can be an issue.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• On and off ramps are very tight, especially at 367 with the cloverleaf</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Usually the entrances getting on the highway at 367 are not a long enough distance on the on ramp to get on the highway, so people don't yield and allow drivers to get on the highway. People don't have common courtesy to allow the car to switch places.</li> <li>• Turning the outer roads into one way would not be a good idea because that is one of the main entrances to get into the Hathaway Manor South subdivision. We only have three entrances. By making Pershall one way that would put more traffic on the other streets and they may not be equipped to carry that much traffic.</li> <li>• Buses (Metro) use Pershall road and if they can't they may be forced to use smaller subdivision streets.</li> </ul> |
| <ul style="list-style-type: none"> <li>• When accidents, police leave the cars in the most inappropriate places.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Will use the New Halls Ferry Interchange to get to work (avoids the West Florissant Interchange) gets off WB I-270 at New Halls Ferry &amp; takes Pershall to Burger King - also tells new employees coming from the east to do the same.</li> <li>• When problems on I-270, Dunn Rd is very congested &amp; then there is no way to get home quickly.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Same as previous</li> </ul>   |
| <ul style="list-style-type: none"> <li>• None</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Florissant Road interchange, Washington/Elizabeth interchange</li> </ul>  |

*Question 4: Are you aware of any sensitive environmental issues within the study area?*

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| <ul style="list-style-type: none"> <li>• All of the parks seem to be far back from the highway zone. I don't know of any major issues.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Ann Mack would know better.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• At the confluence – that is a beautiful place to see the bald eagles where lots of people like to come and visit</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Environmental – no burial grounds he knows of. Lot of debris from original 270 is around here underground. Little park across the street by St. Louis Christian College that is owned by Hazelwood School District.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Have to determine later.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Landfills.</li> <li>• Bees near airport.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Little Creek Nature Reserve.</li> <li>• 2 Historic houses at Graham &amp; 270 - Gastemeyer House.</li> <li>• Florissant Road and 270 there is a historical home.</li> <li>• McCluer High School.</li> <li>• Columbia Bottoms near the river.</li> <li>• Missouri Habilitation Center at Bellefontaine - family, workers, medical staff</li> </ul>  |
| <ul style="list-style-type: none"> <li>• No environmental issues.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• No maybe when dig up outer roads, there have been some old gas stations at the interchanges.</li> <li>• Johnny Londoff. If reconfigure soil could find some things.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No. Talk to Old Town Florissant.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Not that I'm aware of.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• St. Charles Rock Road – Bridgeton – Earth City with the landfills.</li> <li>• Any stream crossings – construct can cause pollution of the water with debris in the waterway.</li> <li>• More pavement impacts the quality of nearby streams. Widening the highway is a concern for us because of the impact on the land, traffic, and contributing to sprawl – air quality, water quality, sprawl. Columbia bottoms at the chain of rocks bridge area.</li> <li>• Parks receiving federal funds – have another set of regulations (state, county parks) – how will they be impacted by noise, air, water, and accessibility?</li> <li>• Conservation area – 270 and 367.</li> <li>• Flood plain impacts? – It all depends on the scope of the project.</li> <li>• Impaired streams get extra protection – will ask Lorin Crandall to review streams in the area with GIS Mapping.</li> </ul> |
| <ul style="list-style-type: none"> <li>• The parks are usually back off the highway.</li> </ul>   |

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| <ul style="list-style-type: none"> <li>• There is a nature reserve right next to our complex. Little Creek has animals and the schools usually bring kids up there for field trips. It's a big area that goes up to west Florissant and beyond.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• There is nothing right adjacent to 270 that I'm aware of.</li> <li>• Nature reserve.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• We have gotten lots of feed back about accessibility in that area. Our participants have difficulty using bus stops because certain areas in the corridor – call a ride does not service on a regular basis.</li> <li>• Accessible bus stops are an issue because they are not very accessible to participants.</li> <li>• At the rock road MetroLink there has been good feedback about the ease of use. It is not too far walking from the busses to the train. Good parking.</li> </ul> |
| <ul style="list-style-type: none"> <li>• DePaul is the only trauma center for 400,000 lives in North County – head injury, strokes, next one is St. John's – Christian gave us designation – this increases ambulance care. Can give stats about ambulance calls in a given day</li> </ul>  |
| <ul style="list-style-type: none"> <li>• DePaul is medical control for the airport, Robertson, Hazelwood, Pattonville Community, West Overland, (get lots from Maryland Heights). They will bring their patients to DePaul. The ambulance traffic has grown significantly over the last 5 years and this makes the logistics very dangerous. There is an economic impact on the city for people avoiding the hard navigation.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• None. Wants the vegetation on slope in front of business cut.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No</li> </ul>  |

*Question 5: Are you aware of any potential development projects and planning activities within the study area?*

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| <ul style="list-style-type: none"> <li>• Bridgeton and West Lake Landfill work happening around 70 and 270. There has been conflict with radioactive waste. Republic Services owns landfill. Westlake landfill has radioactive waste – lots of remedial action to put out underground fires and cap the smell. MDNR working with Owners and EPA who has jurisdiction on the northern portion. Heavy work started in early May.</li> <li>• Rapid Transit Connector Study runs through the area. 70 is one of their identified corridors (METRO – Bus Rapid Transit).</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Developments – St. Charles Rock Road and 270 that is west, Carrollton Subdivision part of airport buyout property and because it was residential cannot be redeveloped as residential but can be developed commercially. Idea is to put a multi-use development there of 565 acres.</li> <li>• Just a proposal UTW (Under the W) Alan Bornstein and Stan Kroenke. We asked if they were aware of Bridgeton landfill in April. Stan confident landfill will be taken care of. Looking at bringing in companies not here like IKEA. Long-range deal. Very very preliminary. They are talking about redoing the entire intersection at St. Charles Rock Road and 270. City of St. Louis bought that airport buyout property – the old Carrollton subdivision. 40 acres reverted back to Bridgeton and the rest of it is still owned by St. Louis City.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Developments planned in the city of Bridgeton. Retail &amp; commercial along the highway. St. Charles Rock Road &amp; 270. 555 acres St. Charles Rock Road and 370 major developments. Has done other in the city of Bridgeton. Did Wal-Mart &amp; Lowes. Wants to hear from us.</li> <li>• Airport was looking at a new terminal at Woodford Way. (There is an overpass there, but it is too close to the rock road. Should be looked at in conjunction with this study) – this depends on having a new service road – see need for a service road on the East side of 270 –will help business – major.</li> <li>• Increasing DePaul Hospital physician offices is within the footprint of the current buildings. Other things are north and off the highway.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Metro has been talking about a new transit center in the area. We know they were in the process of purchasing land.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No. I do know the area has so many vacant businesses where Olive Garden and Red Lobster used to be on New Halls Ferry. Also shopping center near W. Florissant needs to be redeveloped.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Excited about Metro building transfer facility and another reason for Pershall to remain two-way.</li> <li>• Church in 2015 plans to add more vans to transport parishioners. We have a double amputee who needs assistance.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Not really. Jamestown Mall didn't go anyplace and right now nothing on the 270</li> </ul>  |

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| <p>corridor that I know of, which is a shame.</p>  |
| <ul style="list-style-type: none"> <li>• Not that I'm aware of right now.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Not that I'm aware of.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Nothing new. <i>Mobil on the Run</i> at Bellefontaine and Dunn Road. They own the property and probably rebuild a new facility.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• New Quicktrip station at West Florissant across from the Walmart</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Some at Bellefontaine and 270 some new homes.</li> <li>• MSD doing work for long term control plan – project clear.</li> <li>• Some at West Florissant – a new QT right across from Wal-Mart – may be some more developments spurred from the new QT, Ross and Family Dollar.</li> <li>• The land North of 270 at Bellefontaine where the old Burger King was torn down is vacant for sale may be redeveloped.</li> <li>• The land at Bellefontaine intersection Northwest corner. 367 and 270 vacant land up for redevelopment.</li> <li>• Old State home people looking to redevelop parcels of land near highway.</li> <li>• Christian Northeast could do more development.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Trinity Mt. Carmel Church – at the old Hoods – is planning a farmers market, deli inside the old Hoods off Dunn road and Old Halls Ferry. The church is located on Old Halls Ferry and Mehl. They are going to renovate the building, the plan is to start renovations in 2014. They have developed plans and have permits. It will probably be listed under a different entity name – Day Break is the organization 501c3 sponsoring the renovation.</li> <li>• There are new developments happening at Jamestown Mall. We've been hearing about it in the North County police meetings. They are opening up new businesses.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• We are not actively engaged in anything going on right now.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• We are working with Woodson Terrace, Edmonson, and St. John on bicycle and pedestrian master plan. We recently completed a bike plan with Bridgeton and are in talks with Hazelwood to possibly plan in the future but the money hasn't been authorized. We are continuing to work with Ferguson to build out their bike plan.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Working on a ten-year plan to add another building. Westside add more parking. Buy 6 acres of land to east to build retirement center. 3-5 years before start center.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Planned increase of DePaul Hospital physicians offices</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No development ideas for their property</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Trailnet has the Chain of Rocks Bridge in this area and has an interest in making more transit and trails available for transit dependent communities.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No</li> </ul>   |

Question 6: What would you most like to see improved in the I-270 corridor?

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| <ul style="list-style-type: none"> <li>• Already done.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• If you were to do a one way road we suggest a contra-flow bike lane for cyclist to go against traffic. It allows more access for cyclist.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Carpool lane.</li> <li>• Increase more mass transit.</li> <li>• We would be concerned about anything contributing to sprawl.</li> <li>• Landscaping – make it feel less like a big tunnel of pavement – trees can really help improve drainage, erosion. I would imagine it would help maintain the life of the roadway. Trees will help reduce heat and make it a better driving experience.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Congestion and with that have that you have more safety problems. Safety is always the top concern, you want people to travel safely.</li> <li>• Also, the diverting of traffic at the exits for easier flow. Might have to go out of your way a little bit but would probably travel faster.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• I really wish they would at least have a caution sign going up toward west Florissant when you get to the on-ramp where people are crossing in front of you – a traffic light even – there are a lot of accidents there. People coming from West Florissant to Dunn road to get on to 270 is the problem.</li> <li>• At 367 by the Christian Northeast hospital it is very difficult to go from the hospital up Dunn road to get onto 270. You have to travel Dunn road up to almost Halls Ferry road to get on the highway, unless you go left to go around and over 367 to get on to 270.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Improve safety and ease of navigating interchanges – not made for modern traffic</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Look at Dallas, Texas. They have lots of land. But look at what they’ve done. They use their service roads as development corridors. Highway main arterial but use service roads for businesses. Thus pay a lot of attention to access.</li> <li>• One of the things I like is the Texas turn around. The use of roundabouts should be considered.</li> <li>• IF do something, let’s do it right. Put in the latest things that we can.</li> <li>• Two-way outer roads. If done in an intelligent way so does not frustrate people. Key is to have not confusing easy access.</li> </ul>               |
| <ul style="list-style-type: none"> <li>• Make sure signage is easier to read – Bigger fonts, Good contrast.</li> <li>• Improve public transit along the highway such as with transit only lanes, dedicated lanes, bus rapid transit.</li> <li>• Having accessible and pedestrian friendly cross walks, pedestrian bridges with elevators, walking lanes with proper signals, sidewalks where ever possible to separate pedestrians from cars, proper curb cuts.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Make the lanes bigger in order to reduce congestion.</li> <li>• Improve the interchange at 70 and 270 – possibly a double lane instead of a single lane – west and east</li> </ul>   |

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| <ul style="list-style-type: none"> <li>• More restaurants and shopping opportunities along the corridor.</li> <li>• I want to see some type of activities for the youth. I don't know if the majority of the youth even use the community center. The closest skating rink is at St. Charles Rock Road.</li> <li>• I think people will navigate around the construction to get to local businesses because we want to see more businesses in our neighborhood besides liquor stores and pawn shops.</li> <li>• We've been part of so much construction over time we are used to navigating around it.</li> <li>• Most people just want to be informed of what's going on.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Mostly speed limits changing.</li> <li>• Changing the interchanges to be safer.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Mostly the interchanges – West Florissant and 270 is the worst.</li> <li>• The interchange at 370 is most dangerous – McDonnell Blvd two lane entrance ramp with the exit for 370 – people are crossing over the whole highway to get off at 370. There are a lot of 18-wheelers exiting at 370. There are a lot of older drivers that are uncomfortable driving. They are going too slow on the highway with faster drivers.</li> <li>• Rush hour is the only congested time. I just avoid those hours on the highway.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Coming from 70 exiting to 270 to get on Rock Road the crisscross is an issue. A ramp could possibly solve this issue.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Multi-modal safety. Place the lives of humans over the improvements in time.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• On – off ramps and additional lane from McDonnell Blvd to at least 367.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Slip ramps. Area deteriorating. Spur economic development in Clock tower.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Improvements to West Florissant Interchange</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Slip ramp</li> </ul>  |
| <ul style="list-style-type: none"> <li>• We want to keep Pershall two-way.</li> <li>• I would like MoDOT to put an exit ramp so I can get on 270 going west from Washington and Elizabeth because more traffic problems driving down Dunn Road on 270.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Aesthetics</li> </ul>   |

*Question 7: What is your vision for an improved future I-270?*

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| <ul style="list-style-type: none"> <li>• A highway that focuses on connectivity for people. A highway geared toward people driving, transit, bikes, or walkers.</li> <li>• Connect people from North County to City, etc.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Commuter lanes and BRT lanes – how to do mass transit using the highway to maximize it's use.</li> <li>• Are there places to conceive MetroLink being extending north and being part of 270 at certain junction?</li> <li>• An I-270 that supports not just single drivers but also mass transit.</li> <li>• Have a whole lane just for bikes and segues</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Do construction at night, as not to interfere with the commerce and drivers of the area.</li> <li>• Road is generally well kept. The area around it just needs to be kept clean – trash, shrubs, bushes and grass.</li> <li>• I would make sure people feel safe in all of the neighborhoods no matter where they are along the corridor.</li> <li>• We want some of the fancy brick bridges, walls, planters – for example Olive and 270. State could help write grant proposals to get some of the dollars for beautification projects on the corridor.</li> <li>• Collector road systems could possibly work with these close interchanges. On I64 at Brentwood you can ride along the side of the highway for a few exits to shop then get on.</li> </ul>                                    |
| <ul style="list-style-type: none"> <li>• Easy, accessible on and off ramps, less congestion, redevelopment and beautification along the outer roads.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Having a highway with carpool lanes and encourage mass transit.</li> <li>• Having natural vegetation to improve the experience.</li> <li>• Highlight the communities along the corridor as not to cut off from a place as apposed to just driving down the highway.</li> <li>• A highway that takes advantage of entering or leaving an amazing flood plain and river – and entrance to show off the river. Make you want to get off the highway and park and experience the community. The welcome center could be more inviting and engaging.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Hope it looks like 367 corridor with one-way outer roads and Texas turnarounds.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Loved to have it clean up. We have a lot of debris and I don't know why, but we do. This is a perception of North County. You go down to 270 and you see the gorgeous Olive overpass, but you come here and you see debris.</li> <li>• I would like to see the exit ramps have a much smoother flow of traffic. 367 is a good example of traffic flow. If we can address some of these issues, it would make for a big improvement in that area. I think it would attract businesses.</li> <li>• Wherever there are aesthetic improvements, it helps attract businesses. Hard to get Kohl's, Gordman's but the development on Lindbergh where Michael's, Ashley Furniture, Ultra, Pet Smart and then in out lots have Chipotle and they are doing really well according to the Mayor.</li> </ul> |

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| <ul style="list-style-type: none"> <li>• Maybe aesthetically better – functionality is there</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Not another lane; with an exception of rush hour it is not a problem. Adding another lane wont change anything.</li> <li>• Better signage and letting people know what’s coming in a timely manner. I like the new Lindbergh exit because it shows you what’s coming up.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Sound Walls in this portion.</li> <li>• Service Roads.</li> <li>• Maintenance – especially travelling north grass is cut more frequently and trash is picked up (Florissant and Hazelwood) At some points you couldn’t see on the road because the grass is so high. Florissant will cut the grass, but St. Louis County won’t keep maintenance up. If we call MoDot they will come out, but we shouldn’t have to call.</li> <li>• Access provides business development like valley in Chesterfield.</li> <li>• Aesthetics – what does the collaboration from the community and MoDot look like to improve the landscaping? Currently this community just has old trees that have recently been uprooted from tornados.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Sunken road with frequent at grade access to allow crossing – like at 70 at Arch Grounds – this would allow normal streets and sidewalks and bike lanes.</li> <li>• All interchanges consider pedestrians and cyclist – safe, easy, delightful/enjoyable experience for walking, biking and driving.</li> <li>• Outer roads and through intersections there is pedestrian scale lighting for people who are biking and walking.</li> <li>• Sidewalks along Dunn road, bus stops that aren’t on the guardrail.</li> <li>• Simplify interchanges for people who are walking and biking – making more traditional for people crossing the street.</li> <li>• New interchange designs may cut down on space for them, but alienates walkers and bikers.</li> <li>• I don’t see a clear need for expanding I-270. There doesn’t seem to be much congestion to warrant it.</li> </ul> |
| <ul style="list-style-type: none"> <li>• They could rebuild the bridges so they don’t crumble and fall down.</li> <li>• Also at West Florissant having to cross over the highway bridge to get onto the opposite direction.</li> <li>• The bridges are beat up and it’s congested.</li> <li>• I don’t think anybody would want them to make Dunn Road a one-way street. It doesn’t make sense with the stores down the street like Schnucks and Walgreens. People will decide to go elsewhere to shop. What would happen to the buses that come down this way? If they are going to make it one way they need to do it on the part of Dunn without housing &amp; condos.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• I call this section of 270 between W. Florissant and Florissant Road even Old Halls Ferry Road – key point in North County. People who drive here should make a statement.</li> <li>• Make driving simpler for people while maintaining or improving accessibility.</li> <li>• Whatever landscaping, make it look nice. Olive and 270 is great example. I know they put money into it but we don’t have the tax money to put into it.</li> </ul>  |

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| <ul style="list-style-type: none"><li>• Now looks like old road they threw asphalt on. Make it look like a modern highway.</li><li>• Good clear and concise signage that warns you in advance what's coming up.</li></ul> |
| <ul style="list-style-type: none"><li>• Easy access to Plaza. No access restrictions to property.</li></ul>   |

Question: Presentation Request

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| <ul style="list-style-type: none"> <li>• (BPAC) Ped/Bike advisory committee at EWG – MoDot could come and present at their quarterly meeting – Next one is July – Contact Rachael Pawlak rachael.pawlak@ewgateway.org - Study team member Larry Welty is on committee</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Hospital Chiefs Meeting - Medical Officers - Conversation that Kim will coordinate</li> </ul>   |
| <ul style="list-style-type: none"> <li>• I will get a feel from my congregation to see if they are concerned or interested and let us know.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Maybe down the road. Right now we have so many things going on.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Might highlight things happening in the community at Trivia night – DVD, brochures/Fact sheet to hand out, flyers – September 7<sup>th</sup> 6pm Sheet Metal Workers Union Hall (Jefferson and Chouteau) (put in space sheet) – blurb/slide for PowerPoint – lead people to website (before after or between rounds). Prayer Breakfast November 23 (sat before Thanksgiving), have information about upcoming meeting. Usually don't do a lot of education at that event, but will share info. August cabinet monthly cabinet meeting (not yet planned – follow up) – considering working on the tax bill for transportation and transit bill if it comes up again next session.</li> </ul> |
| <ul style="list-style-type: none"> <li>• No</li> </ul>   |
| <ul style="list-style-type: none"> <li>• no meetings planned</li> </ul>  |
| <ul style="list-style-type: none"> <li>• She is developing an email list now.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• The community advocacy group meets every Friday morning 10:00 – 12:00 pm. It is off site and it varies (usually Lindbergh St. Louis Public Library). It focuses on community accessibility and currently transportation is the hot topic. Julie Salih, facilitator of group. Kim can connect</li> </ul>   |
| <ul style="list-style-type: none"> <li>• We are booked up through September – more than 200 people at the meetings – October or November is open – they are the fastest growing chamber in the region – 15 mins max including questions – Follow up with Brian</li> </ul>  |
| <ul style="list-style-type: none"> <li>• We are sending a print newsletter at the end of July. Deadline for submissions is July 12th Contact person is Caroline carolineeacan@aol.com - 314-780-7405 cell; Ruby (get her email address)</li> </ul>   |
| <ul style="list-style-type: none"> <li>• We can try, but there aren't a lot of people that come to the meetings until something goes wrong that they don't like.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• We have ward meetings. My aldermanic partner in Linda Eaker. Ward meetings are really local issues more so than something like. When we get lines on the map, Grimmer will ask his fellow aldermen for a presentation.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Yes to business owners when have Reasonable Alternatives.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• No</li> </ul>   |
| <ul style="list-style-type: none"> <li>• No</li> </ul>   |

*Other Comments:*

|   |
|---|
| <ul style="list-style-type: none"> <li>• Elizabeth Simmons – Live Well Ferguson</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Is there someone on the TAC for ADA perspective - Gina Hillberry – Cohen Hillberry Architects.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• No.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• The larger UMC statewide conference owns all the property and the North Hills church is a desired property that they will continue to own. They sold the land in front of the church leading up to touching I270.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Want to see any proposals that include 70 interchange before it goes to a public meeting – last plans stopped at McDonnell. Larry Welty call to talk about potential alternatives proposed. Intersection is the key component!!!</li> </ul>  |
| <ul style="list-style-type: none"> <li>• We have three vans that will take seniors to wherever they want to go. All they have to do is call in and we will pick you up to take you anyplace within Bridgeton. Our community center has seniors program Mary Lane. 739-5599 – community center number. If spend money, do it right!! If it costs a little bit more but can show the value in why you’re doing it, most intelligent people will seriously consider it as a positive.</li> </ul> |
| <ul style="list-style-type: none"> <li>• What’s happening with South I270?</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Would love to see this come to fruition. Probably not in my time. North County has felt it was an orphan.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• You are wonderful.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Many questions about previous study and alternatives.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Questions about impacts to business, study process, timeline, etc.</li> </ul>  |



## **C.2 - Commuter Survey Report**

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# **I-270 North Environmental Assessment Commuter Survey Summary Report**

**Submitted by:  
Vector Communications  
Sub-Consultant to CH2M HILL**

**August 20, 2013**

## Overview

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration, is conducting a study called the *I-270 North Environmental Assessment (EA)*. The purpose of this study is to address safety, mobility, congestion, accessibility, and aging infrastructure along the corridor, which begins at the I-70 interchange on the west and extends to the Chain of Rocks Bridge on the east. The EA will identify proposed solutions and then analyze them for their potential social, economic, and environmental impacts. It will also include making recommendations for avoiding, minimizing, or mitigating the impacts. The study will conclude in the fall of 2014.

An important component of the *I-270 North Environmental Assessment* is public involvement. On July 30, 2013, a public open house was held where attendees were able to learn about the study and to share their experiences traveling the corridor. Citizens can also visit the study's website at [www.I-270North.org](http://www.I-270North.org) to view the information that was shared at the open house and to give their input. However, to reach an even broader audience, primarily commuters who travel through the corridor and those who use public transit, the study team decided to administer a survey. This report documents the information that was obtained from survey respondents. This information will be used to help the study team create solutions that will best address the public's issues.

## Survey

Two study-team members administered the survey by visiting several bus stops and gas stations along the corridor at various times from Wednesday, August 7 – Monday, August 12, 2013. The locations were:

- Village Square Shopping Center in Hazelwood, Missouri
- St. Louis County Government Center North located at Village Square Shopping Center
- Lindbergh Boulevard north and south of I-270
- Florissant Valley Community College on Pershall Road
- North County Festival shopping plaza and Walmart area on West Florissant south of I-270
- Schnucks shopping plaza at Bellefontaine Road north of I-270
- Lilac Avenue north of I-270
- Near Prairie Commons St. Louis Public Library branch on Utz Lane
- Lilac Avenue north of I-270
- Moto Mart Gas Station at 11005 Riverview Drive
- Circle K Gas Station at 11011 Bellefontaine Road

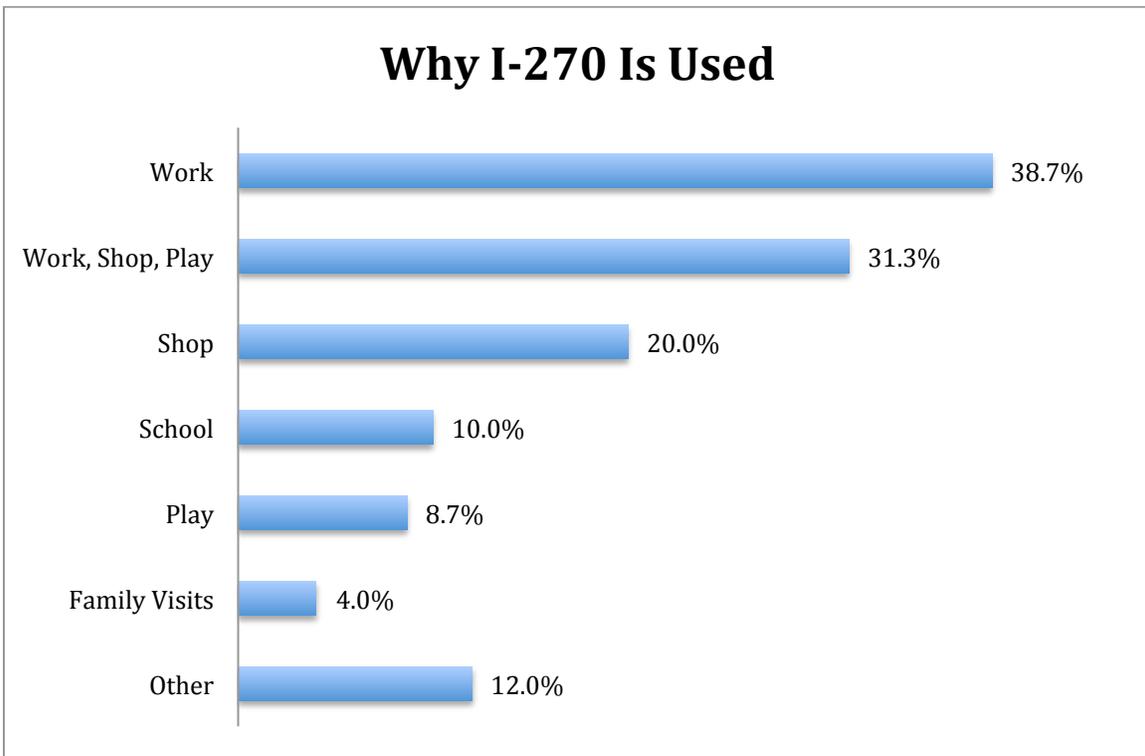
The survey team collected 150 surveys by using Survey Monkey on iPads to gather the information. Seven questions were asked. The remainder of this report

summarizes the survey data according to each question. A copy of the survey can be found in Appendix A.

### Survey Results

*Question #1: What is the main reason you use I-270 North? (check one)*

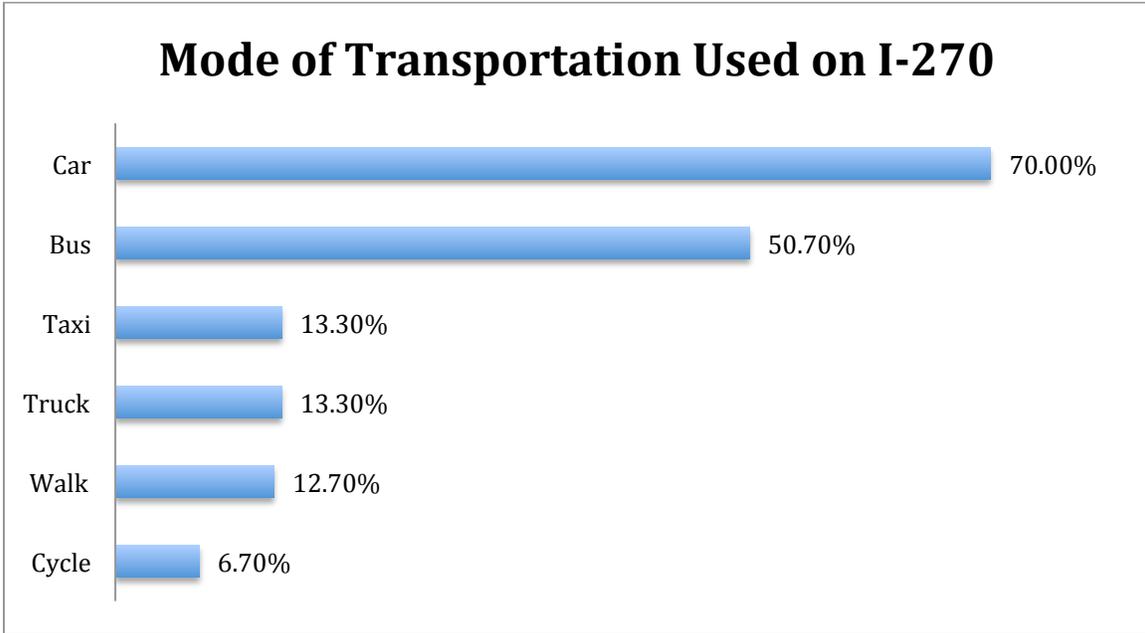
All 150 respondents answered this question. The “work” option was chosen by 38.7% of respondents followed by 31.3% choosing “work, shop, play,” which on the survey was identified as “all of the above.”



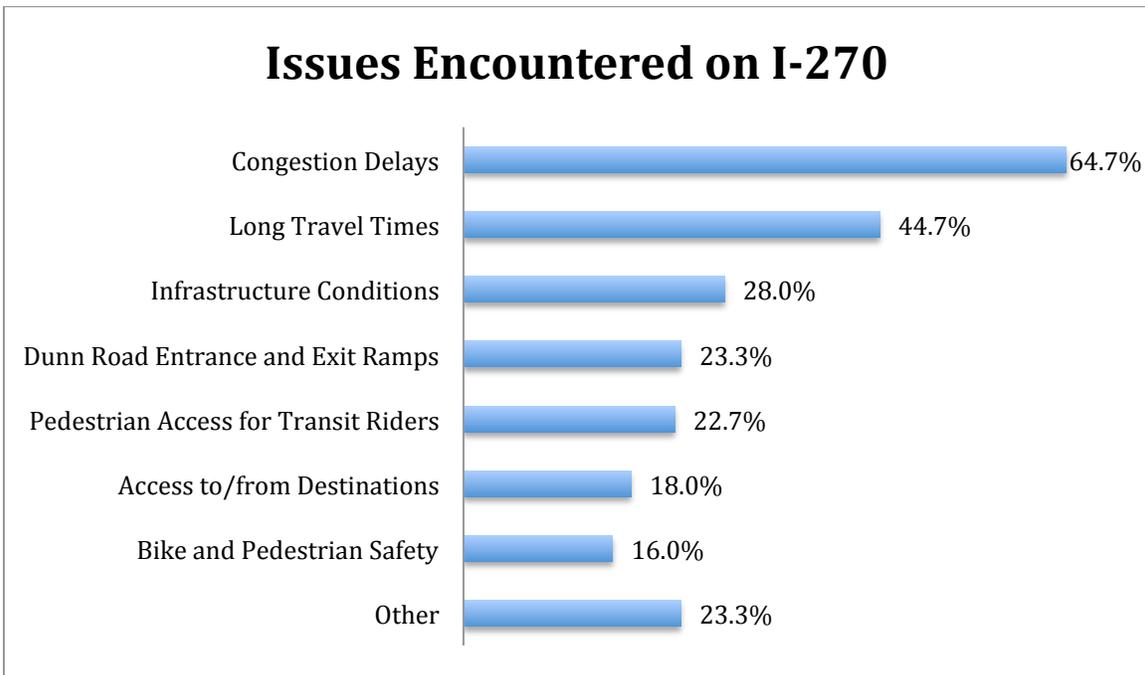
When asked about the main reason for traveling along I-270, 58 of the 150 respondents or 38.7%, answered for work. Another 31%, or 47 respondents, use I-270 for multiple reasons (work, shop and play). Although traveling to school was not a choice provided, 10% or 15 respondents mentioned this answer in the other category. Due to the frequency of this answer, it was extracted from the other category. This is also the case for traveling to visit family, where six of 150 respondents mentioned it.

*Question #2: How do you travel I-270 North?*

This was another demographic question. A large number of respondents travel the corridor by car and bus. Although they were not asked to “choose all that apply,” respondents wanted to because they never use the same mode of transportation all the time.



*Question #3: What issues do you encounter when traveling I-270 North? (check all that apply)*



With 23% of respondents providing an answer other than those listed, the most prevalent answer in the “other” category was construction. Another nine responses categorized in “other” were from those individuals who encounter no issues while traveling on I-270.

*Question #4: Where do you encounter these issues?*

The following additional responses were given regarding where respondents encounter problems within the I-270 North corridor.

**Dunn Road:**

- Dunn Road is extremely unsafe
- Dunn Road is a major problem
- West Florissant, Dunn Road and Lindbergh Boulevard
- Dunn to West Florissant
- Dunn to New Florissant

**West Florissant:**

- I-270 and West Florissant
- West Florissant and St. Charles Rock Road
- West Florissant, Dunn Road and Lindbergh Boulevard
- Dunn to West Florissant
- I-170 to West Florissant

**Lindbergh Boulevard:**

- Between Riverview and Lindbergh
- West Florissant, Dunn Road and Lindbergh Boulevard

**Bus Stops:**

- All the bus stops are dangerous.

**I-270:**

- I-270 and West Florissant
- I-270 to I-44

**Halls Ferry**

- Halls Ferry east

**Riverview:**

- Between Riverview and Lindbergh
- Riverview to Route 367

**Rush Hour:**

- All over St. Louis in the morning and during rush hour

**New Florissant:**

- Backed up to New Florissant
- Dunn Road to New Florissant

**Exits:**

- Entrance and exits in Missouri
- Exit and entrance ramps
- Coming up on exits trying to get off the highway.

**Lane:**

- There should be a lane for buses only

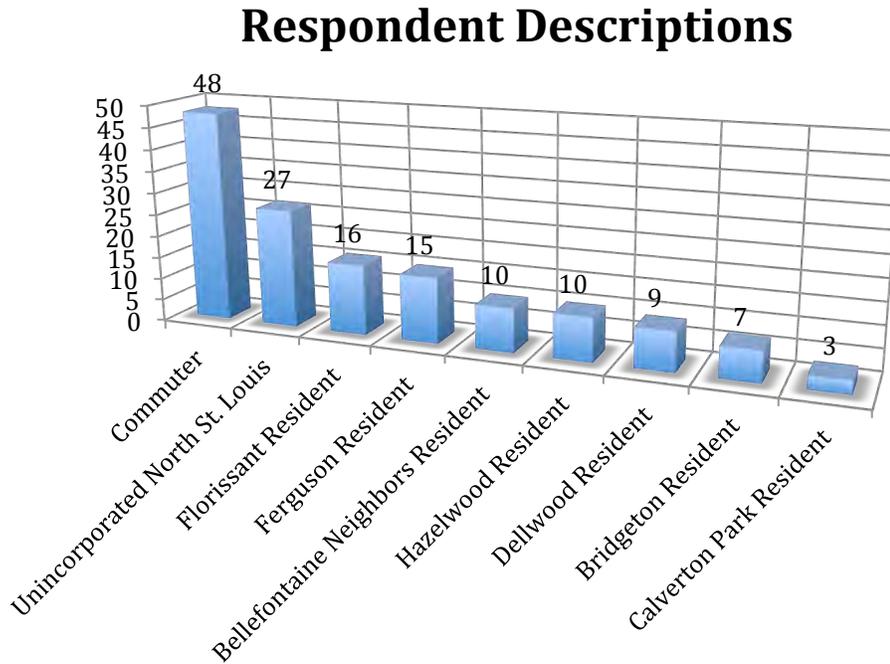
*Question #5: The Missouri Department of Transportation is considering several solutions for improving the I-270 North corridor, some of which are listed below. Please rank each of the following by checking either:*

The table below shows how respondents felt about each solution presented to them. It is organized according to which solution received the most “very important” responses. Addressing safety concerns at entrance and exit ramps received the highest number of “very important” responses. Least important to respondents was converting two-way outer roads to one-way.

|   | Number of Responses |                    |         |               |
|---|---------------------|--------------------|---------|---------------|
|   | Very Important      | Somewhat Important | Neutral | Not Important |
| Address safety concerns at entrance and exit ramps              | 83                  | 22                 | 5       | 10            |
| Upgrade aging bridges and pavement                              | 73                  | 22                 | 12      | 7             |
| Add lanes   | 64                  | 37                 | 11      | 18            |
| Upgrade interchanges to operate more efficiently                | 48                  | 37                 | 11      | 18            |
| Provide better access to homes and businesses adjacent to I-270 | 47                  | 30                 | 20      | 18            |
| Convert two-way outer roads to one-way                          | 29                  | 22                 | 25      | 37            |

Question #6: Describe yourself: (check one)

The respondents represented a cross section of the municipalities along the corridor.



Question #7: If you want to be added to our study email update list, please give us your email address.

Ten (10) people gave their email address. Most did not want to leave their email address because they are commuters and do not live in the corridor. Others said they do not have email.

### Conclusion

Data collected from this survey and from the public open house that was held on Tuesday, July 30, 2013, will help the study team better understand the problems people encounter when traveling the I-270 North corridor. This in turn will allow the team to develop better potential solutions that address safety, mobility, congestion, accessibility, and aging infrastructure.

**Appendix A**  
**Commuter Survey**

- 1. What is the main reason you use I-270 North? (check one)
  - Work
  - Play
  - Shopping
  - All of the above
  - Other: \_\_\_\_\_
  
- 2. How do you travel I-270 North?
  - Car
  - Bus
  - Taxi
  - Walk
  - Cycle
  
- 3. What issues do you encounter when traveling I-270 North? (check all that apply)
  - Long travel times
  - Congestion/delays
  - Entrance and exit ramps
  - Access to/from destinations
  - Pedestrian access to/from bus stops
  - Bike and pedestrian safety along and across corridor
  - Condition of infrastructure (roads, sidewalks/pavement, overpasses)
  - Any others? Explain

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_
  
- 4. Where do you encounter these issues?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. The Missouri Department of Transportation is considering several solutions for improving the I-270 North corridor, some of which are listed below. Please rank each of the following by checking either:
- Very important
  - Somewhat important
  - Neutral
  - Not important
- 
- Add lanes
  - Upgrade interchanges to operate more efficiently
  - Upgrade aging bridges and pavement
  - Provide better access to homes and businesses adjacent to I-270
  - Convert two-way outer roads to one-way
  - Address safety concerns at entrance and exit ramps
6. Describe yourself: (check one)
- Bridgeton  resident  business owner
  - Hazelwood  resident  business owner
  - Florissant  resident  business owner
  - Calverton Park  resident  business owner
  - Ferguson  resident  business owner
  - Dellwood  resident  business owner
  - Bellefontaine Neighbors  resident  business owner
  - Unincorporated North St. Louis  resident  business owner
  - Commuter
  - Elected Official
7. If you want to be added to our study email update list, please give us your email address.

## **C.3 - Agency Collaboration Summary**

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Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

US Army Corps of Engineers  
Danny D. McClendon  
U.S. Army Corps of Engineers – St. Louis District  
1222 Spruce Street  
St. Louis, MO 63103

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J612288

Dear Sir:

## Introduction

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Location Study and National Environmental Policy Act (NEPA) investigation for a portion of I-270 in northern St. Louis County, Missouri. The project is being processed as an Environmental Assessment (EA).

This study is referred to as the I-270 North EA study. The I-270 North EA will investigate and identify improvements to allow I-270 to continue to serve its key role within the area's transportation system. The study area starts at the I-70/I-270 interchange in Bridgeton and continues east along I-270 to the Mississippi River/Chain of Rocks Bridge.

The I-270 North EA study follows MoDOT's I-270 North Corridor Study (NCS) which was completed in October 2012. The NCS examined the issues affecting the I-270 corridor between James S. McDonnell Boulevard and Route 367. Forecasted increases in traffic ranged from 20 to 25 percent by the year 2040. The NCS also identified strategies for further analysis.

The study area for the I-270 North EA study has been expanded from the NCS limits to include the entire portion of I-270 between the I-70/I-270 interchange and the Chain of Rocks Bridge—a total distance of roughly 15 miles. The I-270 North EA is also extending and expanding the NCS's Outreach Plan. This letter is intended to initiate our Agency Collaboration Plan.

## Agency Collaboration Plan

The goal of the Agency Collaboration Plan is to provide regulatory agencies, which may have an interest in the project, with the data they need to stay informed and a mechanism to provide relevant input. The plan specifies points in the process where the project team will provide data packages for review. These will occur at key points in the NEPA process. The anticipated points of contact are 1) when the Draft Purpose and Need is produced, 2) when Reasonable Alternatives are established and 3) when a Preferred Alternative begins to emerge. This process is intended to:



- Identify issues of concern, as early as practical
- Provide the ability for meaningful and timely input
- 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 a preferred alternative will be based, in part, on how well it satisfies the study's purpose and need. In its very broadest sense, the problems associated with the I-270 corridor can be defined as follows:

- The need to address the aging infrastructure along I-270
- The need to improve mobility and operations within the I-270 corridor
- The need to achieve accessibility consistent with the designated uses of I-270
- The need to improve safety within the I-270 corridor

The attached draft Purpose and Need Statement broadens these general needs into nine specific elements/problems. These elements relate to one or more of the basic problems listed previously. Further, these elements serve as the basis for the development of evaluation criteria for the I-270 North EA study. The evaluation criteria will be used in developing and evaluating alternatives.

#### **Attached Materials**

Included in this package is a CD containing the following materials:

- The Project Fact Sheet that discusses the project generally.
- The draft Purpose and Need Statement that provides extensive data describing the study area and identifying the transportation problems.
- An Aerial of the study area.
- The NCS and associated outreach data.

#### **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 2014. If you have any questions or comments, we will make them our top priority.

Please feel free to contact me at 314.453.1879 or by email at [lisa.kuntz@modot.mo.gov](mailto:lisa.kuntz@modot.mo.gov) with any questions or comments.

Sincerely,



Lisa Kuntz, P.E.  
Project Manager

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

US Department of Agriculture – Natural Resource Conservation Service  
Renee L. Cook, Area Conservationist  
Natural Resource Conservation Service  
USDA Service Center  
160 St. Peters Centre Blvd.  
St. Peters, MO 63376

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Ms. Cook:

### Introduction

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Location Study and National Environmental Policy Act (NEPA) investigation for a portion of I-270 in northern St. Louis County, Missouri. The project is being processed as an Environmental Assessment (EA).

This study is referred to as the I-270 North EA study. The I-270 North EA will investigate and identify improvements to allow I-270 to continue to serve its key role within the area's transportation system. The study area starts at the I-70/I-270 interchange in Bridgeton and continues east along I-270 to the Mississippi River/Chain of Rocks Bridge.

The I-270 North EA study follows MoDOT's I-270 North Corridor Study (NCS) which was completed in October 2012. The NCS examined the issues affecting the I-270 corridor between James S. McDonnell Boulevard and Route 367. Forecasted increases in traffic ranged from 20 to 25 percent by the year 2040. The NCS also identified strategies for further analysis.

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Please feel free to contact me at 314.453.1879 or by email at [lisa.kuntz@modot.mo.gov](mailto:lisa.kuntz@modot.mo.gov) with any questions or comments.

Sincerely,



Lisa Kuntz, P.E.  
Project Manager

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Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

US Department of the Interior – US Fish and Wildlife Service  
Amy Salveter  
US Fish and Wildlife Service  
Missouri Ecological Services Field Office  
101 Park Deville Drive, Suite A  
Columbia, MO 65203

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Ms. Salveter:

### Introduction

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Location Study and National Environmental Policy Act (NEPA) investigation for a portion of I-270 in northern St. Louis County, Missouri. The project is being processed as an Environmental Assessment (EA).

This study is referred to as the I-270 North EA study. The I-270 North EA will investigate and identify improvements to allow I-270 to continue to serve its key role within the area's transportation system. The study area starts at the I-70/I-270 interchange in Bridgeton and continues east along I-270 to the Mississippi River/Chain of Rocks Bridge.

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Sincerely,



Lisa Kuntz, P.E.  
Project Manager

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

US Department of the Interior – National Park Service  
Nick Chevance  
Midwest Regional Office National Park Service – Midwest Regional Office  
601 Riverfront Drive  
Omaha, NE 68102

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Chevance:

## Introduction

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Location Study and National Environmental Policy Act (NEPA) investigation for a portion of I-270 in northern St. Louis County, Missouri. The project is being processed as an Environmental Assessment (EA).

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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 a preferred alternative will be based, in part, on how well it satisfies the study's purpose and need. In its very broadest sense, the problems associated with the I-270 corridor can be defined as follows:

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#### **Thank You**

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Please feel free to contact me at 314.453.1879 or by email at [lisa.kuntz@modot.mo.gov](mailto:lisa.kuntz@modot.mo.gov) with any questions or comments.

Sincerely,



Lisa Kuntz, P.E.  
**Project Manager**

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

State Emergency Management Agency – Missouri Department of Public Safety  
Dale Schmutzler  
Missouri Floodplain Management  
State Emergency Management Agency  
2303 Militia Drive; P.O. Box 116  
Jefferson City, MO 65102

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Schmutzler:

### Introduction

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Location Study and National Environmental Policy Act (NEPA) investigation for a portion of I-270 in northern St. Louis County, Missouri. The project is being processed as an Environmental Assessment (EA).

This study is referred to as the I-270 North EA study. The I-270 North EA will investigate and identify improvements to allow I-270 to continue to serve its key role within the area's transportation system. The study area starts at the I-70/I-270 interchange in Bridgeton and continues east along I-270 to the Mississippi River/Chain of Rocks Bridge.

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**Project Manager**

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

Federal Emergency Management Agency  
Kenneth Sessa  
Federal Emergency Management Agency – Region VII  
9221 Ward Parkway, Suite 300  
Kansas City, MO 64114

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J612288

Dear Mr. Sessa:

### Introduction

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Location Study and National Environmental Policy Act (NEPA) investigation for a portion of I-270 in northern St. Louis County, Missouri. The project is being processed as an Environmental Assessment (EA).

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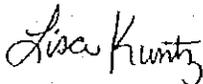
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Lisa Kuntz, P.E.  
Project Manager

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

Missouri Department of Conservation  
Alan Leary  
Missouri Department of Conservation  
2901 West Truman Blvd.  
Jefferson City, MO 65109

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Leary:

#### Introduction

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Location Study and National Environmental Policy Act (NEPA) investigation for a portion of I-270 in northern St. Louis County, Missouri. The project is being processed as an Environmental Assessment (EA).

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Project Manager

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

Missouri Department of Natural Resources  
Jane Beetem  
Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Ms. Beetem:

### Introduction

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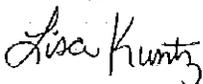
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Lisa Kuntz, P.E.  
Project Manager

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

St. Louis County Parks and Recreation  
Tom Ott  
St. Louis County Parks and Recreation  
1050 N. Lindbergh Blvd.  
St. Louis, MO 63132

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Ott:

### Introduction

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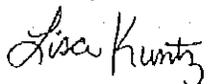
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**Project Manager**

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 8, 2014

Sheryl L. Hodges, D.E., P.E., L.P.G.  
Director  
St. Louis County Public Works & Highway and Traffic  
1050 N. Lindbergh Blvd.  
St. Louis, MO 63132

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Ms. Hodges:

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Lisa Kuntz, P.E.  
Project Manager

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

East-West Gateway Council of Governments  
Ed Hillhouse, Executive Director  
East-West Gateway Council of Governments  
One Memorial Dr., Ste. 1600  
St. Louis, MO 63102

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Hillhouse:

### Introduction

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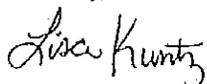
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Sincerely,



Lisa Kuntz, P.E.  
Project Manager

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

US Environmental Protection Agency  
Larry Shepard  
US Environmental Protection Agency-Environmental Services Division  
11201 Renner Blvd.  
Lenexa, KS 66219

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Shepard:

### Introduction

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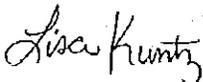
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**Project Manager**

Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
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Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

January 7, 2014

Missouri State Historic Preservation Office  
Kris Zapalac  
Missouri State Historic Preservation Office  
P.O. Box 176  
Jefferson City, MO 65102

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

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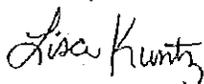
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Chesterfield, Missouri 63017-5712  
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January 7, 2014

Federal Aviation Administration  
Joletta Golik  
Federal Aviation Administration  
Lambert-St. Louis International Airport  
10701 Lambert International Blvd.  
St. Louis, MO 63145

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Ms. Golik:

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Missouri Department of Transportation

1590 Woodlake Drive  
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January 7, 2014

Metro Transit-St. Louis  
Jessica Mefford-Miller  
Chief of Planning & System Development  
Metro Transit-St. Louis  
707 North First Street  
St. Louis, MO 63102

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J612288

Dear Ms. Mefford-Miller:

### Introduction

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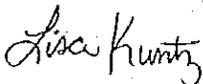
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January 7, 2014

Illinois Department of Transportation  
Rick Mauch  
District 8 Acting Local Roads Engineer  
1102 Eastport Plaza Drive  
Collinsville, IL 62234-6198

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Mauch:

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Missouri Department of Transportation

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January 7, 2014

Great Rivers Greenway  
Todd Antoine  
Director of Planning  
6174 A Delmar Blvd.  
St. Louis, MO 63112

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

Dear Mr. Antoine:

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Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
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January 8, 2014

U.S. Department of Housing and Urban Development  
James Heard  
Field Office Director  
1222 Spruce Street  
Suite 3.203  
St. Louis, MO 6313-2836

Subject: I-270 North Environmental Assessment  
Agency Collaboration  
St. Louis County, Missouri  
MoDOT Job No J6I2288

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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 a preferred alternative will be based, in part, on how well it satisfies the study's purpose and need. In its very broadest sense, the problems associated with the I-270 corridor can be defined as follows:

- The need to address the aging infrastructure along I-270
- The need to improve mobility and operations within the I-270 corridor
- The need to achieve accessibility consistent with the designated uses of I-270
- The need to improve safety within the I-270 corridor

The attached draft Purpose and Need Statement broadens these general needs into nine specific elements/problems. These elements relate to one or more of the basic problems listed previously. Further, these elements serve as the basis for the development of evaluation criteria for the I-270 North EA study. The evaluation criteria will be used in developing and evaluating alternatives.

#### **Attached Materials**

Included in this package is a CD containing the following materials:

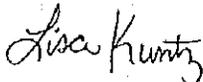
- The Project Fact Sheet that discusses the project generally.
- The draft Purpose and Need Statement that provides extensive data describing the study area and identifying the transportation problems.
- An Aerial of the study area.
- The NCS and associated outreach data.

#### **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 2014. If you have any questions or comments, we will make them our top priority.

Please feel free to contact me at 314.453.1879 or by email at [lisa.kuntz@modot.mo.gov](mailto:lisa.kuntz@modot.mo.gov) with any questions or comments.

Sincerely,



Lisa Kuntz, P.E.  
Project Manager

## **C.4 - Community Advisory Group Meeting Summaries**

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# MEETING SUMMARY

**CH2MHILL**

TO: I-270 North Environmental Assessment Project Team

FROM: CH2M HILL

PROJECT: I-270 North Environmental Assessment (J6I3020)

SUBJECT: Community Advisory Group - Meeting #1 - Summary

MEETING DATE: July 16, 2013

MEETING TIME: 4:00PM - 6:00PM

LOCATION: Hazelwood Civic Center East  
8969 Dunn Road  
Hazelwood, MO 63042

PROJECT TEAM ATTENDEES: **Missouri Department of Transportation (MoDOT)**  
Lisa Kuntz, Larry Welty, Matt Burcham

**CH2M HILL**  
Buddy Desai, Chad Polk, James Ritter

**Vector Communications**  
Laurna Godwin

COMMUNITY ADVISORY GROUP ATTENDEES: Earl Bradford, City Planner - City of Hazelwood  
Tim Barrett, City Engineer - City of Florissant  
Heather Blacketer, Regional VP Leasing - Brixmor Property Group  
Sergeant Craig Molden - St. Louis County Police, North County Precinct  
Chief Timothy Lowery - City of Florissant Police Department  
Major Henry Mansker - City of Hazelwood Police Department  
Chief Robert Pruett - City of Bellefontaine Neighbors Police Department  
Mary Ann DeGonia, Trustee - Sugartree Homes  
Almaree Williams, Trustee - Hathaway Manor South Subdivision  
Ruby N. Gill - Hathaway Manor South Subdivision  
Jim Troxel, Director of Transportation - Ferguson Florissant School District  
Mary Kay Trudeau-Mitchell, President - Glasgow Village Homeowners Assoc.  
Rebecca Zoll, President and CEO - North County Incorporated  
Brian Goldman, President and CEO - Northwest Chamber of Commerce  
Carolyn Marty - Greater North County Chamber of Commerce  
Bishop Larry O. Jones, Pastor - Greater Grace Church  
Kitty Harrison, Marketing Manager - Johnny Londoff Chevrolet  
Bruce Weiner, Service Manager - Johnny Londoff Chevrolet  
Matthew Unrein, Public Works Director - City of Ferguson  
Steve Gettmeier, Fire Marshal - Florissant Valley Fire Protection District

OTHER ATTENDEES: Bill Schnell, Kurt Wengert, Victoria Meister - MoDOT  
Mayor Tom Schneider - City of Florissant

## I. Meeting Materials

Each Community Advisory Group (CAG) member in attendance was provided a binder containing the following I-270 North Environmental Assessment (EA) related information:

- CAG Meeting #1 Agenda
- I-270 North EA Study Area Map
- CAG Meeting #1 Presentation Slides
- I-270 North EA Fact Sheet
- I-270 North EA Newsletter #1



- I-270 North EA Public Open House Announcement

*A copy of these materials is included in Appendix A of this meeting summary.*

CAG members will retain these binders for the duration of the project. Additional meeting and project materials will be provided for insertion into the binder at future meetings.

## II. Meeting Summary

### A. Introductions

The meeting began with an introduction by Missouri Department of Transportation (MoDOT) Project Manager, Lisa Kuntz. After welcoming attendees to the Community Advisory Group (CAG) meeting, Lisa introduced consultant project manager, Buddy Desai. Buddy introduced the consultant project team members in attendance including project engineers, Chad Polk and James Ritter; and public involvement lead, Lurna Godwin.

Next, Lisa introduced the MoDOT staff in attendance including St. Louis District North Area Engineer, Larry Welty; Central Office Senior Environmental Specialist, Matt Burcham; Assistant St. Louis District Engineer, Bill Schnell; St. Louis District Construction Division staff, Kurt Wengert; and St. Louis District Planning Division Intern, Victoria Meister.

Prior to continuing with the content of the meeting, Lisa reviewed the meeting agenda and then asked the CAG members in attendance to perform self-introductions.

*The full list of meeting attendees may be found at the beginning of this meeting summary.*

### B. Presentation – Part One

MoDOT project manager, Lisa Kuntz, began the presentation of the core content of the meeting in accordance with the previously referenced agenda and the presentation slides. This included a review of CAG member roles, CAG meeting rules/guidelines, project decision making authority, and the timing of future CAG meetings.

MoDOT North Area Engineer, Larry Welty, continued the presentation with the project description and project background. This included a review of the I-270 North Corridor Study – a feasibility study which MoDOT completed in late 2012. Larry explained that the I-270 North Corridor Study was not a required step, but one which enabled MoDOT to begin studying the needs of the north I-270 corridor and types of solutions which might be utilized. The study also assisted MoDOT in justifying the I-270 North EA – a process that follows the National Environmental Policy Act (NEPA); includes a thorough analysis of project issues, context, alternatives, costs and impacts; and must be undertaken to qualify for federal funding.

MoDOT Senior Environmental Specialist, Matt Burcham, provided further information on NEPA covering the history and basics of NEPA. This included an explanation of NEPA as an umbrella law which requires the detailed study, full disclosure, and full consideration of all impacts to the natural and human/socio-economic environments.

Larry Welty continued with the presentation of project context for the I-270 North EA. This included a review of the North Corridor Study findings, as well as a brief summary of projects that are funded and will be completed in fiscal years 2014 thru 2016. These projects include:

- Access to I-270 westbound from Dunn Road (near the Records Center, west of Bellefontaine Road) – fiscal year 2014
- Bridge deck improvements on bridges at Route N (N. New Florissant Rd.) and Route AC (New Halls Ferry Rd.) – fiscal year 2015
- Improvements to 15 bridge structures within the I-270/I-70 interchange – fiscal year 2015
- Bridge deck improvements and nearby culvert improvements at Bellefontaine Rd. – fiscal year 2016



### C. Group Exercise

The study team asked CAG members to identify specific issues along the I-270 North EA corridor – I-70 to the Mississippi River – on large scale maps. The study team noted that this exercise will supplement the information provided by members of the I-270 North EA Technical Advisory Committee and the information previously provided by stakeholders during the I-270 North Corridor Study.

*A list of the issues identified and comments provide by CAG members may be found in Appendix B of this meeting summary.*

Following the group exercise, the study team asked CAG members for feedback about the group exercise. The group was in general agreement that the exercise was productive. CAG members also provided the following specific comments:

Kitty Harrison (*Johnny Londoff Chevrolet*) commented that the most significant problems in the corridor are the slip ramps, congestion, unsightliness, and dangerous intersections. She noted that, at times, it seems as if one is taking their life in their own hands to traverse portions of the corridor including parts of the outer roads and intersections.

Major Robert Pruett (*Bellefontaine Neighbors Police Department*) commented that a very significant public health and safety issue exists along I-270 and Pershall Rd. between Old Halls Ferry Rd. and Route 367. Residential subdivisions experience excessively long response times due to out of way travel since Pershall Rd. dead ends in this area. Currently, emergency responders responding from Route 367 south of I-270 must travel north on Route 367, navigate the Route 367 loop ramps, travel along I-270 westbound, exit to Old Halls Ferry Rd., make two left turns to Pershall Rd., and backtrack to the subdivision access near the dead end of Pershall Rd. Any future improvements should take this issue into account and seek to provide more direct emergency response access to this area.

Rebecca Zoll (*North County Incorporated*) commented that access to DePaul Health Center at I-270 and St. Charles Rock Road is not functional especially during peak traffic periods. During such periods, congestion and delays along St. Charles Rock Road compromise the ability to access the hospital facilities in a timely manner.

Bishop Larry O. Jones (*Greater Grace Church*) commented that he could not understand how one-way outer roads could be better than two-way outer roads.

The study team noted that the benefits and trade-offs of one-way and two-way outer roads will be presented and discussed in future CAG meetings.

Major Robert Pruett (*Bellefontaine Neighbors Police Department*) commented that there is out of way travel to access Christian Hospital Northeast along Dunn Rd. near the I-270 and Route 370 interchange and that wayfinding to the hospital is lacking. Both of these are public health and safety concerns.

### D. Presentation – Part Two

MoDOT project manager, Lisa Kuntz, continued the presentation of the core content of the meeting. Following a brief discussion on the topics of aesthetics and MoDOT's focus on maintaining flexibility, the presentation transitioned to a discussion of performance measures.

Performance measures specify criteria which will guide the development of solutions and the evaluation of alternatives. For the I-270 North EA, performance measures have been classified into four categories:

- *Mobility* – the quality of the trip; what it takes to get to a location or desired destination in terms of travel time, trip length, etc.
- *Accessibility* – the ability to get to a particular location or desired destination



- *Public Safety* – the safety of the general public and all roadway users; includes vehicle crashes, pedestrians, bicycle users, emergency services
- *Environment* – environmental and sustainability impacts and commitments

The performance measures were presented in terms of the criteria specified during a group exercise and discussion previously undertaken by the I-270 North EA Technical Advisory Committee. The study team asked the CAG to provide comments on the performance measures, as well as any additional specific criteria that may be incorporated into the performance measures lists for each of the four categories. CAG questions/comments and related responses from the study team are summarized below.

### ***Mobility***

Tim Barrett (*City of Florissant*) commented that the study team should consider whether there is the ability to measure/quantify an alternatives ability to remove interstate through traffic from local alternative routes and cut-through routes.

Kitty Harrison (*Johnny Londoff Chevrolet*) commented that the dealership directs people to exit at West Florissant Rd. and access the dealership via Dunn Rd. instead of Washington St./Elizabeth Ave. due to congestion and poor intersection operations.

### ***Accessibility***

Rebecca Zoll (*North County Incorporated*) commented that there should be a focus on providing quality access for under-utilized properties within the corridor.

The study team noted that as part of the mobility and accessibility categories, the project will seek to develop infrastructure that is consistent with the communities' goals of economic growth.

Mayor Tom Schneider (*City of Florissant*) commented that access is a challenge for Grandview Center located on Dunn Road east of Washington St./Elizabeth Ave.

### ***Public Safety***

The study team prefaced the public safety discussion with the following points:

- Mobility and accessibility crosses over into public safety in terms of emergency services response.
- Public safety includes all modes of transportation – vehicles, transit users, bicycle users, and pedestrians.
- The St. Louis Bike Plan identifies goals for improvements related to bicycle accommodation for a number of the cross roads and outer road segments within the project corridor.

Rebecca Zoll (*North County Incorporated*) commented that transit users waiting at bus stops along the outer roads need a safe place to stand. Currently, there are a number of locations in which transit users are forced to stand on the edge of the roadway, exposed to nearby vehicle traffic. Additionally, a number of these locations do not have adequate lighting.

Major Robert Pruett (*Bellefontaine Neighbors Police Department*) asked why lighting was inconsistent across the project corridor and requested that lighting be considered in this project.

Larry Welty noted that MoDOT usually provides lighting at interchanges, but not necessarily along the interstate segments in between interchanges. He also noted that there have been some projects in the corridor that have made lighting upgrades on a localized basis – creating some inconsistency along the corridor.

### ***Environment***

The study team prefaced the environmental discussion with the following points:

- Noise impacts will be studied given that the project is located in an urban corridor.



- The NEPA process covers the environmental aspects of the project in detail. The project may consider additional performance measures beyond those related to NEPA.

There were no comments or questions from the CAG specific to the Environmental category.

### **III. Next Steps and Project Schedule**

The next steps for the I-270 North EA will be the Public Information Meeting/Open House on July 30<sup>th</sup>. Following the public meeting, the project's Purpose and Need will be finalized and alternatives development will begin. The remainder of the project schedule is in line with that shown on the corresponding presentation slide.

The next CAG meeting will be scheduled in fall 2013 and will include the presentation and discussion of the Purpose and Need, evaluation criteria, and initial range of solutions.

### **IV. Meeting Adjourned**

The study team noted that a meeting summary would be distributed to CAG members in the coming weeks and that CAG members are welcome to contact the study team at any time with questions, comments, or requests for small group meetings/presentations.

With no further questions or comments, the meeting was concluded.

### **V. Appendices**

#### **Appendix A – Meeting Materials**

- Agenda
- Study Area Map
- Presentation Slides
- Fact Sheet
- Newsletter #1

#### **Appendix B – Group Exercise Map Comments**

- List of Map Comments

#### **Appendix C – Sign-In Sheet (*Record Copy Only*)**

- Scanned Sign-In Sheet





# MEETING SUMMARY

**CH2MHILL**

TO: I-270 North Environmental Assessment Project Team

FROM: CH2M HILL

PROJECT: I-270 North Environmental Assessment (J6I3020)

SUBJECT: Community Advisory Group – Meeting #2 – Summary

MEETING DATE: October 29, 2013

MEETING TIME: 4:00PM – 6:00PM

LOCATION: St. Louis County Library – Lewis & Clark Branch

PROJECT TEAM  
ATTENDEES: **Missouri Department of Transportation (MoDOT)**  
Lisa Kuntz, Larry Welty, Wesley Stephen

**CH2M HILL Team**  
Buddy Desai, Chad Polk, James Ritter  
Andy Potthast, Laura Godwin, Sunil Thakkar

COMMUNITY  
ADVISORY GROUP  
ATTENDEES: See attached sign-in sheet

## I. Meeting Materials

Each Community Advisory Group (CAG) member in attendance was provided the following I-270 North Environmental Assessment (EA) related information:

- CAG Meeting #2 Agenda
- Freeway 101 Presentation

## II. Meeting Summary

### A. Introductions

The meeting began with an introduction by Missouri Department of Transportation (MoDOT) Project Manager, Lisa Kuntz. After welcoming attendees to the Community Advisory Group (CAG) meeting, Lisa introduced the other MoDOT staff in attendance and the consultant project manager, Buddy Desai. Buddy then introduced the consultant project team members present.

The CAG members were asked to introduce themselves and note what interest they have in the project.

Lisa reviewed that the first CAG meeting focused on identifying the project context and vision for I-270. Tonight’s meeting will focus on principles of urban freeway planning, the process for alternatives development, and presenting the initial conceptual alternatives.

### B. Fundamental Principles of Urban Freeway Planning & Design

Consultant Project Manager Buddy Desai gave a two-part presentation on Freeway Principles and the Advantages and Disadvantages of Interchange Types. The purpose of the presentations was to establish a basic understanding of how and why alternatives are being developed.

Buddy reiterated that every decision will involve tradeoffs and that the study team’s goal is to convey these trade-offs to stakeholders so that they can make informed decisions.



### C. Conceptual Alternatives

The CAG was then briefed on the two sub-areas that were to be presented. The philosophical approach taken by the study team was to allow the systems roads to carry traffic as intended. Freeways handle long trips, outer roads handle trips between interchanges, and local roads provide access to individual residences and businesses.

The presentation of the alternatives was explained to the CAG. Yellow lines are interstate, orange are two-way outer roads, and blue lines are one-way outer roads. The number and arrow direction(s) on the lines represent the number of lanes and direction of travel on that road. The corridor is broken into 11 subareas. Among the subareas, alternatives can generally be combined with any of the adjacent subareas' alternatives. It was also noted that, although not shown specifically on the maps, pedestrians, bicycles, and transit accommodations will be taken into account in the alternatives.

*CAG Question – Will you calculate pedestrian delay?*

*Response – Performance measures for non-motorized travel will be developed and considered.*

### D. Open Discussion Following Map Presentation

After the group viewing of the alternatives, Buddy asked if the maps were understandable and if the alternatives seem to address the issues on I-270. The general consensus was “yes”.

The following discussion occurred between the CAG members and members of the study team:

*CAG Comment – Signing and way-finding seems to be a challenge under alternatives B and C – good signing may mitigate impacts to businesses.*

*CAG Comment – Getting to shopping plaza access a challenge and change especially from the west is important.*

Buddy noted that the study team is going to schedule one on one and small stakeholder group meetings. Some of these meetings have been identified but MoDOT wants everyone to know that they are available for any stakeholders and/or groups that would be interested in speaking with them about this project.

*CAG Question – How will we know how subdivisions will be affected?*

*Response – Subarea maps affecting neighborhood will be brought to the small group meetings and impacts to subdivisions can/will be discussed.*

The study team noted that the next meeting will be on December 10<sup>th</sup> where Conceptual Alternatives covering the entire corridor will be presented.

*CAG Comment – It may be early, but signing very important.*

*CAG Question – 11 subareas; all one-way or all two-way? Must be open to both; don't brush a broad stroke.*

*Response – MoDOT will be looking at both options and the preferred alternative will more than likely involve a mix of one-way and two-way outer roads. Also, outer roads most likely will not be continuous throughout the corridor, they will provided only where warranted.*

*CAG Comment – With different subareas, will you decide and implement one at a time?*

*Response – There will be one corridor plan, and then MoDOT will prioritize areas with East-West Gateway, cost considerations, and community input to fund individual projects.*

## III. Meeting Adjourned

With no further questions or comments, the meeting was concluded.



## COMMUNITY ADVISORY GROUP

MEETING #2 - LEWIS & CLARK BRANCH - OCTOBER 29, 2013

| NAME             | ORGANIZATION        | PHONE          | EMAIL                       |
|------------------|---------------------|----------------|-----------------------------|
| Tim Barrett      | City of Florissant  |                |                             |
| RANCE THOMAS     | NECU<br>NICD        | 314 981-7564   | RThomas257 AOL.com          |
| Earl Bradford    | City of Hazelwood   | 314-513-5013   | ejbradfield@hazelwoodmo.org |
| Bruce Winkler    | Southern Woodcraft  | 314-595-6533   | Bruce@woodcraft.com         |
| CRAIG DENHART    | FLORISSANT POLICE   | 314-830-6022   | CDENHART@FLORISSANTMO.COM   |
| MARY DeGonia     | HOA Sugartree       | 314 653 1763   | maggie1966@aol.net          |
| Blunice Williams | IOSS2 Langford Dr   | 314 868 1015   |                             |
| Kathy N. Gill    | HMS Trustee Board   | 314-867-8207   | mgsH45m@yahoo.com           |
| Rebecca Zill     | NCI                 | 314-895-6241   |                             |
| Cheryl Mandy     | GMC Church          | 314-831-3500   |                             |
| Marielle Brown   | Trailnet            | 314-436-1324   |                             |
| Kitty Harrison   | Johnny Londoff Club | 314-595-6567   | Kitty@lonhoff.com           |
| Joni Bonner      | Joni Bonner Agency  | (836) 391-7200 | JBonner@jcbonner.com        |



## COMMUNITY ADVISORY GROUP

MEETING #2 - LEWIS & CLARK BRANCH - OCTOBER 29, 2013

| NAME                  | ORGANIZATION           | PHONE          | EMAIL                        |
|-----------------------|------------------------|----------------|------------------------------|
| Bishop Larry O. Jones | Greene Bible Club      | (314) 482-5057 | Bishop@GCCSFC.org            |
| Cheeline Cannon       | Hazelwood Manor South  | 314-780-7465   | Cheeline@hazwoodmo.org       |
| Bryan SANKER          | Hazelwood School Dist. | 314-280-6436   | bsanker@hazelwoodschools.org |
| Wesley Stephen        | MoDOT                  | 314-453-1899   |                              |
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## MEETING SUMMARY

**CH2MHILL**

TO: I-270 North Environmental Assessment Project Team

FROM: CH2M HILL

PROJECT: I-270 North Environmental Assessment (J6I3020)

SUBJECT: Community Advisory Group – Meeting #3 – Summary

MEETING DATE: December 10, 2013

MEETING TIME: 3:30PM – 5:30PM

LOCATION: St. Louis County Library – Florissant Valley Branch

PROJECT TEAM  
ATTENDEES: **Missouri Department of Transportation (MoDOT)**  
Lisa Kuntz, Larry Welty, Wesley Stephen

**CH2M HILL Team**  
Buddy Desai, James Ritter, Andy Potthast, Laurna Godwin

COMMUNITY  
ADVISORY GROUP  
ATTENDEES: See attached sign-in sheet

### I. Meeting Materials

Each Community Advisory Group (CAG) member in attendance was provided an agenda for the meeting.

### II. Meeting Summary

#### A. Introductions

The meeting began with an introduction by Missouri Department of Transportation (MoDOT) Project Manager, Lisa Kuntz. After welcoming attendees to the CAG meeting, Lisa introduced the other MoDOT staff in attendance and the consultant project manager, Buddy Desai. Buddy then introduced the consultant project team members present.

The CAG members were asked to introduce themselves and note what interest they have in the project.

#### B. Conceptual Alternatives

MoDOT Project Manager Lisa Kuntz presented the conceptual alternatives for I-270 and associated interchanges to the CAG members in attendance.

To facilitate the review of alternatives, four tables were set up with each focusing on a portion of the corridor and showing the three conceptual alternatives for each area. The areas, from west to east, were as follows:

- Area 1 – I-70 to East of McDonnell
- Area 2 – East of McDonnell to East of Washington/Elizabeth
- Area 3 – East of Washington/Elizabeth to East of Bellefontaine
- Area 4 – East of Bellefontaine to Riverview/Chain of Rocks Bridge

As the CAG was shown the Conceptual Alternatives, MoDOT encouraged questions and comments. The details of each alternative in each area were described to the CAG. In addition, tradeoffs were presented so that the CAG could get a better understanding of the



potential benefits and impacts of each of the alternatives. Much of the conversation was focused on the benefits of a one-way outer road system compared to a two-way outer road system.

Many of the CAG members offered input related to existing interstate operations, safety concerns, concerns about emergency services access, and locations where congestion and weaving challenges occur on a regular basis.

MoDOT explained that the alternatives are still at a conceptual stage and are subject to change based on many factors including traffic analysis, impacts, stakeholder input, costs and further technical analysis.

After reviewing the entire corridor, MoDOT explained that the next steps are to study are:

- The cost of each conceptual alternative
- How will each alternative operate, i.e. traffic flow
- Impacts on to properties
- Impacts to the environment

A number of CAG members asked about whether sound walls would be constructed as part of the project. MoDOT shared that a sound wall study will be conducted as part of the I-270 North Environmental Assessment. This study will identify where sound walls are warranted.

It was also noted that the Conceptual Alternatives will be modified based on traffic analysis, including the traffic modeling that will take place. Traffic modeling involves taking the collected traffic data and projecting the future traffic numbers along the conceptual alternative(s) into the future. The modelers then take this information and replicate the design into simulation software. At the next public meeting in early 2014, simulations that show actual vehicular movement and travel patterns/travel times for vehicles traveling along the alternatives will be presented.

The final decisions will be made in mid-2014 with the goal of identifying the preferred alternative that addresses the issues and is least impactful to the natural and human environments by summer 2014.

### **III. Meeting Adjourned**

With no further questions or comments, the meeting was concluded.



## COMMUNITY ADVISORY GROUP

MEETING #3 - FLORISSANT VALLEY BRANCH - DECEMBER 10, 2013

| NAME             | ORGANIZATION                         | PHONE        | EMAIL                              |
|------------------|--------------------------------------|--------------|------------------------------------|
| CRAIG MOLDEN     | ST LOUIS COUNTY<br>FLORISSANT VALLEY | 314-438-4620 | cmolden@stlouisco.com<br>tvfpd.com |
| STEVE GETTEMEIER | FIRE PROT. DIST                      | 314-837-8790 | sgettemeier@stlouisco.com          |
| Tim Barrett      | City of Florissant                   | 314-839-9643 | tbarrett@florissant-mo.gov         |
| Blaine Wagner    | Londoff Chev                         | 314-595-6533 | Blaine@Londoff.com                 |
| CAROLINE CANNON  | Hathaway Homes                       | 314-780-4405 | Carolinecannon@hathawayhomes.com   |
| Carylyn Marty    | GMC Chev                             | 314-831-3500 |                                    |
| Kitty Harrison   | Londoff Chev                         | 314-837-1800 | Kitty@Londoff.com                  |
| MATT BOGART      | PRELUCE CIVIL                        | 314-925-7452 | mfbogart@preluce.com               |
|                  |                                      |              |                                    |
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## COMMUNITY ADVISORY GROUP

MEETING #3 - FLORISSANT VALLEY BRANCH - DECEMBER 10, 2013

| NAME            | ORGANIZATION              | PHONE    | EMAIL                         |
|-----------------|---------------------------|----------|-------------------------------|
| Kathy R. Hill   | HMS-Trustee Bd            | 867-9207 | vrysth46mo@lypro.com          |
| Helle Lee Zell  | NCI                       | 895-6241 |                               |
| Mary Ann DeHoni | Sugartree Homes           | 653-1753 | moagie1966@aol.net            |
| Bethan SANIKER  | Hazelwood School district | 953-5955 | bsaniker@hazelwoodschools.org |
|                 |                           |          |                               |
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## **C.5 - Technical Advisory Committee Meeting Summaries**

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## MEETING SUMMARY

CH2MHILL

TO: I-270 North EA Project Team

FROM: CH2M HILL

PROJECT: I-270 North Environmental Assessment (J6I3020)

SUBJECT: Technical Advisory Committee Workshop #1 - Meeting Summary

MEETING DATE: May 28, 2013

MEETING TIME: 1:00PM – 3:00PM

LOCATION: Missouri Department of Transportation – Transportation Management Center

ATTENDEES

**Missouri Department of Transportation (MoDOT)**  
Lisa Kuntz, Matt Burcham, Larry Welty, Wesley Stephen, Bill Schnell, Angela Fuerst, Lee Hillner, Denise Thompson, Nicholas Correnti, Rick Schneider, Alex Wassman, Jim Bodart, Amanda Rich and Nail Jansson

**St. Louis County Department of Highways and Traffic**  
Stephanie Leon Streeter, John Hicks, Gus Heck

**East-West Gateway Council of Governments**  
Paul Hubbman

**Metro**  
Lance Peterson, Bernadette Marion

**Lambert-St. Louis International Airport**  
Jan Titus

**CH2M HILL**  
Buddy Desai, Tim Neuman, Chad Polk, James Ritter

**HNTB**  
Andy Potthast

**Jasun Technologies**  
Sunil Thakkar

### I. Meeting Summary

#### A. Introductions

The meeting began with an introduction by Missouri Department of Transportation (MoDOT) Project Manager, Lisa Kuntz. After welcoming attendees to Technical Advisory Committee (TAC) Workshop #1, Lisa introduced consultant project manager, Buddy Desai. Buddy asked attendees to perform a self-introduction before continuing with the content of the meeting.

#### B. Workshop Presentation and Discussion

TAC Workshop #1 proceeded with CH2M HILL project manager, Buddy Desai, facilitating the meeting. The progression of the meeting followed the annotated agenda – a copy of which was provided to each attendee. The presentation and discussion included the following information:

- Project Details
  - There was a brief discussion of the I-270 North Corridor Study which concluded with a project report published by MoDOT in October 2012.
  - The purpose of performing an Environmental Assessment was explained including a discussion of the expanded study area from I-70 to the



Mississippi River, the desire to maintain flexibility for innovative contracting methods, and the project's aggressive 18 month schedule which will require efficient review periods and timely input.

- Role of the Technical Advisory Committee
  - TAC members are the technical staff that will represent their agency in advising the study team during the development, analysis, refinement and selection of project solutions.
  - A separate Community Advisory Group (CAG) will provide an advisory role from a public stakeholder perspective.
  - This meeting is the first of four TAC workshops. The second workshop will take place from 12:30 to 4:00 on June 20<sup>th</sup> and will focus on the development of the performance measures by which the alternatives will be developed and screened.
- Project Context
  - A summary of the conditions and context of the existing corridor – as described in North Corridor Study – was presented.
  - Conditions and context included bridges with structural and functional deficiencies, traffic demand exceeding capacity, mainline segments identified in MoDOT's high severity ranking system, limited mobility and access, business and economic vitality concerns, and environmental justice concerns.

## II. Agency Perspectives

The following is a summary of comments that were made by agency representatives regarding the importance and meaning of the I-270 North Environmental Assessment to their agency:

### A. Metro (*Lance Peterson & Bernadette Marion*)

- In advance of the North County Transit Center that will be located on Pershall Road between West Florissant Avenue and New Halls Ferry Road, Metro has been designing/re-designing routes to function as a hub and spoke system. The routes are being configured such that they will be compatible with the one-way outer road concept presented in the North Corridor Study.
- "Texas Turnarounds" are desirable from Metro's perspective because they will greatly improve traffic flow and routing in the one-way concept.
- The stop at the Florissant Valley campus of the St. Louis Community College is a concern in the one-way concept. The campus is at the end of the line for multiple routes and has a high volume of riders. A turnaround in the vicinity of Waterford Drive could alleviate travel time concerns.
- Articulated buses will be used in the Metro bus system by the end of summer 2013 on the Grand Line. In the future, it is likely that additional articulated buses will be added to the system to provide additional capacity.
- In terms of mobility, passengers are expressing a desire to board in North County and connect to Lindbergh, West County, St. Louis Outlet Mall (formerly known as St. Louis Mills) and Clayton.
- Metro staff has observed a high incidence of accidents in the vicinity of the slip ramps within the corridor, although none of these accidents have included buses.
- Metrolink acts as the spine for Metro's hub and spoke network.
- The one-way concept adds complexity and cost to Metro operations.



**B. East-West Gateway** (*Paul Hubbman*)

- The selected solution/ alternative as part of this project must integrate and operate well in the regional network.
- The Regional Freight Study should be concluded mid-July of 2013. Mary Grace Lewandowski is managing the project and could provide additional details.
- The next revision to the Long Range Transportation Plan will occur in approximately two years. East-West Gateway is currently working to define the scope of the plan and differences from the current plan.
- East-West Gateway is currently working to develop performance measures in accordance with the requirements of MAP 21. Peter Koeppel is the appropriate contact for further information.
- To the extent possible, traffic modeling should account for and attempt to quantify impacts to local corridors in terms of introducing or removing traffic volumes.
  - Andy Potthast noted that the scope of the traffic analysis and traffic modeling includes modeling mainline, outer roads, ramp and cross street intersections. Modeling and analysis is only expected to extend along local roads to the extent that it impacts ramp and outer road intersection operations.

**C. St. Louis County Highways and Traffic** (*Stephanie Leon Streeter & John Hicks*)

- Local roads are a concern – in terms of burdening the local roads with interstate traffic if I-270 does not function and in terms of economic vitality if changes to interstate access were to impact the function or context of local roads with commercial properties that are economically vital to local communities.
- Discontinuous outer roads are a concern for function of the roadway system.
- Truck volume and congestion are a concern for local roads.
- The selected alternative from this project should be coordinated with planning and projects eastward into Illinois.
- Congestion at Route 370 is significant and a major concern.
- Economic development is important to the communities along the corridor. There is a strong desire for this project to result in continued and expanded investment in the corridor.
  - Buddy Desai noted that it would be difficult for the project to quantifiably measure economic development as purpose and need element. As such, the project will develop specific transportation related criteria such as accessibility, travel time, etc. that can be quantified and will create or maintain a corridor that will be conducive to economic development and commercial vitality.
  - Tim Neuman added that these specific and quantifiable transportation related criteria will need to be tied to specific/targeted locations within the corridor.
- St. Louis County is willing to assist in obtaining future land use plans and is willing to support related discussions utilizing St. Louis County staff knowledge and resources for comprehensive planning and code enforcement.
- St. Louis County supports multimodal planning and design considerations especially along the outer roads. Relieving congestion on local roads related to interstate, ramp, and intersection operations will also enable or enhance multimodal planning and operations along those local roads.



#### D. Lambert-St. Louis International Airport (*Jan Titus*)

- An area of property to the north of the airport may be developed for uses that will significantly increase truck traffic.
- In addition to considering access to the front of the airport on the south, airport staff continues to consider the quality of, and possible improvements to, access from I-170 and Lindbergh Boulevard.

#### E. MoDOT

*Bill Schnell*

- It is suggested that the study team follow ongoing developments in St. Charles regarding the one-way outer road system along I-70 and the funded Congestion, Mitigation, Air Quality (CMAQ) grant.

*Angela Fuerst*

- MoDOT is seeking to maintain flexibility in the environmental document and Conceptual Access Justification Report to maximize opportunities for innovative contracting techniques including alternative technical concepts, design-build, and value engineering.
- Part of this flexibility is focusing on performance measures more than on a specific design configuration.
  - Buddy Desai noted that FHWA has confirmed that a Preferred Alternative will be required in the environmental document. In order to maintain flexibility, the study team will determine a reasonable footprint to be environmentally cleared and may quantify sensitive environmental resources beyond that footprint, on a case by case basis, in order to expedite re-evaluation.
  - Tim Neuman added that the agency owner of the transportation project controls flexibility throughout the process based on the amount of risk the agency takes on itself versus the amount of risk put on industry partners. Flexibility is the choice the agency in calculating the amount of risk it is willing to share/absorb.

*Larry Welty*

- The best solution for this project may require the study team to be bold in developing a truly appropriate and robust solution that will be successful in achieving the project's purpose and need and delivering a solution that will fully benefit the transportation corridor and surrounding communities. Solutions that are scaled back excessively often result in improvements that are not appropriate for the context of the project area and fail to function as intended.

### III. TAC Input on the Project Corridor

The following is a summary of comments that were made by TAC members regarding the issues/conditions/challenges that exist along the project corridor. It was requested that TAC members limit their input to issues/conditions/challenges and that they avoid presuming specific solutions at this point in time.

#### A. I-70, Route 180/St. Charles Rock Road

- Route 180/St. Charles Rock Road has a high volume of heavy trucks entering and exiting the interchange and passing under the interstate to/from the west.
- Because of the close proximity to the intersection – does not allow weaving on the ramp, which causes congestion at the intersection.



- There is an issue with the shared left-turn/thru lane on westbound Route 180 under the interstate.
- There is a relatively high pedestrian volume crossing under the interstate that can be attributed to the trailer court west of I-270 and errant Metro bus boardings.
- There are no plans to upgrade the capacity of Route 180 in the vicinity of I-270.
- Congestion on I-70 and on service interchange ramps backs up onto I-270 with an observed high frequency of accidents.
- MoDOT owns the property adjacent to the northbound I-270 to Route 180 ramp, south of Route 180. The property is no longer used by MoDOT. SSM Depaul Health Center has expressed an interest in the property.
- The sequence of taking the I-270 northbound ramp to Route 180 eastbound to Natural Bridge Road north/eastbound results in a dangerous movement across multiple lanes over a short distance.
- The study should consider Bridgeton land use plans and redevelopment considerations of airport property, etc.
- The Gist Road bridge over I-270 immediately south/west of the Route 370 interchange is underutilized. If access could be provided at this location, congestion could be relieved elsewhere – especially along Route 180.

#### **B. Route 370**

- The I-270 weaving between the Route 370 and McDonnell Boulevard interchanges is an issue.
- Vacancy rates at St. Louis Outlet Mall (formerly St. Louis Mills) is increasing, though not currently considered critical.
- The upgrade of the partial interchange with Missouri Bottom Road in the vicinity of the Route 370 interchange to a full interchange could provide an airport freight route.

#### **C. McDonnell Boulevard**

- There is an issue with congestion and underutilization of the triple left turn from north/eastbound I-270 onto McDonnell Boulevard. There is a CMAQ project that may provide lane continuity for the third lane which is underutilized.

#### **D. Lindbergh Boulevard**

- There are operational issues with the proximity of Lynn Haven Lane and limited storage lengths.
- Southbound Lindbergh Boulevard users must pass through the intersection with Lynn Haven Lane/Taylor Road to access I-270 westbound and for I-270 westbound users to access northbound Lindbergh Boulevard.
- Demand exceeds capacity on Lindbergh Boulevard north of the I-270 corridor.
- Lindbergh Interchange is a barrier for north-south bike/pedestrian movement.
- Pershall Road does not go west of US 67

#### **E. I-170, Hanley Road, New Florissant Road/Route N**

- There are issues attributed to the proximity of the interchanges, weaving and congestion.
- Metro will be rerouting existing bus lines to avoid I-170.
- There are two sensitive architectural resources in the area – the John B. Meyers House on Dunn Road near the I-170 interchange and the Gittemeyer House on Dunn Road near New Florissant Road.



- Route N bridge is both functionally and structurally deficient – schedule for bridge replacement in 2015. MoDOT is investigating options for rehab.

#### **F. Washington Street/Elizabeth Avenue**

- The south outer road is discontinuous to the west of the interchange.
- The pedestrian bridge from McCluer High School to Johnny Londoff Chevrolet is essentially closed and will be removed by MoDOT. It is not ADA compliant and the high school keeps the south end gated/locked.
- The right turns to/from Washington Street, from/to Dunn Road westbound are sweeping right turns with entrances fronting the channelize turn lanes – large number of rear ends/sideswipes.
- Here – and in numerous places throughout the corridor – intersection skew angles create challenges/issues.
- The lane drop on northbound Washington Street immediately north of Dunn Road creates issues.
- Traffic solutions in this area will need to be particularly sensitive to development and adjacent land use.

#### **G. West Florissant Road**

- A turnaround crossing between Washington Street/Elizabeth Avenue and Waterford Drive would be very beneficial to Metro operations in one-way outer road concept.
- Demand exceeds capacity for left turn bays in the ramp and outer road intersections.
- Based on user complaints, this intersection is likely the most disliked intersection along the corridor. Driver desperation and frustration often results in poor driver behavior.
- Pedestrian facilities are segmented/disconnected across the interchange and not unlike most of the corridor the facilities do not meet ADA standards.

#### **H. New Halls Ferry Road/Route AC, Old Halls Ferry Road**

- Way finding is an issue through the interchange/intersections/outer roads.
- There is high vacancy on the north side of the corridor in this area.
- There is a nearby senior facility that exacerbates the ADA issues under I-270 along New Halls Ferry.
- Pershall Rd is one-way between New Halls Ferry and Old Halls Ferry
- Metro is concerned about change in access near the new transit facility – any changes will need to allow for a safe bus maneuver into the facility.
- The intersection of New and Old Halls Ferry Road presents challenges.

#### **I. Route 367/Lewis and Clark Boulevard**

- The outer road to the south of I-270 and west of Route 367 ends – limiting access and mobility.
- The cloverleaf interchange ramps have small radii and the weaving segments between ramps are short.
- There have been recent friction improvements to some ramps within the interchange.
- Users traveling from Route 367 southbound to I-270 westbound often approach I-270 as speeds faster than traffic on I-270.
- There are no plans to improve Route 367 south of I-270.

#### **J. Bellefontaine Road**



- There is a funded project to provide access from Dunn Road eastbound to I-270 westbound. This project is related to the increase traffic generated by the National Personnel Records Center on Dunn Road west of Bellefontaine Road.

**K. Lilac Avenue, Riverview Drive/Route H**

- Some stakeholders have expressed an interest in having a south outer road in this area.
- The QuikTrip south of I-270 and west of Lilac Drive will be upgrading their facilities. This area is in high demand as a diesel/truck stop.
- The rest area on Dunn road just west of Riverview Drive is currently operational. There is a possibility that it will be closed at some point in the near future

**IV. Appendix**

- TAC Workshop #1 Agenda
- Sign-in Sheet





# MEETING SUMMARY

CH2MHILL

TO: I-270 North EA Project Team

FROM: CH2M HILL

PROJECT: I-270 North Environmental Assessment (J6I3020)

SUBJECT: Technical Advisory Committee Workshop #2 - Meeting Summary

MEETING DATE: June 20, 2013

MEETING TIME: 12:30PM – 4:00PM

LOCATION: Missouri Department of Transportation – Transportation Management Center

ATTENDEES

**Missouri Department of Transportation (MoDOT)**  
Lisa Kuntz, Larry Welty, Angela Fuerst, Nick Correnti, Stacey Smith,  
Jim Bodart, Niall Jansson, Amanda Rich

**St. Louis County Department of Highways and Traffic**  
Glenn Henninger

**East-West Gateway Council of Governments**  
Christopher Michael, Mary Grace Lewandowski

**Metro**  
Lance Peterson

**Lambert-St. Louis International Airport**  
Dana Ryan

**CH2M HILL**  
Buddy Desai, Tim Neuman, Chad Polk, James Ritter

**HNTB**  
Joe Blasi

**Jasun Technologies**  
Sunil Thakkar

## I. Meeting Summary

### A. Introductions

The meeting began with an introduction by Missouri Department of Transportation (MoDOT) Project Manager, Lisa Kuntz. After welcoming attendees to Technical Advisory Committee (TAC) Workshop #2, Lisa introduced consultant project manager, Buddy Desai. Buddy asked attendees to perform a self-introduction before continuing with the content of the meeting.

### B. Workshop Presentation

TAC Workshop #2 proceeded with CH2M HILL project manager, Buddy Desai, and senior technical advisor, Tim Neuman, facilitating the meeting. The progression of the meeting followed the agenda – a copy of which was provided to each attendee. The presentation and discussion included the following information:

- Existing Conditions and Projected Traffic
  - Infrastructure conditions were briefly reviewed including the fact that the bridges at Route N (New Florissant Road) and Route AC (New Halls Ferry Road) are in the worst condition of the structures within the project corridor.
  - A lane continuity diagram for the existing I-270 North corridor was referenced. The diagram depicted the existing number of lanes along



mainline I-270 and shows the location of auxiliary lanes and entrance/exit ramps.

- Existing mainline Level of Service (LOS) was noted as being worst in the areas of Washington St./Elizabeth Ave. and West Florissant Rd where existing LOS is E and F, respectively, during the peak hour. The focus of this discussion was on the basic lanes only and did not include LOS for merge/diverge areas. An existing conditions analysis handout containing LOS throughout the corridor was provided as reference. It was noted that various segments in the corridor do not operate independently and that a segment with poor level of service may adversely affect upstream traffic operations. Based on the existing LOS analysis, this section of the corridor will garner focused attention going forward.
- Existing land use along the corridor was presented. A map showing existing land use by parcel with an overlay showing the anticipated degree of residential and commercial land use change by 2040 was presented to the TAC. The discussion focused on soliciting input on areas that will have development or have a high likelihood of land use changes that may foster development. The type and intensity of land use is important for traffic forecasting assumptions, performance measure determination and solutions development.
- Corridor Planning and Corridor Sizing (Base Number of Lanes)
  - The concept of corridor sizing around a master plan or ultimate planning vision for the corridor was presented.
  - It was noted that the building blocks for corridor planning are the basic number of continuous lanes along the corridor which define the base capacity. The basic number of lanes should change at logical locations where significant changes in traffic volumes occur and should be maintained over fundamentally long distances. Auxiliary lanes are added to this basic number of lanes to handle bulges in traffic and provide space for weaving, merging and diverging movements.
  - The number of basic lanes in each direction along the existing corridor is as follows:
    - 4 basic lanes from I-70 to Lindbergh Blvd.
    - 3 basic lanes from Lindbergh Blvd. to east of Bellefontaine
    - 2 basic lanes from east of Bellefontaine to the Mississippi River
  - The design and construction of improvements within a given corridor should be based on a long range master plan that accounts for a base number of lanes that is developed from traffic data and traffic projections, policy decisions and logical transition points.
  - The traffic analysis in the I-270 North Corridor Study completed in 2012 references a 20-25% growth in traffic through the project corridor by the year 2040. Based on initial investigations into the East-West Gateway traffic model for the year 2040, the model shows less than 20-25% growth or no growth in the same period. As the study continues and this apparent difference is resolved, the project will determine a reasonable growth assumption. Beyond the traffic models themselves, it is logical and reasonable to assume some growth. 20-30% growth over 30 years does not seem excessive and is less than assumptions often used in other urban corridors. At the same time, growth assumptions should be compatible with and/or endorsed by determinations of the local planning authority, namely East-West Gateway. To this end, the study will acquire the latest current and



future traffic models from East-West Gateway and will coordinate with East-West Gateway in determining a reasonable growth assumption.

- Similar to the growth assumption, a policy decision must be made to determine a reasonable design Level of Service (LOS). For the reference of the group, it was noted that traffic continues to flow (no stoppages) under LOS D and that capacity is being reached and traffic slow is beginning to slow down in LOS E.
- The sizing of the existing corridor and a high level reference to existing traffic operations points towards an ultimate corridor size of 8 basic lanes with 4 lanes in each direction between I-70 and Route 367. East of Route 367 freight study recommendations and IDOT planning and construction point toward an ultimate corridor size of 6 lanes with 3 lanes in each direction. If design year traffic projections determine this to be the case as the study continues, alternatives development and future improvements will be based on accommodating this ultimate corridor size.
- Infrastructure such as bridges, retaining walls and ramps should be designed with the long range/master plan/ultimate basic number of lanes in mind. Infrastructure life exceeds the design year for most roadway/bridge projects. In this way, the design year becomes somewhat arbitrary as infrastructure design must consider the broader implications of ultimate planning for a given corridor.
- Design Level of Service (LOS) is typically in reference to the design year peak hour or peak period. It is likely that a given roadway will function significantly better than the design LOS in the interim years and during off-peak periods.
- In terms of a basic lane plan, there is an important distinction between having a plan and implementing a plan. Having a long term basic lane plan does not obligate any individual project to construct the full basic lane plan. It simply allows each individual project to be designed and constructed in such a way that it does not preclude the ultimate basic lane plan from being constructed in the future or result in the tear out and replacement of infrastructure that has not met its design life.
  - The design of a ramp in an area where a future lane may be constructed to meet long term corridor sizing would be done in a manner that would account for the ultimate plan. The geometry of the ramp would account for the future through lane. The resulting ramp would appear elongated in the interim condition, but if and when the additional lane is constructed, only the elongated portion of the ramp that conflicts with the additional lane would require removal. No additional right of way or retaining walls would be necessary as they would have been constructed with the original ramp project.
  - Similarly, bridges and retaining walls would be designed to account for the ultimate roadway width, and required horizontal and vertical clearances.
- Performance Measures Presentation
  - *Refer also to the performance measures presentation slides, a copy of which may be found in the appendix of this meeting summary.*
  - Performance measures will serve as a basis for optimizing the development of potential solutions for the I-270 North corridor and will provide a means



of evaluation for the alternatives, guiding the selection of a Preferred Alternative.

- Additionally, the development of performance measures will provide MoDOT with maximum flexibility for procuring delivery of the final project for this corridor. MoDOT may elect to utilize alternative delivery methods – including design-build – for project delivery and performance measures will serve as a benchmark for any proposed changes or alternate technical concepts to the Preferred Alternative which will be included in the Environmental Assessment.
- MAP-21 establishes performance-based planning and decision-making. AASHTO has developed a number of recommended performance measures according to a number of goal areas specified by MAP-21. In accordance with MAP-21 requirements, East-West Gateway has developed a list of draft performance measures for long range transportation planning. Many of the AASHTO and East-West Gateway performance measures could be applied to the project corridor with limited refinements.

## II. Comments and Discussion Points

The following is a summary of comments and discussion points that were made by TAC representatives during the workshop presentation:

### A. Existing Level of Service Discussion

- The section of the corridor from west of Lindbergh Blvd. to I-170 also has significant traffic operational issues in the eastbound direction during the PM peak period.

### B. Existing Land Use and Anticipate Change Discussion

- An example of a development that is committed and should be anticipated in traffic assumption and solution development is the rebuild and expansion of the QuikTrip gas station at Lilac. The building and services are being expanded and it is expected that this property will draw an increasing volume of heavy truck traffic including truck traffic from Illinois specifically to this property.
- Dana Ryan (Lambert-St. Louis International Airport) noted that the vacant airport property in Bridgeton is mostly not expected to develop. However, some limited development of compatible commercial and industrial land uses may occur.

### C. Corridor Sizing Discussion

- Glenn Henninger (St. Louis County) noted that corridor sizing on the east end of the corridor should be in line with planning and growth assumptions by the Illinois Department of Transportation (IDOT) along I-270, east of the Mississippi River.

It was noted that the existing Chain of Rocks Bridge over the Mississippi River is 2 lanes in each direction and that a study performed by IDOT for I-270 east of the Chain of Rocks Bridge identified a proposed bridge with 3 lanes in each direction as a future need. Furthermore, IDOT is currently constructing a new 6-lane bridge (3 lanes in each direction) over the Chain of Rocks Canal. There was consensus among the TAC participants that this points toward an ultimate corridor size of three lanes in each direction on the Missouri side of the Mississippi River.

- Larry Welty (MoDOT) noted that there is a public feeling that economic growth along the project corridor is limited by the existing configuration of the roadway, interchanges and outer roads. He also commented that he believes we should account for some level of growth within the corridor. At a minimum, some allowance must be made for latent demand.
- Lisa Kuntz (MoDOT) noted that the I-270 North Corridor Study project team recognized there has been flat growth or decline in traffic demand along the corridor



in the last five years. This flat growth or decline can, in part, be attributed to the recent economic recession. Some recovery and growth is expected by 2040 – as reflected in the 20-25% I-270 North Corridor Study growth assumption.

- Christopher Michael (East-West Gateway) noted that East-West Gateway’s freight study should be referenced and accounted for in traffic growth assumptions. Regardless of economic development or redevelopment, freight traffic in the corridor is expected to increase.
- Dana Ryan (Lambert-St. Louis International Airport) noted that in airport planning he doesn’t foresee even 3-4% annual growth. He also commented that he would like to see what it would take to provide LOS B and then make decisions on what can be done and what tradeoffs need to be made for the project corridor.

### III. Performance Measures Group Exercise

The purpose of the performance measure group exercise was to characterize and discuss a framework for setting specific, measureable goals and objectives such that the study team could develop and refine the ideas into performance measures. These performance measures will be reported back to the TAC at a future date and will be used in the development of corridor solutions and evaluation of the alternatives. Many of the performance measures will be carried over into the contracting for delivery/construction of improvements.

#### A. Mobility

Mobility refers to the quality of the trip, i.e. what it takes to get there in terms of travel time, trip length, etc. Potential ideas and discussion points related to mobility include the following:

- Level of Service
  - Within corridor segments
  - At each interchange
- Travel time
  - Along the entire corridor
  - Within segments of the corridor and especially near major choke points such as between McDonnell Blvd. and Washington St./Elizabeth Ave.
  - To/from businesses along the outer roads (one-way vs. two-way)
  - To destinations and land uses such as the Metro transit center, the MoDOT transit center, major merge/diverge/interchange locations, major traffic generators in or adjacent to the study area (Boeing, Lambert Airport, SLCC Florissant Valley campus, hospitals)
- Average speed on interstate
  - Freight/commercial trucking specifically
  - Variance in speed or travel time threshold
- When/Time of day for measuring performance
  - Peak hour
  - Mid-day or off-peak travel speeds and/or travel time as secondary measure and for freight considerations
  - Note: Mid-day peak is generally about 60% of peak hour volumes
- Various ways to measure performance
  - Total vehicle hours
  - Number of hours per day below a certain speed threshold such as 45 mph



- Delay and Adverse Travel
  - On the mainline, along the outer roads, at cross-road intersections and interchanges
  - Adverse travel including trip time to locations such as transit center, commercial (shopping centers, car dealers) and institutional (school) land uses, and hospitals
  - Reduction in light cycle times (one-way vs. two-way) – consider specific reference points such as transit center, community centers, and school
  - Pedestrian mobility especially north/south movements across corridor
  - Bicycle mobility especially near SLCC Florissant Valley and Halls Ferry to Washington/Elizabeth and along outer road (one-way vs. two-way)

## **B. Accessibility**

Accessibility refers to the ability to get to a particular location or desired destination. Potential ideas and discussion points related to accessibility include the following:

- Pedestrian access to/from bus stops
- Being able to make all moves and get to all locations at intersections and interchanges (quadrant analysis)
- Trip length and access to/from car dealerships, Christian Northeast at Route 367, DePaul Health Center at Route 180, Metro transit center, SLCC Florissant Valley
- Wayfinding (signage/ability to sign roadway configuration, driver expectations)
- Access to all businesses and land uses along outer roads (one-way vs. two-way)
- Lack of backage roads does not allow reduction in access along outer roads
- Pedestrian access especially across the corridor (mainline and outer roads) at Route 367, Highway 67, McCluer High School and/or Washington/Elizabeth, pedestrian bridges
- Commuter parking lots (lot at Lilac is not utilized and not in a good location)

## **C. Public Safety**

Public safety may include vehicle crashes, pedestrians, bicycle users, as well as other items such as emergency services. Potential ideas and discussion points related to public safety include the following:

- Transit users (pedestrians waiting at bus stops especially near Missouri College and Johnny Londoff)
- Transit user transfers (Metro noted that the number of transfers are expected to be the same for one-way and two-way outer road solutions)
- Number of conflict points at intersection of cross-roads and outer roads (one-way vs. two-way)
- Crash severity indexes
- Congestion/Level of Service and crash frequencies
- Shoulder width and crash frequencies
- Pedestrian safety and discontinuity at slip ramps along outer road, especially near West Florissant
- Emergency service access and travel time (to incidents on the interstate, to any location along corridor, to hospitals, fire stations, police stations, etc.; consideration of the “golden hour” and ability to achieve it)
- Weaving and merge/diverge movements (predictive model through Highway Safety Manual analysis)



- Safety factors/indicators are based on volume, length and facility type
- Travel time and wayfinding to hospitals (SSM Depaul at Route 180, Christian Northeast at Route 367, Christian Northwest at Hanley/Graham)
- Bicycle and pedestrians longitudinally and at intersections, for all movements at intersections; especially at Route 367, at SLCC Florissant Valley, along Pershall and Dunn; per St. Louis Bike Plan
- Safety related to constructability and time to construct (This was noted as not typically being analyzed during this type of study)

#### **D. Environment**

The environment category may include environmental and sustainability impacts and commitments that are typically disclosed in the Environmental Assessment document as well as items that take these commitments further. Potential ideas and discussion points related to the environment include the following:

- Noise
- Water quality – stormwater management, runoff to sensitive resources
- Air quality/emissions
- Hazardous materials including Coldwater Creek
- Avoiding, maintain and enhancing parks, recreational and historic land uses, cultural resources such as historic architecture and historic Route 66 designation for Dunn Road from Highway 67 to Riverview
- Minimize right of way and property takings
- Wetlands
- Public acceptance of impacts and mitigation

### **IV. Conclusions & Next Steps**

The study team will consolidate, organize and refine the ideas gathered during this exercise ensuring that the resulting performance measures define specific, measurable goals and objectives which can be measured based on data sets that are readily available to the study team or based on analysis that will otherwise be performed as part of the study. These performance measures will be reported back to the TAC at a future date and will be used in the development of corridor solutions and evaluation of the alternatives.

A meeting summary and PDFs of meeting materials will be distributed to TAC members in the coming weeks.

The next TAC workshop will be held in September 2013 and will present corridor strategies for TAC input.

### **V. Appendix**

- Agenda
- Lane Continuity Diagram
- Land Use Map
- Existing Level of Service Analysis Table
- Performance Measures Presentation
- Sign-in Sheet





**I-270 North Environmental Assessment  
Technical Advisory Committee Meeting #3  
10:00 AM to 3:30 PM  
Tuesday, October 8, 2013**

**Meeting Goals:**

- Principles of Freeway Planning
- Process for alternatives development and presentation
- Present conceptual solutions

**10:00 Introductions**

**10:10 Fundamental Principles of Urban Freeway Planning & Design**

**11:00 Interchange Type Advantages & Disadvantages**

**11:30 Lunch**

**12:00 Conceptual Solutions**

- Present the initial layouts for I-270 and associated interchanges
  - Corridor Sub-Area Plan
  - Corridor Alternative Summaries
  - Typical Sections
  - Evaluation Matrix

**1:30 Break**

**1:45 Conceptual Solutions (con't)**

**3:15 Conclusion/Summary**

**3:30 Wrap UP and Adjourn**





**I-270 North Environmental Assessment  
Technical Advisory Committee Meeting #4  
12:00PM to 4:00PM  
Monday, November 18, 2013**

**Meeting Goals:**

- Presentation of Conceptual Build Alternatives for the Full Corridor
- Discussion on Performance Measures to be used to Analyze Conceptual Alternatives

**12:00 Introductions**

**12:10 Review of Performance Measures**

**12:30 Group Review of Conceptual Build Alternatives – Part 1**

- Break into 2 groups to review the Conceptual Alternatives

**2:00 Break**

**2:15 Group Review of Conceptual Build Alternatives – Part 2**

- Break into 2 groups to review the Conceptual Alternatives

**3:45 Report Out/Comments**

**4:00 Wrap Up and Adjourn**





## MEETING SUMMARY

**CH2MHILL**

TO: I-270 North EA Project Team

FROM: CH2M HILL

PROJECT: I-270 North Environmental Assessment (J6I3020)

SUBJECT: Technical Advisory Committee Workshop #5 - Meeting Summary

MEETING DATE: November 13, 2014

MEETING TIME: 10:00AM – 11:30PM

LOCATION: Missouri Department of Transportation – Transportation Management Center

ATTENDEES: **Missouri Department of Transportation (MoDOT)**  
Lisa Kuntz, Arisa Prapaisilp

**St. Louis County Department of Highways and Traffic**  
John Hicks, Larry Welty, Stephanie Streeter, Debra Aylsworth

**East-West Gateway Council of Governments**  
Paul Hubbman, Mary Grace Lewandowski

**Metro**  
Lance Peterson, Bernadette Marion

**Great Rivers Greenway**  
Todd Antoine

**Lambert-St. Louis International Airport**  
Jan Titus

**CH2M HILL**  
Buddy Desai, James Ritter

### Meeting Summary

#### Introductions

The meeting began with an introduction by Missouri Department of Transportation (MoDOT) Project Manager, Lisa Kuntz. After welcoming attendees to Technical Advisory Committee (TAC) Workshop #5, Lisa introduced consultant project manager, Buddy Desai. Buddy asked attendees to perform a self-introduction before continuing with the content of the meeting.

#### Workshop Presentation

Buddy then provided a presentation for the TAC members. The presentation consisted of the following:

- Project History
- MoDOT's Focus on Flexibility in Design
- The Elements of the Preferred Alternative
- Next Steps in the I-270 North Environmental Assessment

#### Preferred Alternative Presentation

No questions were asked after the presentation. The TAC was then asked to stand up so that they could view the Preferred Alternative on large, 200-scale maps that were placed on tables.

The following comments/questions were asked during the presentation of the Preferred Alternative:



- Paul Hubbman/EWG – Expressed concern with changed travel patterns and access to certain properties such as the St. Louis Community College (SLCC) due to the one-way outer road (OWOR) system.
  - The study team acknowledged that the OWOR system will affect how travelers access certain destinations and that motorists will have to develop new travel patterns after the improvements are completed. It was also noted that MoDOT has engaged SLCC since the I-270 North Corridor Study and they have been supportive of the project including the OWOR system concept.
- Lance Peterson/Metro – Noted that the OWOR system will result in additional costs to Metro due to the out of direction travel that will be required. He noted that Metro service is funding based. Implementation of the OWOR system will require additional funding to maintain current levels of services or will require cuts to services to remain within current funding levels.
- Mary Grace Lewandowski/EWG – Asked about secondary and cumulative impacts resulting from possible re-development that may occur after the project is completed.
  - The study team noted that secondary and cumulative impacts will be discussed in the Environmental Assessment (EA). However, because the project’s drivers aren’t to spur new development, and because the location, timing, and type of any possible re-development is not known, the impacts of such development is not included as part of this project.
- John Hicks/St. Louis County – Was interested in whether land use changes resulting from potential “Catalyst Events” within and adjacent to the study area – such as Bus Rapid Transit and Great Streets projects – were taken into consideration.
  - The land use assumptions came from EWG and do take into account expected developments. The project will not affect the proposed BRT and Great Streets projects.
- Mary Grace Lewandowski/EWG – What mitigation has been proposed for the project’s impacts?
  - R/W acquisition will follow the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987. There are no Section 6(f) impacts and the study team is working to avoid any Section 4(f) impacts. Mitigation for other impacts will also be outlined in the EA.
- Jan Titus/Lambert St. Louis Airport – Asked if any consideration had been given to a possible interchange at Woodford Way or Gist Road.
  - The close proximity of the I-70, St. Charles Rock Road and Route 370 interchanges would preclude a new interchange at either location. In addition, it was noted that no tangible development has been proposed in the airport buyout land.
- John Hicks/St. Louis County – Has IDOT District 8 participated in the study?
  - IDOT was invited to serve on the TAC but declined the invitation. MoDOT has provided periodic updates to IDOT.
- Paul Hubbman/EWG – Has the possibility of constructing a counterflow lane to the new transit center been considered?
  - This may have been investigated as part of the Great Streets project but will not be included in the I-270 North Environmental Assessment.

## Action Items

- Provide Google Earth files depicting the Preferred Alternative and the other Reasonable Alternative to the TAC members.



## Conclusions & Next Steps

It was noted that the EA is being reviewed by FHWA and it is expected that the EA will be distributed for review in early 2015. A Public Hearing will be conducted during the EA Comment Period and the Finding of No Significant Impact is expected in spring 2015.

A meeting summary and PDFs of meeting materials will be distributed to TAC members in the coming weeks.

This was the I-270 North Environmental Assessment's final TAC meeting.



## **C.6 - Public Information Meeting Summaries and Alternative Maps**

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**I-270 North Environmental Assessment  
Public Open House  
Comment Summary Report**

**Submitted by:  
Vector Communications  
Sub-Consultant to CH2M HILL**

**August 21, 2013**

## Study Overview

The *I-270 North Environmental Assessment* is the next step by the Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), toward upgrading the interstate from the I-70 interchange on the west to the Chain of Rocks Bridge on the east. The 15-mile study area involves 16 interchanges and the following municipalities: Bridgeton; Hazelwood; Florissant; Calverton Park; Dellwood; and Bellefontaine Neighbors. Safety, mobility, congestion, accessibility, and aging infrastructure are the issues that will be addressed.

Environmental assessments are a requirement of the National Environmental Policy Act of 1969 (NEPA). During the 18-month *I-270 North Environmental Assessment*, proposed solutions will be identified and then analyzed for their potential social, economic, and environmental impacts. Considering such impacts early in the planning process allows for them to be avoided, minimized or mitigated. It also helps determine whether the solution selected at the end of the process will meet the study's goals while considering the community's needs.

The *I-270 North Environmental Assessment* began in spring 2013. During the first few months of the study, technical study team members collected traffic data, confirmed existing issues, and began developing the project's purpose and need statement, which explains what the project's goals are and why it is necessary.

Combined with the technical work is public involvement. To date, it has involved stakeholder briefings with elected officials, community leaders, subdivision trustees, business owners, and developers. Additionally, a Community Advisory Group composed of area stakeholders was formed and its first meeting was held in July.



The first event for the general public was an open house on Tuesday, July 30, 2013. The meeting was held at St. Louis Community College at Florissant Valley. The purpose of the open house was for attendees to learn about the study and to share their experiences traveling the corridor. This information will help the study team develop solutions.

## Outreach and Media Relations

To promote the open house, the following outreach and media relations activities took place:

- A door-to-door mail drop was conducted in residential neighborhoods adjacent to I-270.
- An email announcing the open house was sent to nearly 275 people listed in the study's database.
- Street team members distributed open house flyers at the following community events:
  - Senior Citizens Speaker Series at Eagan Center in Florissant on July 18, 2013
  - Music Under the Stars concert at St. Ferdinand Park in Florissant on July 20, 2013
  - City of Ferguson's Citywalk Concert at Plaza at 501 on July 26, 2013
  - City of Ferguson's Farmer's Market at Victorian Plaza on July 27, 2013
  - Music Under the Stars concert at St. Ferdinand Park in Florissant on July 27, 2013
- An announcement was placed on the study's website and on the St. Louis County Council's website.
- An ad announcing the open house was placed in *Community News* and *Independent News*, two local periodicals.
- MoDOT's North Area Engineer Larry Welty appeared on the City of Florissant television and on Gateway Television News for extended interviews two weeks before the open house. He was also interviewed by KMOV-TV. This story ran the day before the open house.
- MoDOT's Transportation Planning Specialist Lisa Kuntz appeared on KTVI-TV the morning of the open house.
- MoDOT Roadside Message Boards

## Open House

Eighty-five (85) people attended the open house. Study team members manned five stations that included 30 informational display boards. The stations were:

- #1 – Study Overview
- #2 – National Environmental Policy Act (NEPA)
- #3 – Issues, Goals and Vision for I-270
- #4 – Performance Measures
- #5 – Your Involvement and Input

Station #3 also included large-scale corridor maps where attendees could mark on the maps with dots where they encounter problems when traveling the area. Study team members were on hand at the stations to document the dots and any corresponding information attendees provided. Participants could also mark on the maps locations where they knew of any environmental issues.



Upon entering the open house, attendees received a welcome handout outlining what they would find at each station, a study newsletter, and a comment form. They were encouraged to complete the comment form before they left. Besides the open house, citizens could visit the study's website at [www.I-270North.org](http://www.I-270North.org) to review the open house boards and complete a comment form online. The comment form can be found in Appendix A.

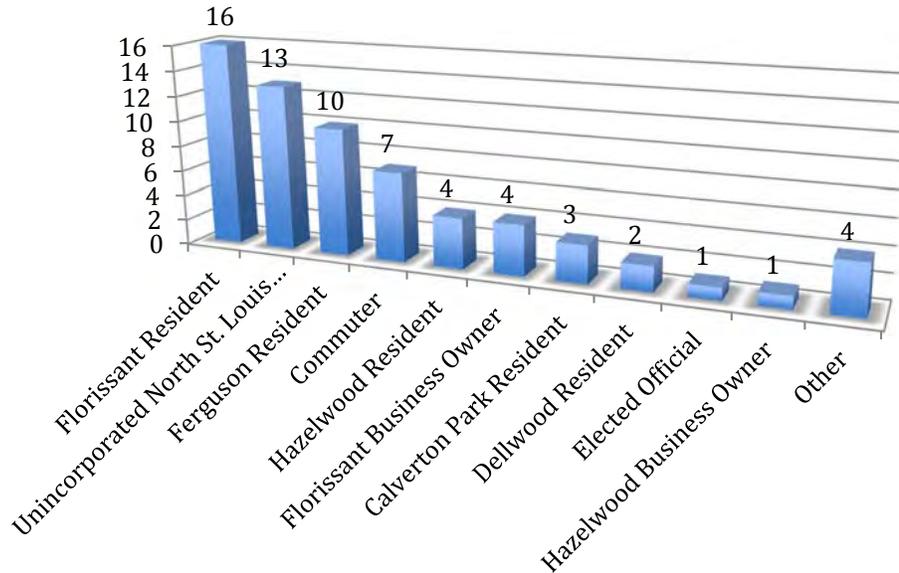
### **Public Comments**

There were six questions on the comment form with a seventh area for any additional comments. Fifty-seven (57) open house attendees completed a comment form. Additionally, five people completed a comment form online and one person mailed in his comments. Thus, 63 people provided input. The rest of this report outlines the input received from these respondents.

#### *Question #4: Describe yourself (check one)*

Although this was the fourth question on the comment form, it is at the top of this summary section to provide details on those who responded. This information provides context when reading the comment results. Most respondents were residents, with five being business owners. The chart on the next page describes the respondents and how many fell under reach category.

## Most Respondents Live in Florissant



Respondents who chose “other” wrote:

- County highway employee
- Florissant church
- Hazelwood for work

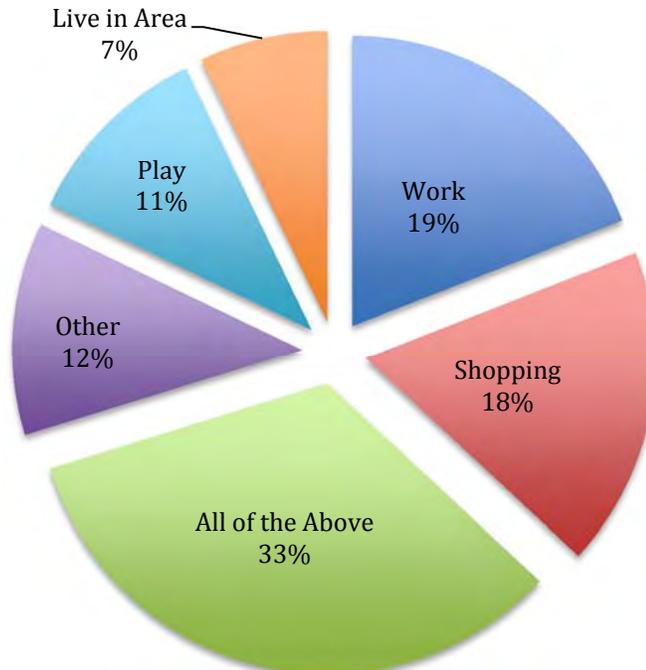
*Question #1: What is the main reason you use I-270 North? (check one)*

Respondents were given the following choices:

- Work
- Play
- Shopping
- All of the above (work, play, and shopping)
- Other

Since “live in area” was a frequent written comment referenced under “other,” it was given its own separate category. The chart on the next page details the results.

## Most Use I-270 for Work, Play and Shopping



### Other verbatim comments Included:

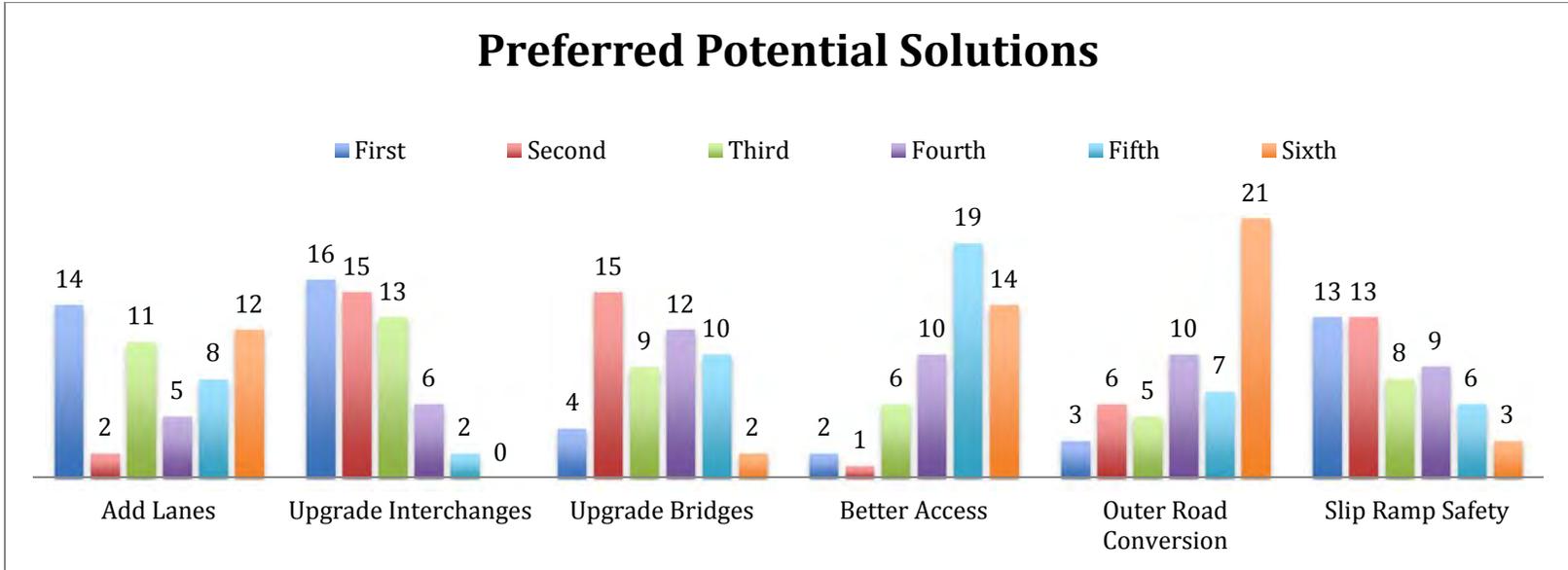
- Boss told me to
- Church
- Doctor/Dentist
- Hospital
- Extended family lives in North County
- I use it to go south to main roads. Use 370 to St. Charles but miss 270 meeting South Big Boy set South his office on St. Charles Rock Road
- Rarely go West of West Florissant. Frequently East of West Florissant.
- Retired - Use to all places.
- School
- To get to 370 & St. Charles area.

*Question #2: The study team will be considering several solutions for improving the I-270 North corridor, some of which are listed below. Please rank the following with 1 being most important and 6 least important.*

The responses to this question can be found on the next page.

Six potential solutions, which are outlined in the chart below, were presented to attendees and respondents ranked the solutions from one, being the most important to six, being the least important. Fifty-two (52) respondents ranked all six solutions. Their rankings are shown in the chart below.

Upgrading interchanges carries the most weight with 31 out of 52 respondents choosing it as their first or second preference. The second most weighted preference, with 26 respondents selecting it as their first or second choice, was addressing safety concerns at the slip ramps. The least ranked solution was providing better access to homes and businesses adjacent to I-270. Three (3) out of 52 respondents ranked this solution as first or second. The second least favorite solution was converting the two-way outer roads to one-way. Nine (9) out of 52 respondents ranked this solution as first or second.



Nine (9) respondents only ranked one or a few of the solutions. Similar to those who ranked all six solutions, the most preferred one was upgrading the interchanges. Two respondents did not answer the question at all.

Respondents also wrote comments that focused on the following topics.

| Topics                            | Comments |
|-----------------------------------|----------|
| Safety Concerns                   | 7        |
| Congestion                        | 6        |
| Misc.                             | 6        |
| Adding Lanes                      | 4        |
| Yes to One-Ways                   | 3        |
| No to One-Ways                    | 3        |
| Project Support                   | 3        |
| Noise                             | 3        |
| Eliminate Cloverleaf Interchanges | 2        |

The verbatim comments can be found in Appendix B.

*Question #3: The study team presented performance measures that are being considered for I-270. Are there other performance measures or factors the study team should consider when developing solutions other than: mobility; accessibility; safety; the environment; and aging infrastructure? If yes, please explain.*

Fifteen people responded with additional comments. The chart below shows the topics about which they wrote.

| Topic                  | Comments |
|------------------------|----------|
| Miscellaneous          | 5        |
| Historic Neighborhoods | 3        |
| Safety Concerns        | 3        |
| Planning Model         | 2        |
| Environmental Impact   | 2        |

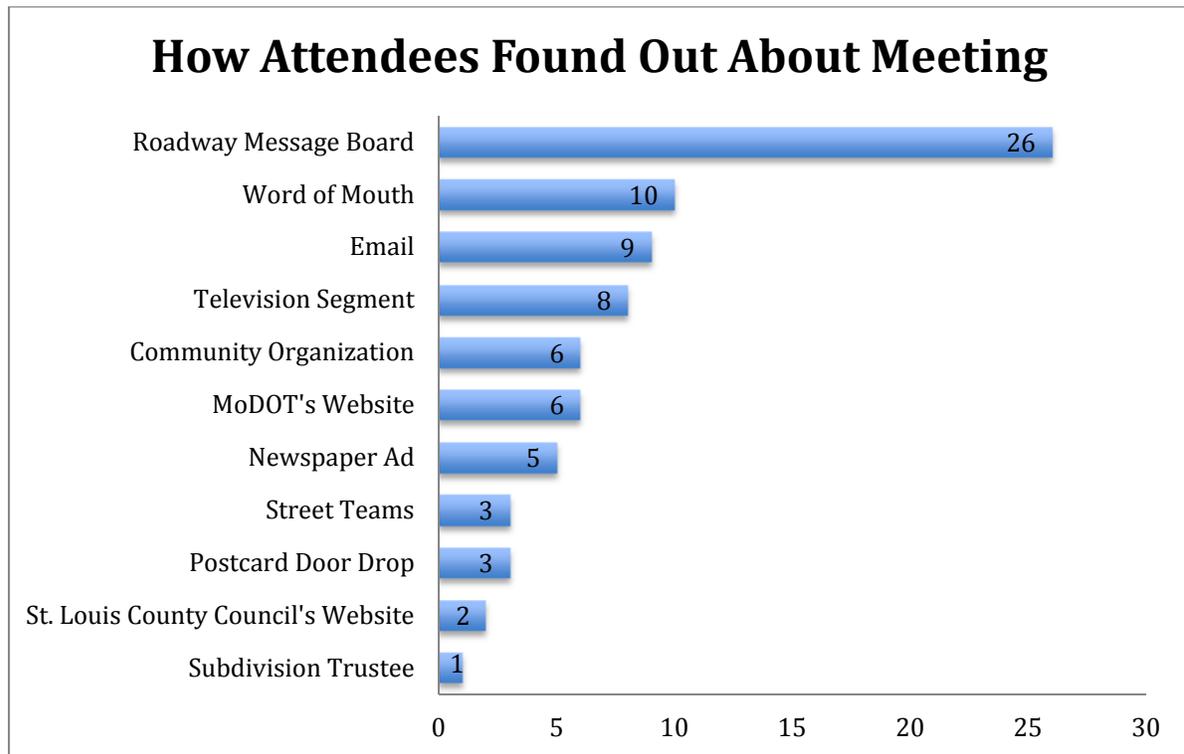
Most of the verbatim comments focused on a range of topics listed under “miscellaneous.” Some of these comments included suggestions such as:

- Taking into consideration the impact on businesses
- Tolling the area to finance the replacement of aging infrastructure
- Fixing the potholes more often
- Adding a plan that includes light-rail along the corridor

Respondents also wanted to make sure that historical sites along the corridor remain intact. They also recommended that the study team review accident data to see where the most accidents occur and to develop solutions to minimize them. One respondent requested that the accident data be available at the next public meeting.

All the verbatim comments are listed in Appendix C.

*Question #5: How did you find out about this public meeting (check all that apply)*



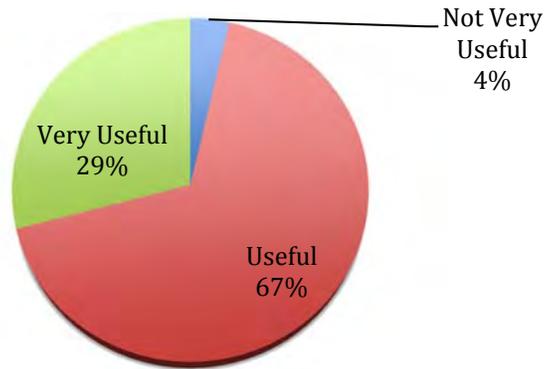
There were three other answers and they were:

- Part of the committee
- St. Louis County Police – Eva Fischer
- Wife

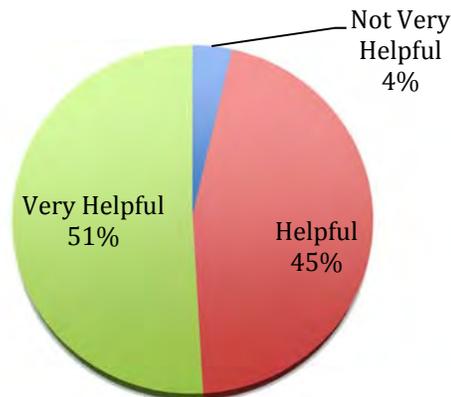
*Question #6: Please evaluate this meeting.*

People were asked to evaluate four areas of the meeting. They were: the information that was provided; the study team; and the meeting, both in terms of whether it was organized and whether it was worth attending. The charts below outline the results.

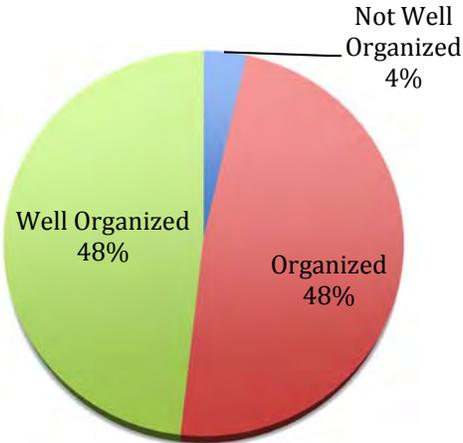
### **96% Found Information "Very Useful" or "Useful"**



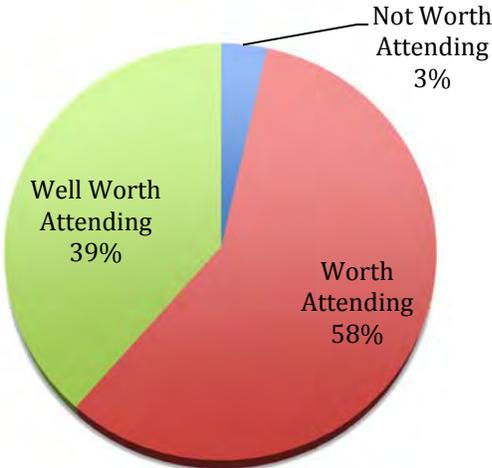
### **96% Found Study Team "Very Helpful" or "Helpful"**



### 96% Felt Meeting was "Well Organized" or "Organized"



### 97% Felt Meeting "Well Worth Attending" or "Worth Attending"



*Question 7: Additional Comments*

Respondents were given the opportunity to leave any additional comments. Most of these comments focused on public engagement and how respondents appreciated the chance to give their input.

| <b>Topic</b>      | <b>Comments</b> |
|-------------------|-----------------|
| Public Engagement | 10              |
| Safety Concerns   | 3               |
| Ramps             | 3               |
| Misc.             | 3               |
| Adding Lanes      | 2               |
| Cost              | 2               |
| Project Support   | 2               |

The verbatim comments to this question are listed in Appendix D.

**Conclusion**

The *I-270 North Environmental Assessment* open house provided the opportunity for the public to learn about the study, meet with study team members, and to share their experiences and provide input. The overwhelming majority of the 85 attendees were residents with greatest number (16) living in Florissant. They use the corridor primarily for work, play, and shopping. Most learned about the open house through MoDOT's roadway message boards. Ninety-six (96) percent gave the information presented at the open house, the study team and the meeting itself their highest ratings.

Sixty-three (63) people provided their input either at the open house, online at the study's website, or by mailing in their comments. The most important solution to attendees is upgrading the intersections followed by addressing the safety concerns at the slip ramps.

The study team will take into consideration the public input and start developing potential solutions or alternatives for upgrading the corridor. A second public open house to present preliminary solutions will be held this winter before the end of 2013.

Appendix A  
Comment Form



# Comment Form

**We need your input!** Please take a few minutes to complete this comment form before you leave tonight's open house. If you want more time, but still want your comments part of the official documentation for this meeting, please submit your comments by August 20, 2013 to: Lisa Kuntz, MoDOT, 1590 Woodlake Drive, Chesterfield, MO 63017 or SL270NorthEA@modot.mo.gov

**1. What is the main reason you use I-270 North? (check one)**

- Work
- Play
- Shopping
- All of the above
- Other: \_\_\_\_\_

**2. The study team will be considering several solutions for improving the I-270 North corridor, some of which are listed below. Please rank the following with 1 being most important and 6 least important.**

- \_\_\_\_\_ Add lanes
- \_\_\_\_\_ Upgrade interchanges to operate more efficiently
- \_\_\_\_\_ Upgrade aging bridges and pavement
- \_\_\_\_\_ Provide better access to homes and businesses adjacent to I-270
- \_\_\_\_\_ Convert two-way outer roads to one-way
- \_\_\_\_\_ Address safety concerns at slip-ramps

Additional Comments:

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**3. The study team presented performance measures that are being considered for I-270. Are there other performance measures or factors the study team should consider when developing solutions other than: mobility; accessibility; safety; the environment; and aging infrastructure?**

If yes, please explain.

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**4. Describe yourself: (check one)**

- Bridgeton \_\_\_ resident \_\_\_ business owner
- Hazelwood \_\_\_ resident \_\_\_ business owner
- Florissant \_\_\_ resident \_\_\_ business owner
- Calverton Park \_\_\_ resident \_\_\_ business owner
- Ferguson \_\_\_ resident \_\_\_ business owner
- Dellwood \_\_\_ resident \_\_\_ business owner
- Bellefontaine Neighbors \_\_\_ resident \_\_\_ business owner
- Unincorporated North St. Louis \_\_\_ resident \_\_\_ business owner
- Commuter
- Elected Official

**5. How did you find out about this public meeting? (check all that apply)**

- Roadway message board
- MoDOT's website
- St. Louis County Council's website
- Word of mouth
- Community Organization
- Other: \_\_\_\_\_
- Postcard door drop
- Newspaper ad
- Television segment
- Subdivision trustee
- Email

**6. Please evaluate this meeting. (check one answer per question):**

- a. The information provided was:  
 Not Very Useful     Useful     Very Useful
- b. The study team was:  
 Not Very Helpful     Helpful     Very Helpful
- c. In general, this meeting was:  
 Not Well Organized     Organized     Well Organized
- d. In general, this meeting was:  
 Not Worth Attending     Worth Attending     Well Worth Attending

**7. Additional Comments:**

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**8. If you want to be added to our study email update list, please give us your email address.**  
(Please PRINT CLEARLY) \_\_\_\_\_

**THANK YOU!**

## Appendix B

### Question #2 Verbatim Answers

*Question #2: The study team will be considering several solutions for improving the I-270 North corridor, some of which are listed below. Please rank the following with 1 being most important and 6 least important.*

- 1. Look at traffic volume - New Halls Ferry/Dunn Road; West Florissant/Dunn Road; New Florissant/Dunn Road especially West bound onto 270. 2. Proposed closing off New Florissant exit from Eastbound 270, use Hanley exit as Hanley/New Florissant Road exit. 3.\*\* change lane on I-270 to designated 8/16 wheel truck only lane. This would provide trucks with their own space on the freeway. At times, trucks block cars in when a truck is on the left and right side of a vehicle.
- Add truck lane for safety of commuter traffic. Include green space to alleviate noise factor for adjacent residents
- Adding lanes may be the most popular idea, but it just gives the speeders and idiots more ideas to drive stupid.
- All the above rate a 1 to me. I think 1-way over roads make perfect sense. I often drive Hwy 40 West of 270 for work and I think the flow on & off the Hwy is good.
- As long as nothing is done on the Illinois side of the river, adding lanes should not be a priority. Instead the pressing need is fix the aging bridges first, and deal with the safety concerns with the slip ramps. Dunn/Pershall should be one-way outer roads at least from Riverview or Lilac west to Lindbergh, it would better mitigate the traffic from the many accidents. The Riverview exit is dangerous - I nearly got hit from behind by an 18 wheeler trying to get on EB 270 from that exit and that is the last spot you want to hear about an incident.
- Changes should accommodate possible mass transit use. BRT Lanes, Commuter Lane, Inclusion of Light Rail
- D-B option would be great to speed up construction time & reduce cost. Other alternatives such as Lindbergh & Howdershell can be utilized. I-64 was a great example.
- Dunn Road to Hwy 270 (west) between Graham & Lindbergh with short merge ramp is problem in morning traffic.
- Eliminate all cloverleaf interchanges
- Eliminate cloverleaf at 367. Add east bound exit for Old Halls Ferry
- Every solution or improvement listed would be helpful to the use of this portion of I-270. Without data to evaluate the impact of each, it is difficult to prioritize these in a way that I could defend. Rush hour lethargy of I-270E is a real concern.
- Good Luck!

- I side track on Howdershell to Old Halls Ferry. I don't use 270 usually in this area and coming off of I-70. I usually get off on Hanley exit to avoid 270.
- I would like to see Bike Path from over to river on side roads. The current path down Chambers is dangerous.
- I would NOT like to see Dunn and Pershall be one way. Besides with so many homes along those streets it would impede access to homes and businesses.
- I-270 & 367 is DEATH TRAP! Illinois drivers do NOT yield. They will jump you from left and right lanes even with right lane being exit only lane!!!! Please do something. I live off the side road of 367. Is there a speed limit on 367 between Alton & 270S? If so, who enforces it?
- Light when coming off exit should both change at Dunn Road when traveling North bound.
- Need sound walls in some areas. Entering 270 from Florissant road - must move over 2 lanes instantly & continue on 270. Exiting 270 to north bound Florissant - Left turn land & Dunn is too short. Always a backup from McDonnell Blvd to West Florissant in afternoon.
- One way outer roads would add "more" lanes to the highway during high traffic.
- One way roads = No Way. No back road system to create adequate access to businesses corridor. Spend \$ on overpasses and access to major highways.
- One-way outer roads would be a major detour for businesses and housing along the corridor. This idea would impact current and future development, and could pose some major concerns/risks from a public safety standpoint. Emergency vehicles need to have access to go east and west, without being hindered by one-way roads.
- Possibly using Double White No Cross lines (as in Hwy 70) for exit lane southbound Lindbergh
- Relieve congestion.
- Roundabouts are confusing and rarely big enough to allow buses to turn in without running over a curb. One way road preferred.
- Sound walls in some areas. Entering 270 from Florissant Road, have to cross 2 exit lanes exiting 270 to go north on Florissant Road, very short distance to Dunn Road causes problems
- Thanks
- This is long overdue and will be a great asset in our area.
- Traffic backups at West Florissant, especially on Saturdays, need to be addressed.
- Traffic going East at 4-6pm slows terribly because of going from 5 lanes St. Charles Rock Rd. 4 at Howdershell & 3 at Lindbergh & 2 at Bellefontaine.
- Will request a speaker at my HOA Meeting
- Worst interchanges are Lindbergh/270 and 367/270 and West Florissant/270.

## Appendix C

### Question #3 Verbatim Answers

*Question #3: The study team presented performance measures that are being considered for I-270. Are there other performance measures or factors the study team should consider when developing solutions other than: mobility; accessibility; safety; the environment; and aging infrastructure? If yes, please explain.*

- Impact on businesses
- Add toll charges to finance aging infrastructure
- Environmental impact more emphasis?
- The amount of time a car is sitting and burning gas and not moving.
- Improvements should not destroy the uniqueness of an area. Historical sites should not be destroyed. Development tends to eliminate a community environment in favor of a lot of cement. i.e. Brentwood / Eager Rd.
- Historical Accident Count
- Historic homes - Brookes Park. Eliminate clover leaves
- Add discussion on adding a plan for light rail along side roadway. Do it now rather than modifying existing later.
- Fix potholes more often
- I think those measures cover the things that would concern me as a resident and as someone who uses or crosses 270 multiple times a day.
- Multi-Model Use
- Please use the Missouri Model as used in the I-64/I-40 project when the construction is planned and implemented.
- I heard of a lot of stories of people openly bragging about changing job/residence just the section of 270 in North County, namely the section east of Rt. 367. Any incident on the mainline lanes can back up traffic several miles real quick, and if it happens on the CoR (Chain of Rocks) Bridge the odds are that you're forced through Alton or back into downtown St. Louis (see May 15 and 16) is very high. In fact, it doesn't even need to happen on the bridge to cause problems, the Lilac exit is bad enough. Recently Bellefontaine Neighbors PD stepped up enforcement.
- Being to cross interstate by bridge or underpass - For pedestrians or bikes
- Look to see where the most accidents happen. Focus on that. Have information about accidents on 270 North at the next meeting.
- Back road system/ Must move to do one way with proper signage & access

### Appendix D

## Question #7 Verbatim Answers

### *Question 7: Additional Comments*

- 1. How much \$ do you have to do this project? 2. Where is \$ coming from exactly. 3. Do you have the ability to make both roads on side of McDonald to Lindbergh - Dunne Road 2-way on each side of 270 - not just Penne Road? 4. No way to one-way roads=My vote - Spend \$ on overpasses and access areas.
- A videotape presentation to a sitting audience should address all the proposed changes, followed by a Q&A session. All affected residents should be notified of future meetings via direct mail.
- Good setup for local input. Users of the roads are the best source of concerns over traffic.
- Hate slip ramps in Hazelwood, Florissant
- I am glad I attended. Now I will be updated as this progresses.
- I came here hoping for employment to hire.
- I wished there was the current LoS for the corridor posted along the updated safety ratings. Until IDOT decides to plop down some serious money on their section of 270 for what it really needs (the canal bridge project will not do anything to help long term needs, and the locals were pissed when they announced that project cause they wanted the river bridge replaced not to mention the little public involvement), there is no point in widening 270 east of Lilac. The Riverview exit really needs to check into, especially the entrance ramp to the eastbound lanes and the westbound exit ramp. The entrance ramp from Riverview to EB 270 just dumps you straight on the river bridge with limited room to merge and very bad sight lines, not to mention eastbound traffic curves towards the bridge. When the weather gets cold, its even worse, too many people are driving around looking for those bald eagles that have been known to favor that part of the Mississippi River. It seems like every winter at least 1 bad wreck happens there.
- I'm glad to have the chance to give input and to have long-range plans explained.
- Its always good to get residents input if the people studying the situation do not live here.
- Lanes are very crowded. Access on to the Hwy from Flo Road is very dangerous. Merging across 2 lanes to continue on 270. Need more lanes for traffic
- Larry was very helpful explaining the project.
- Making 270 like 367 North of 270 would probably be good but very difficult & expensive.
- My concerns were noted and addressed. I work and live in the I-270 North area.

I-270 North Environmental Assessment  
Public Open House Comment Summary Report

- Previously attended a CAG meeting so was familiar with information provided. However, I consider it very useful for those with no prior knowledge.
- Thank you
- Thank you for finally turning attention to North County. We pay taxes also but never reap many of the benefits when it come to transportation.
- The next public meeting should include: 1. A brief overview of the plan by the team and explanation of the team structure (who does what). 2. A question/answer session for the public to ask questions of the team. 3. Time for the public to meet one on one with team members to discuss issues/ideas.
- Variable speed limit signs do nothing. Cars do not respond to them. Trucks (large semi) back up both inside and slow lanes - can they be allowed only one lane during congestion?
- West Florissant at I-270 by Pershall & Dunn Road are of the most urgent attention.
- Will be interesting to see the next step.
- Getting on and off I-270 is a real challenge for the best of drivers and when you have these caution drivers it causes a great back up during rush hours and busy weekends. I like the way you did Highway 367 off-ramps but when you reach various streets once off the highway while better it can be a difficult maneuver when you only have one lane allowing you onto the street. Looking at it I personally don't see how you solve the problem when the street itself is one lane through the light. Is there a way you can make it two lanes through the light merging to one on the other side? I like the outer road situation. The New Halls Ferry and Dunn Road, West Florissant and Dunn Road and the Elizabeth, Washington and Hanley Exits definitely great improvements. The overpasses need to widen and better controls at the lights for those streets that go under I-270. What I am saying is how to make it better to get from either Dunn Road or Pershall Road onto I-270 from I-170 to Chain of Rocks Bridge. Going over or under I-270 need great improvements especially if you intend to get onto I-270 or if intend to proceed further on the street you got off I-270 onto. Whatever you do please make sure it is good to generate the flow of consumers into out of the various businesses that are currently in the area and promote business growth along I-270. The interchange at Highway 367 and I-270 could be a lot smoother also.





**I-270 North Environmental Assessment  
March Public Information Meetings  
Comment Summary Report**

**Submitted by:  
Vector Communications  
Sub-Consultant to CH2M HILL**

**May 21, 2014**

## **1. STUDY OVERVIEW**

During the week of March 17, 2014, the Missouri Department of Transportation (MoDOT) held public informational meetings to present the proposed alternatives for upgrading I-270 from the I-70 interchange on the west to the Chain of Rocks Bridge on the east. One meeting was an open house, the other was a virtual public meeting. Both followed the first public open house that was held on Tuesday, July 30, 2013. At this meeting, attendees learned about the study and shared their experiences traveling the corridor. This information, along with the technical work, helped develop the potential solutions that were presented during the March 2014 meetings.

The public informational meetings were part of the *I-270 North Environmental Assessment*, the next step by MoDOT, in cooperation with the Federal Highway Administration (FHWA), to address safety, mobility, congestion, accessibility and aging infrastructure in the 15-mile corridor. Environmental Assessments are a requirement of the National Environmental Policy Act of 1969 (NEPA). During these studies, proposed solutions are identified and then analyzed for their potential social, economic, and environmental impacts. Considering such impacts early in the planning process allows for them to be avoided, minimized or mitigated. It also helps determine whether the solution selected at the end of the process will meet the study's goals while considering the community's needs.

### **Outreach and Media Relations**

To promote the March public meetings, the following outreach and media relations activities took place:

- A door-to-door mail drop was conducted in residential neighborhoods adjacent to I-270, particularly east of the West Florissant exit.
- An email announcing the open house was sent to nearly 300 people listed in the study's database and who attended the initial public meeting.
- An announcement was placed on the study's website.
- An ad announcing the open house was placed in *Community News*, a local publication.
- MoDOT's North Area Engineer Larry Welty appeared on the City of Florissant television station.
- MoDOT and St. Louis County roadside message boards were placed throughout the study area.

### **Public Informational Meetings**

In order to provide several opportunities for the public to learn about the proposed solutions and to provide feedback, there was a public open house held on Tuesday,

March 18 from 4:30pm to 6:30pm and a virtual public meeting on the study's website at [www.I-270North.org](http://www.I-270North.org) from Tuesday, March 18 – Tuesday, April 1, 2014.

Ninety-two (92) people attended the open house on March 18. Upon entering, attendees received a welcome handout outlining what they would find at each station, and a comment form. They were encouraged to complete the comment form before leaving.



There were five stations for attendees to visit. Study team members were on hand at each one to answer questions. The stations were:

- #1 – *Introduction/Project Overview* (this station included an overview video of the study and why it is being conducted)
- #2 – *Purpose and Need* (a description of the study's goals)
- #3 – *Alternatives*
- #4 – *Impacts and Benefits* (outlined how each solution is expected to perform)
- #5 – *Input and Next Steps* (this is where attendees provided their feedback by completing a comment form manually or online using iPads at this station)

To present the proposed alternatives at station #3, the study team divided the corridor into four areas:

- I-70 to McDonnell Boulevard
- McDonnell Boulevard to the Hanley/Graham
- Hanley/Graham to east of Old Halls Ferry Road
- Old Halls Ferry Road to the Chain of Rocks Bridge

This allowed attendees to go directly to the areas in which they were most interested. The proposed solutions were displayed on large-scale corridor maps.

The virtual public meeting presented the same information as the open house. However it not only included the overview video shown at the open house, but also videos hosted by MoDOT officials explaining the proposed alternatives for the four areas along the corridor.

As part of the virtual public meeting, the study team also hosted two online real-time live chat sessions for visitors to ask questions. These chat sessions were held on Wednesday, March 19 at noon and Thursday, March 20 at 8:00 p.m. A total of 36 people visited the site during the real time live chat sessions.

In order for comments to be considered as part of the public meeting record, the public had two weeks, again from Tuesday, March 18 – Tuesday, April 1, 2014, to view the proposed options on the website and to complete a comment form online. During this time, there were 65 visitors. In order for their comments to be considered as part of the study, visitors were asked to complete the comment form.

## 2. COMMENT RESULTS

The comment form was divided into the four corridor areas that were presented at the open house. For each area, respondents were asked to indicate how beneficial they think each proposed alternative would be at achieving the study's goals of improving safety, mobility and accessibility. Other questions on the comment form involved finding out about the type of respondent and their feelings about the quality of the open house.

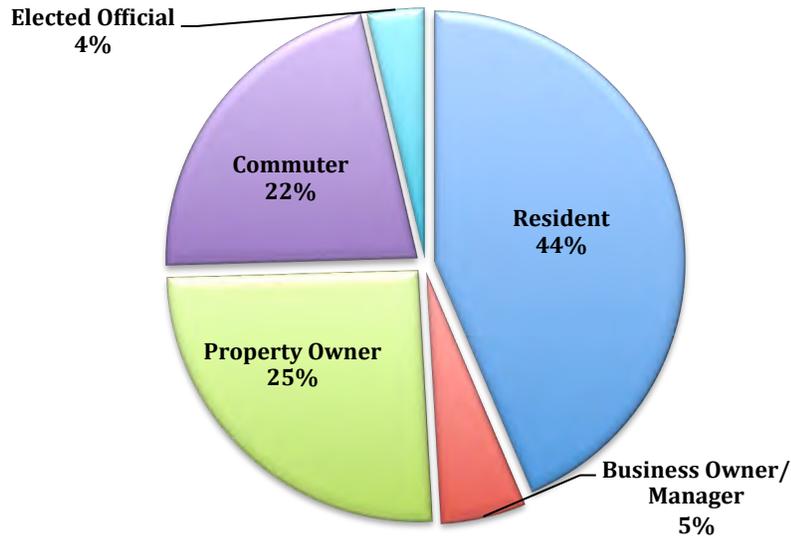


A total of 47 people completed the comment form. Forty (40) respondents completed the form at the public meeting and seven online as part of the virtual public meeting. The remainder of this report summarizes the input obtained from these comment forms. *The comment form can be found in Appendix A.*

### ***Question: Describe Yourself.***

Although this question was near the end of the comment form, it is at the top of this summary section to provide information about the respondents in order to put into context their comments. There were five choices. The chart on the next page outlines the results.

### Most Respondents are Residents



For respondents who checked “resident, business owner/manager or property owner,” there was space provided for them to list their municipality. This was asked because the study area includes portions of 15 municipalities plus unincorporated areas of St. Louis County. Twenty-seven (27) people responded with some choosing more than one category. The results are listed in the table on the next page:

I-270 North Environmental Assessment  
 March 2014 Public Informational Meetings Comment Summary Report

| Area with Respondent Type            | # of Respondents |
|--------------------------------------|------------------|
| • Florissant – Unspecified           | 6                |
| • Florissant - Resident              | 4                |
| • Hazelwood – Property Owner         | 2                |
| • Spanish Lake – Property Owner      | 2                |
| • Bellefontaine Neighbors - Resident | 2                |
| • St. Louis County - Resident        | 2                |
| • Hazelwood - Unspecified            | 2                |
| • Ferguson – Property Owner          | 1                |
| • Florissant – Property Owner        | 1                |
| • Castlereagh Estates - Resident     | 1                |
| • Ferguson – Resident                | 1                |
| • Spanish Lake - Resident            | 1                |
| • Dellwood - Unspecified             | 1                |
| • Ferguson - Unspecified             | 1                |
| • Riverview - Unspecified            | 1                |
| • Spanish Lake - Unspecified         | 1                |
| • St. Charles - Unspecified          | 1                |

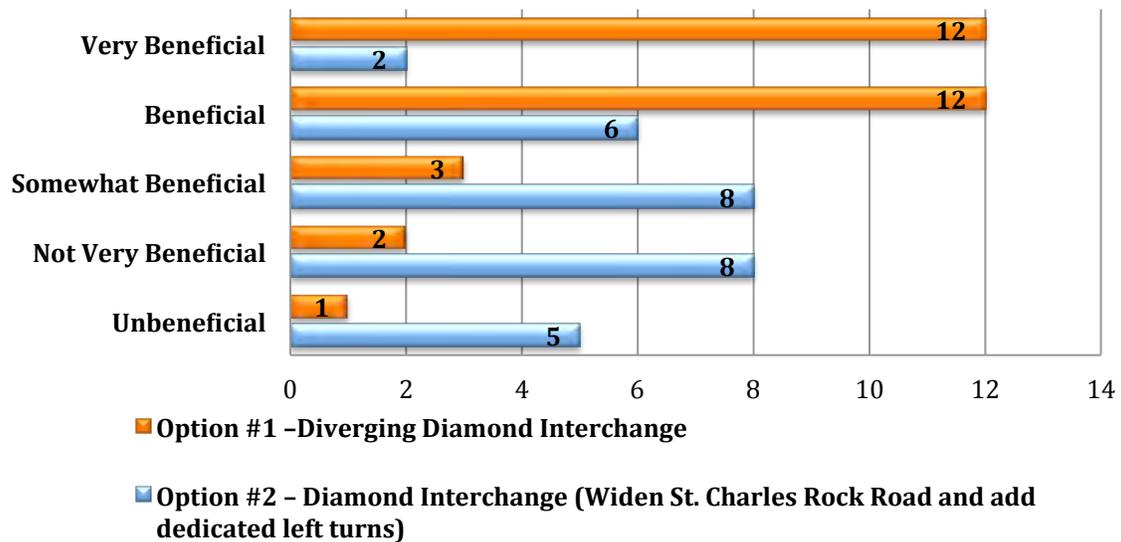
**AREA 1: I-70 TO MCDONNELL BOULEVARD**

There are two major interchanges in this area, each with two options, that respondents were asked to rank their level of beneficiality. The first was the St. Charles Rock Road Interchange and the other was the McDonnell Boulevard Interchange.

### St. Charles Rock Road Interchange

For the St. Charles Rock Road Interchange, option #1 is a diverging diamond interchange. The second is a diamond interchange, which includes widening St. Charles Rock Road and adding dedicated left turns. The bar chart below details the responses to this interchange's two options.

#### **Four of Five Respondents Think a Diverging Diamond Interchange for the St. Charles Rock Road Interchange Would Be "Very Beneficial" or "Beneficial"**



Thirty (30) people responded to option #1 and 29 to option #2. Eighty percent (80%) or 24 respondents think option #1, a diverging diamond interchange, would be either "very beneficial" or "beneficial" for the St. Charles Rock Road Interchange. Conversely, only twenty-eight (28%) or 8 respondents think option #2, would be either "very beneficial" or "beneficial." Respondents could also leave additional comments. Their verbatim comments related to both options are listed below. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

#### *St. Charles Rock Road Interchange Option #1 Verbatim Comments:*

- This would help the traffic in this area
  - *The DDI option will help traffic traveling through this intersection as it handles large volumes of left turns very well.*
- Ramps have a gentler curve than a sharp corner for movement.
  - *In general, DDI movements will not require sharp right or left hand turns.*
- Hwy 270 Mississippi River to Hwy 367. Traffic coming into Missouri from

Illinois is going too fast. I have had problems getting onto Hwy 270 going WEST at Bellefontaine Road. The eighteen-wheelers are in the right lane and they will not let you in. Have you tried dodging three big trucks? The speed limit in Illinois is 70 MPH and is in a rural area, when crossing the Mississippi River the traffic enters an urban area where the speed limit is 60 MPH. Speed limit signs need to be put up on the bridge and highway stating that this is an urban area with heavy traffic, the speed is 60 MPG, it's time to slow down and get over to the left.

- *The new facility will include appropriate way-finding and speed limit signage.*
- Increase in traffic volume over #2.
  - *The volume of traffic using the interchange is expected to be similar under both options.*
- The entrances to Florissant Valley Community College need work. 1. Dangerous 180 degree turn to early childhood. 2. No good entrance to main campus.
  - *MoDOT will design the entrances off of Pershall Road to current design standards. Design of roadways/intersections on private property are not under MoDOT's purview.*
- Works well at Dorsett Road and Hwy 67 at 221 Hwy Farmington
- When I turn left from DePaul shopping, I have to get in right lane to go north on 270. I need easier access to 270 North.
  - *The entrance onto I-270 North will continue to be from the right lane. Providing a left lane entrance to I-270 North at that location would require the construction of a loop ramp resulting in considerable additional impacts and costs.*
- Option 2 doesn't seem to be much different than existing. Maybe a drastic change will help here.
  - *Option 2 widens St. Charles Rock Road to allow for additional left turn lanes.*
- DDI would benefit people getting off Westbound 270 better than Eastbound 270.
- Much better flow from St. Charles Rock Road West to 270 West/South

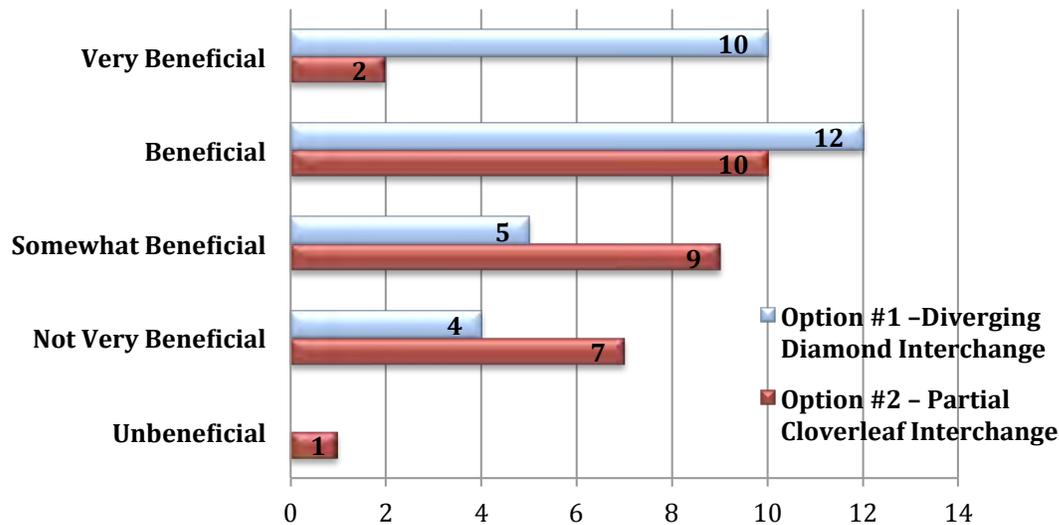
*St. Charles Rock Road Interchange Option #2 Verbatim Comments:*

- Looks like it will be same congestion as today.
- I think both of the plans have their good and bad points.
- Once set up east to use and understand.
- Too much commercial development here.
- Much the same as what is there now. Has the same number of stoplights, just a wider intersection.
  - *The wider roadway on St. Charles Rock Road will allow for dedicated dual left-turn lanes from NB St. Charles Rock Road to SB I-270.*

### McDonnell Boulevard Interchange

Option #1 for the McDonnell Boulevard Interchange is a diverging diamond interchange. The second alternative is a partial cloverleaf interchange, which includes adding new one-way connector roads on the north and south sides of I-270 between Missouri Bottom Road and McDonnell Boulevard. The bar chart on the next page details the responses to this interchange's two options.

**Three of Four Respondents Think a Diverging Diamond Interchange at McDonnell Boulevard Would Be "Very Beneficial" or "Beneficial"**



Thirty (30) people ranked option #1. Of them, no one chose "unbeneficial." Seventy-six percent (76%) think a diverging diamond interchange would be either "very beneficial" or "beneficial" at the McDonnell Interchange. Forty-one percent (41%) think a Partial Cloverleaf Interchange would be either "very beneficial" or "beneficial."

Twenty-nine (29) people responded to option #2. The verbatim comments for each option are listed below. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

#### *McDonnell Boulevard Option #1 Verbatim Comments:*

- Though it still needs to have East bound 270 exit traffic (for McDonnell Blvd) exit before 370 traffic merges with 270 east traffic (like option #2) to prevent the merging traffic accidents that is currently an issue/bottle neck. Or maybe 370 traffic merges into 270 east traffic on the inside lane?
  - *Traffic modeling shows that the weave for SB Route 370 to EB I-270 will not "fail" after the improvements outlined in both Options are constructed. Left hand entrances are not desirable for many reasons*

*including safety (fastest through traffic generally travels on the inside lane(s)) and driver expectancy.*

- Would be a confusing situation. The dedicated lanes to 370 are a better option. Option #2 is great.
  - *Both Options would be designed and signed to allow efficient travel through either configuration.*
- Ramps have a gentler curve than a sharp corner for movement.
- Increase in traffic volume makes this a better choice than #2.
  - *Traffic volumes within the interchanges is expected to be the same under either Option.*
- Heavy backup going north on Lindbergh. Please warn drivers at McDonnell that there is an exit only lane ahead. Semis get in that lane, and then have to move over again. Hard to do & dangerous.
  - *The new roadway would be signed to clearly identify how to efficiently travel along the interstate and associated interchanges and will minimize required lane changes by implementing continuous basic lanes and lane balanced entrances and exits.*
- Does not get as much traffic as the Rock Road.
- Add the dedicated lane to continue on to 370 from Option 2 below so that those cars can't be in the weave of cars wanting to get on 270 from McDonnell with those traveling west on 270 needing to exit onto 370.
  - *The layout of a DDI is not conducive to including one-way outer roads ("dedicated lanes") as they would result in considerable impacts at the interchange due to the required spacing between the outer road and the interchange ramps.*
- Very good flow from Boeing to both directions of 270.

*McDonnell Boulevard Option #2 Verbatim Comments:*

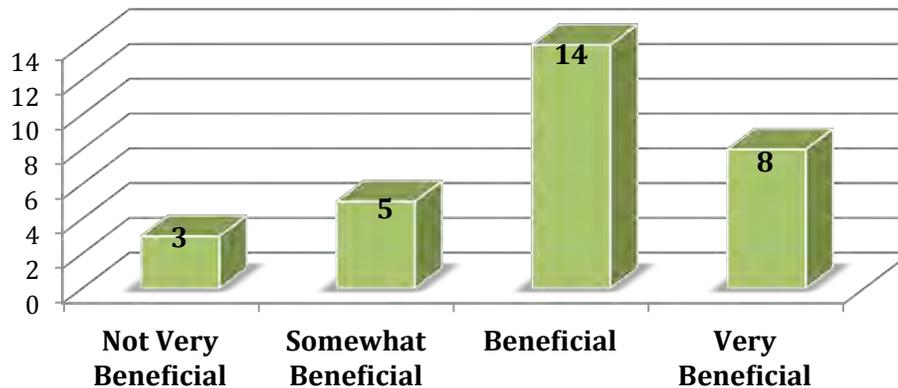
- Do see the benefit of Anglum Road access to 270/370. But not sure of it being cost beneficial.
  - *Option 2 is considerably more expensive than Option 1.*
- Dedicated lanes to and from 370 are the best option. I take this everyday and never understand why this hasn't been done before. Great idea!!!!!!!
- Not much different volume than today. I really hate the ramp from northbound MO Bottom to eastbound I-270.
  - *There is not currently a ramp from NB Missouri Bottom to EB I-270.*
- I like the one-way streets. I think they will be more beneficial than a complete overhaul of the overpass.
- Loop ramp Eastbound 270 to Westbound McDonnell - Area on McDonnell W/O 270 is residential with a school and several apartment complexes E/O 270 McDonnell is industrial.
  - *The socio-economic impacts noted are a drawback to Option 2.*
- This looks like you are forced to drive to Mo Bottom to go some places around the business park. Extra driving for little benefit

- *Option 2 provides additional choices for travel to/from locations in the area. Access to the business park could use Missouri Bottom, but would not be “required” to do so.*
- This now creates two points to weave traffic between those wanting to go west on 270 with those wanting to exit onto 370.
  - *The weaves are separated by sufficient distance so as to not create a weave problem. In fact, Option 2 “lessens” the weave from WB I-270 as it approaches NB Route 370 because some of the traffic entering WB I-270 from McDonnell gets on to WB I-270 further east of Route 370.*
- Agree with adding connector road. Should be on both sides of highway as a method to move traffic between intersections without actually entering highway. Slight reduction in traffic on 270.

## AREA 2: MCDONNELL BOULEVARD TO HANLEY/GRAHAM

The Lindbergh Interchange is the only interchange in this area and respondents were asked to comment on the proposed alternative of building a partial cloverleaf. The column chart below details the responses to this option.

**Nearly Three of Four Respondents Think Building a Partial Cloverleaf at Lindbergh Boulevard Would Be “Very Beneficial” or “Beneficial”**



Thirty (30) people commented on this option. Seventy-three percent (73%) think building a partial cloverleaf at McDonnell Boulevard to Hanley/Graham will be “very beneficial” or “beneficial.” No respondents selected “unbeneficial.” There were several verbatim comments about this option. They are listed below according to the topic. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

### **One-Way:**

- I liked the Single-Point Interchange idea from previous meetings better than this. I also liked the one-way outer road starting from McDonnell Blvd to Old Halls Ferry instead of from Graham road.
  - *One-way outer roads starting at McDonnell Blvd were dropped from consideration as they would require a "south outer road" were none currently exists and little existing development would connect. The one-way configuration also severely hinders access and mobility from those land uses south of I-270 and west of Lindbergh Blvd. Heavy traffic movements and the close proximity of Taylor/Lynn Haven create issues with the single-point interchange solution..*

### **Access:**

- This removes the bottleneck at Lynn Haven. Also allows Dunn to continue going west past Lindbergh.
- Southwest corner of Lindbergh & I-270 is residential with a significant disabled population. All retail is north of I-270. Pedestrian movement must be accommodated.
  - *Pedestrian accommodations are being considered/addressed as a part of the proposed improvements.*

### **Traffic:**

- Hwy 270 McDonnell Blvd to New Florissant Road. During the rush hours the traffic always slows down to a crawl. There are three lanes in both directions with a shoulder on both sides of the highway. There is enough room on both sides of the highway to increase the lanes to four and still have a little shoulder. This worked when Hwy 70 bridge to St. Charles was being constructed, the lanes on Hwy 370 were restriped to make room for more traffic.
  - *The proposed improvements will add one additional through lane throughout the length of the study corridor.*
- Like this Dunn Road redesign. Takes traffic out of neighborhood. Don't like ramp northbound Lindbergh to eastbound I-270 - very congested before that ramp was closed.
  - *The proposed interchange configuration will provide adequate levels of service for all movements.*
- Hard to get on 270 West from Lindbergh & Graham Road in morning rush hour.
  - *These movements will be greatly simplified with the proposed interchange configuration. SB Lindbergh traffic will have direct access to both EB and WB I-270.*
- Dunn/Lynn Haven/Taylor is terrible as is. SPUI or diamond would do better - and realign Dunn.

- *The Taylor/Lynn Haven intersection will have less traffic in the proposed configuration due to the new direct access from Lindbergh to I-270. A SPUI or diamond would not be able to adequately address the heavy traffic using this interchange or the close proximity of the Taylor/Lynn Haven intersection.*

### **Traffic Signals & Signage:**

- Change the traffic signaling devices.
  - *Signals will be updated when they require replacement.*
- Can we get full clovers with no lights
  - *Full cloverleaf interchanges result in heavy weaves through the interchange and are not considered appropriate for high-volume urban corridors.*
- I really don't like all the extra stoplights. Coordinated stoplights are not MODOT's strength and certainly not St. Louis County's. I fear this would be back to the mess before the last improvement at Lindbergh and Lynn Haven
  - *While there will be additional signals as a part of the proposed configuration, they will be synchronized to allow for efficient travel through the interchange. The Taylor/Lynn Haven interchange will have one less traffic signal.*
- The right turn sign going east on 270 from Lindbergh going to 170 only shows the outside lane going to 170. It should also show the outside lane continue on 270.
  - *The proposed improvements will include appropriate signing to facilitate efficient travel and will include indications such as exit only and optional exit configurations.*
- Seems confusing on how the flow would take place. The plan added elbows and lights where traffic did flow straight.
  - *Traffic flow as a whole will be much simpler with this design. The weaves on I-270 will be improved and traffic from WB I-270 to NB Lindbergh, as well as SB Lindbergh to WB I-270 will no longer need to travel through the Taylor/Lynn Haven interchange.*

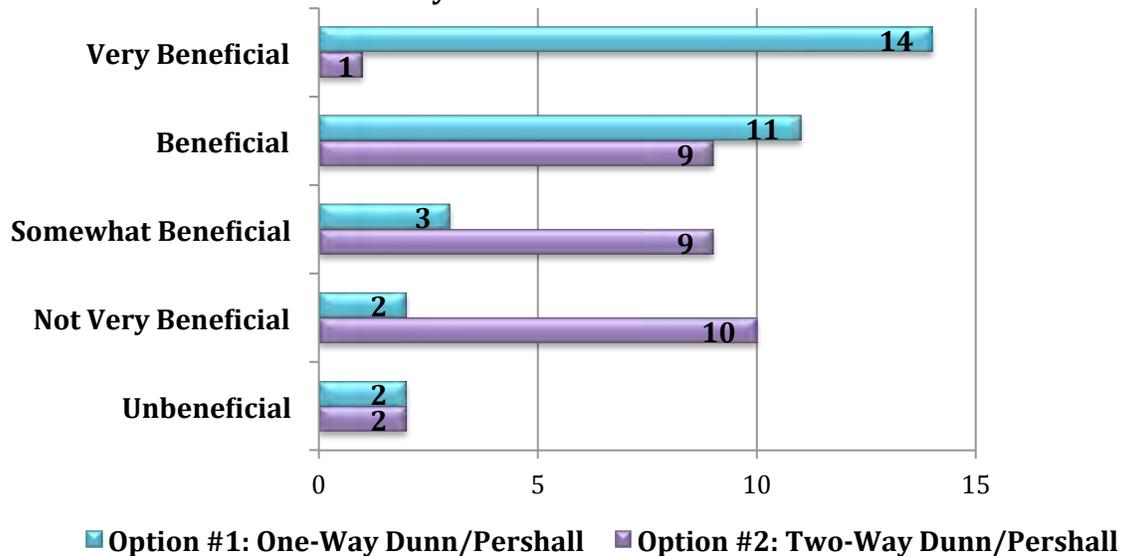
### **General:**

- Seems a little confusing at first, but anything will help the area.

### **AREA 3: HANLEY/GRAHAM TO OLD HALLS FERRY**

There are two proposed options for this area: one-way Dunn/Pershall outer road and two-way Dunn/Pershall outer road. Again respondents were asked to rank the beneficiality of each option. The bar chart on the next page details the responses to the two options.

**Nearly Four of Five Respondents Think One-Way Dunn/Pershall  
 at Hanley/Graham to Old Halls Ferry Would Be  
 "Very Beneficial" of "Beneficial"**



Thirty-two (32) people commented on the one-way outer road and thirty-one (31) on the two-way outer road. Seventy-eight percent (78%) think making Dunn/Pershall one-way at Hanley/Graham to Old Halls Ferry would be “very beneficial” or “beneficial.” Only thirty-two percent (32%) think making Dunn/Pershall two-way would be “very beneficial” or “beneficial.”

The additional verbatim comments for each option are listed on the next page according to the topic. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

*Verbatim Comments to the One-Way Dunn/Pershall Outer Road:*

**St. Louis Community College – Florissant Valley Campus:**

- Except ALL West Bound 270/West Florissant/Dunn Road traffic currently coming from the currently designed new Texas “U” cannot make the 1st entrance to STLCC. The 2nd STLCC entrance currently forces ALL eastbound traffic to do a complete 180-degree turn back to the West & down the campus road due to the Metro Bus Stop at that entrance. \*\*\*NOTE - STLCC currently has 2 metro stops on campus, which might not necessarily change with the opening of the North County Transit Center on Pershall.\*\*\* \*\*\*NOTE - STLCC also currently has 5 entrances/exits to Pershall\*\*\*
  - *Due to terrain differences, it is unlikely that turnaournd traffic will be able to utilize the western most entrance into STLCC. As the project progresses to later stages of design, additional design details will be*

*developed and appropriate coordination will continue to take place.*

- Really poor access to community college & hate the turnarounds that go either over or under freeway.
  - *The one-way outer road system will result in some out of direction travel. However, increase efficiency at intersections compensates for this in many cases. Although travel patterns may change, access will be maintained to all properties.*

### **One-Way:**

- Best method to help the confusing ramps. I would suggest expanding the one-way option further along the corridor than what is listed here.
  - *One-way outer roads are being looked at in locations where slip ramps exist. One-way outer roads at other locations, where two-way outer roads can be constructed without significant impact, were eliminated from consideration.*
- Changing to one-way streets would greatly improve throughout of Hanley
- I think the one-way option works good at Hwy 64 - west of 270. Would work here as well.
- Best for safety to use one-way road. Entering and leaving 270 would not have the danger of oncoming traffic.

### **Ramps:**

- It moves the on/off ramps away from the intersections.
- I'm afraid of the slip ramps to 270 from Dunn because of 2-way traffic. Big back up on 270 east in afternoon because 270 narrows at New Florissant.
  - *The one-way outer road option will eliminate two-way traffic at slip ramps.*

### **Signage:**

- Hwy 270 Changes in entrance and exit ramps. I love seeing the native grasses growing on the side of the highways and the hawks that this has attracted; they perch on the top of the light post looking food, mice and other rodents. While letting the grasses grow some invasive have also move in. Brush Honeysuckles, Winter Creeper and Purple Thistle can take over these areas and must be kept under control. These plants are on the Missouri Department of Conversations KILL List. I hope the improvements to the Hwy 270 interchanges will improve the flow of traffic on the side roads, Dunn and Pershall Roads. The stop signs and yield signs are not enough to control the traffic and the crossing traffic is very dangerous. The signs at the entrance to Hwy 270 WEST at Bellefontaine Road are not in the correct place. The Yield sign should be on the right side of the entrance ramp in order to make visible to the driver entering the highway where the Hwy 270 sign is now. And The

Hwy 270 sign should be on the left side of the entrance so that it can be seen when approaching the entrance, where the yield sign is now.

- *The design of the proposed improvements will improve traffic flow on I-270 and both Dunn and Pershall Roads. Signing will be designed and constructed to current standards and will facilitate efficient flow along the interstate and at interchanges.*

**Access:**

- May move traffic more quickly, but for residents in the area this will be VERY inconvenient. May have an increased negative affect on home values because of access.
  - *With the one-way outer road system, on average, trips will be longer in distance but average travel times are not expected to be considerably different between this option and the two-way outer road system.*
- Need to be able to get on and off I-270 at Florissant. Big concern to access
  - *Access is provided to/from both West Florissant and New Florissant – directly to/from the west and via the split diamond to Washington/Elizabeth and New Halls Ferry to the east..*
- Removes possible traffic movements.
- Avoid a lot of accidents - Easier to get through Pershall to Dunn

**General:**

- This one pertains to me. Looks like it saves more buildings.
- The \$800K is not worth it.
  - *The \$800k is Metro's expected annual increase in cost to operate on a one-way outer road system. The overall construction cost is less for the one-way versus a two-way outer road system.*

*Verbatim Comments to the Two-Way Dunn/Pershall Outer Road:*

**Traffic:**

- Will certainly discourage through traffic at New Florissant.
- Traffic on 2-way Dunn is so bad that I won't take West Florissant exit as it is right now.
  - *The proposed improvements would improve the intersection/interchange operations at West Florissant.*
- Inefficient the way Dunn gets rerouted
- *The realignment of Dunn Road is required to provide separation from interstate ramp terminal intersections and the two-way Dunn and Pershall Roads. multi-family housing. Alternative #2 would be a better concept once put into practical purpose.*
  - *On average, trips will be longer but travel times are not expected to be considerably different between this option and the two-way outer road system.*

- Still have issue with oncoming traffic impacting merging off and on 270. No safety improvement.
  - *Any entrance onto a freeway will create a merge issue. The proposed design eliminates the slips ramps to two-way Dunn Road and provides for adequate distance between entrances and/or exits to improve weave conditions in order to improve overall safety.*

**Property:**

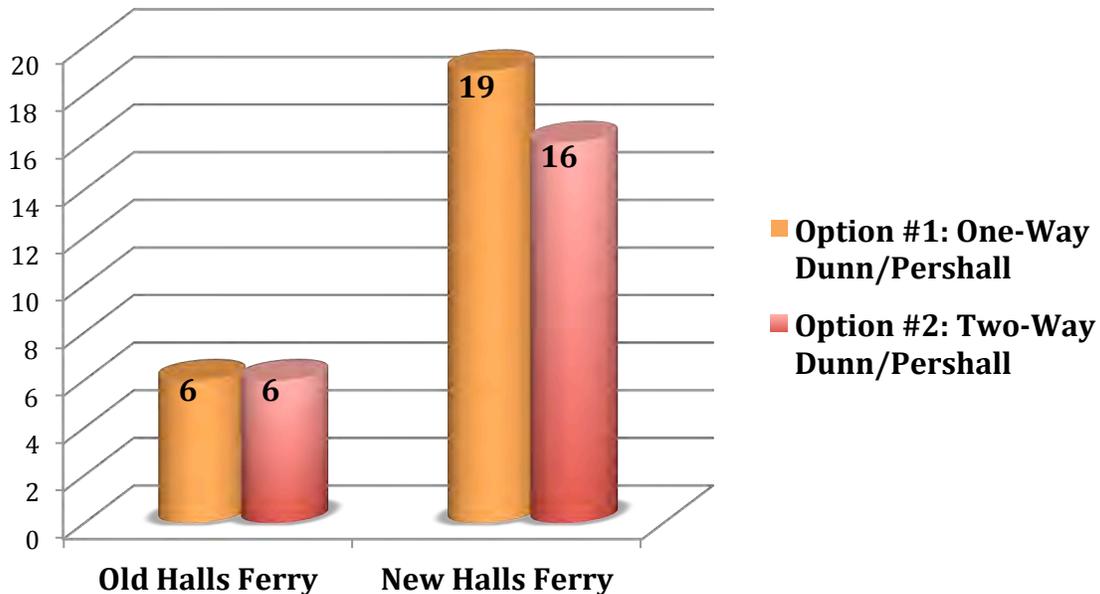
- Too much property being taken in this option.
  - *The cost and impact of two-way Dunn and Pershall Roads to the surrounding community is the trade-off in providing a solution that maintains two-way Dunn and Pershall Roads.*
- Since we lose some homes and increase noise with both, this is better because you can still travel easily.

**Traffic Signals & Signage:**

- Change the signals and update devices
  - *Signals will be addressed when they become necessary to replace.*
- Stop Sign at Hoyt Dr. and Ashbrook and at Hoyt Dr. and Coburg Lands. I live on Hoyt Drive in Bellefontaine Neighbors, which is two blocks long the speed limit is 20 MPH, and there are no STOP signs at the two intersections. The traffic used this street because there are no stop signs and speed down the street. I have had a “Children at Play” sign installed and now I would like STOP sign installed at Hoyt DR. at Ashbrook and Hoyt DR. Coburg Lands.
  - *This issue has been passed along to MoDOT’s Area Engineer.*

Respondents were also asked to comment on another question regarding one-way versus two-way outer roads. The question was: “I-270 ramps to/from the east can be provided at Old Halls Ferry or New Halls Ferry, but not at both locations. Which locations do you prefer? (Please select one for each option).” The column chart on the next page details the responses to this question.

### Respondents Prefer I-270 Ramps at New Halls Ferry for Both One-Way and Two-Way Option



Twenty-five (25) people responded to the one-way option and 22 to the two-way option. Seventy-six percent (76%) prefer I-270 ramps at New Halls Ferry for One-Way Dunn/Pershall and seventy-three (73%) prefer I-270 ramps at New Halls Ferry for Two-Way Dunn/Pershall.

Respondents were asked to explain their choices. Their verbatim responses are listed below. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

#### Access:

- If I am going east, I would rather get on at New Halls Ferry just because I shop there more often and take it to Halls Ferry & Lindbergh area.
- Easier access to all businesses along both the sides.
- Westbound exit Old Halls Ferry/entrance past West Florissant. Eastbound exit New Halls Ferry/entrance past Old Halls Ferry.
- With all the vacant commercial property I'm astounded that a real solution to this mess can't be implemented combining the 2 interchanges into one good interchange.
  - *The proposed improvements do combine two interchanges into one interchange that spans between West Florissant and either New Halls Ferry or Old Halls Ferry.*
- The crossings at Halls Ferry centers on New Halls Ferry.
- Move on and off traffic for both directions from east away from New Halls

Ferry.

**Traffic:**

- Old Halls Ferry is more a residential area while New Halls Ferry is more a commercial area. Having the off ramp at New Halls Ferry will reduce traffic to the residential area. This also allows the one-way to two-way traffic flow on Dunn Road to move to Old Halls Ferry instead of a less traveled road.
- Motorcycles doing wheelies on Highway 270. Autos on cruise control weaving from lane to lane never touching the breaks.
- The southbound New Halls Ferry to eastbound I-270 is confusing. It slows down traffic to have to ALWAYS stop at Old Halls Ferry.
  - *The proposed improvements will be optimized to provide adequate operations at all interchanges.*

**One-Way:**

- Confusing question. I would suggestion the one-way outer road starts around 367 and continues west.
  - *As there are no slip ramps between Route 367 and the Halls Ferries, the outer roads will be two-way to facilitate access and mobility.*
- I think one-way streets will have a positive impact on traffic in all areas.

**St. Louis Community College – Florissant Valley Campus:**

- With both options it seems like driving to the next exit (Washington/Elizabeth) & going through its interchange would still be a faster option to get to STLCC. Guess I would prefer Option #1 because it removes 1 traffic signal for all westbound I-270 traffic going to STLCC.

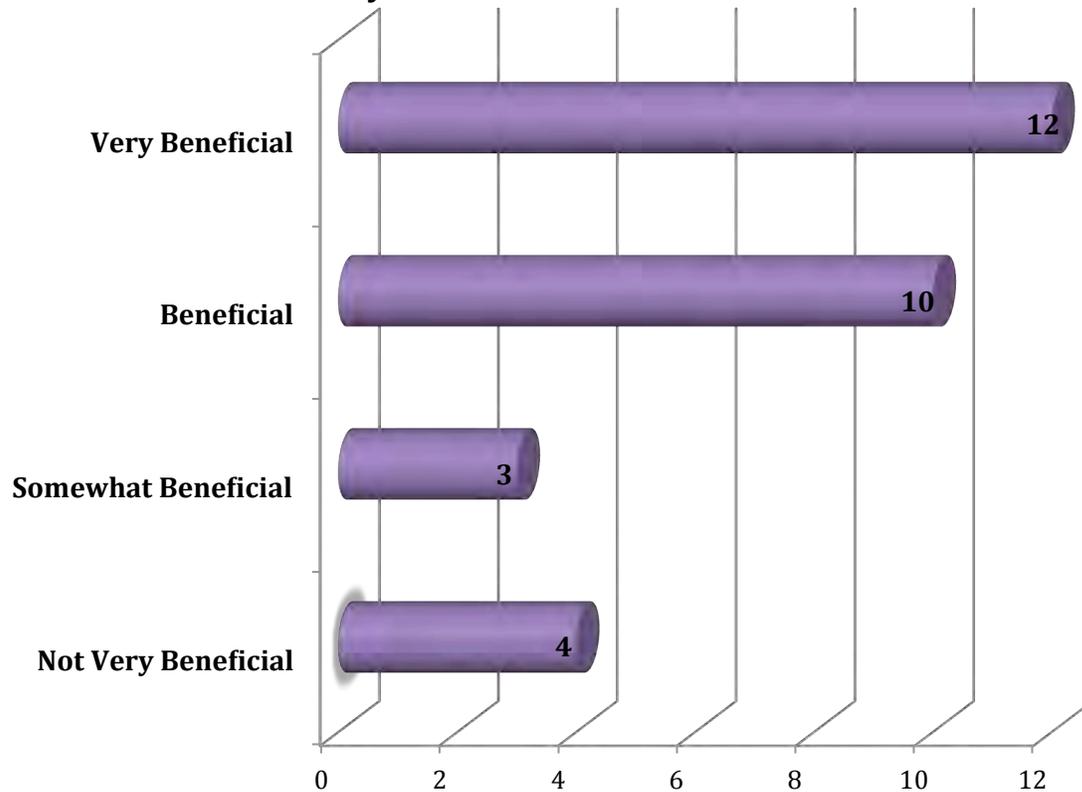
**AREA 4: EAST OF OLD HALLS FERRY TO CHAIN OF ROCKS BRIDGE**

Respondents were asked to comment on four interchanges in this area. The interchanges and the response results are outlined below.

**Route 367**

One proposed option was presented for Route 367 and it was a partial cloverleaf interchange that would involve building a flyover ramp. The bar chart on the next page details the results.

### Three of Four Respondents Think a Partial Cloverleaf Interchange at Route 367 Will Be "Very Beneficial" or "Beneficial"



Twenty-nine (29) people responded to this option. Seventy-six percent (76%) think a partial cloverleaf interchange at Route 367 will be "very beneficial" or "beneficial." No one selected "unbeneficial." The verbatim comments are listed below. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

- Need flyover ramp to the north 367. Too much traffic goes this way for cloverleaf ramp and stoplight.
  - *The proposed configuration provides a flyover for EB I-270 to NB Route 367 traffic.*
- The fly over ramp will help reduce the traffic bottleneck of IL. drivers going from East I-270 to North 367. This will also address the traffic issues at the on ramp from Dunn to South 367 to West I-270.
- Goodbye infamous loop ramp to Alton - Southbound to Eastbound merging would be much easier. Westbound to Southbound should go into the 367/Dunn where they can use that as a U-Turn.
- Flyover essential for eastbound I-270 to Alton. Traffic increasing with the improved 367. Wish you did not have partial cloverleaf for entrance rap to I-

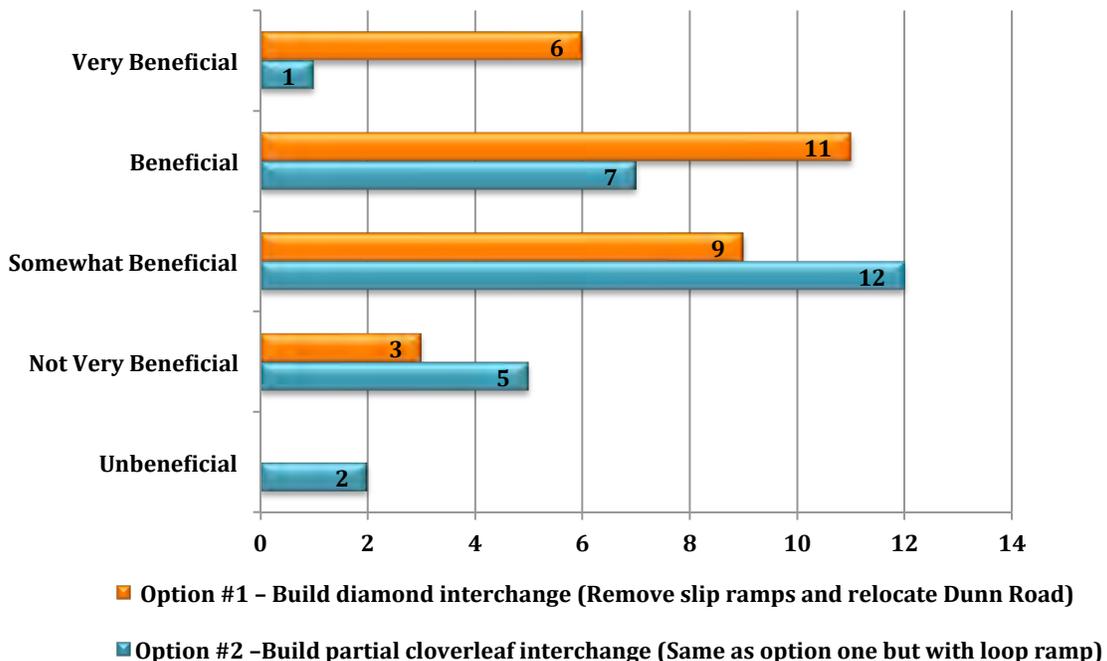
270 east. Maybe a type of diverging diamond where one direction goes over the other to cross to left and back. No light would be necessary.

- *By removing the EB I-270 to NB Route 370 loop ramp, the operations at the future interchange will be greatly improved. The southbound 367 to eastbound I-270 ramp is separated from the traffic light within the interchange and traffic will not need to stop to make this movement. The only traffic subject to the signal is that traffic traveling to/from Route 367 south of I-270.*

### **Bellefontaine Interchange**

There are two proposed options for this interchange. The first option is to build a diamond interchange and remove the slip ramps and relocate Dunn Road. The second option is to build a partial cloverleaf interchange, which would be the same as the first option but with a loop ramp. The bar chart below details the responses to both proposed alternatives.

**More Than Half of Respondents Think Building a Diamond Interchange at Bellefontaine Interchange Will Be "Very Beneficial" or Beneficial"**



Twenty-nine (29) people responded to option #1 and 27 to option #2. Fifty-nine percent (59%) think building a diamond interchange at Bellefontaine will be "very beneficial" or "beneficial." None of the respondents thought option #1 was

“unbeneficial.” Thirty percent (30%) think building a partial cloverleaf interchange at Bellefontaine will be “very beneficial” or “beneficial.” Seven percent (7%) of the respondents thought option #2 was “unbeneficial.”

The verbatim comments are listed on the next page. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

*Verbatim Comments to Option #1:*

- This moves Dunn road into a shopping center to get it back to Bellefontaine.
  - *This realignment is required to provide separation between the ramps to/from I-270 and Dunn Road. This is the tradeoff that comes with maintaining two-way Dunn and Pershall Roads while eliminating the slip ramps that cross two-way traffic.*
- Don't use interchange this often so maybe my opinion doesn't matter as much than that of residents.
- I don't travel there often, but I haven't encountered a lot of traffic.
- I think both options have benefit. I don't see one any better than the other.
- Moving Dunn to the right would turn this into a simple diamond.

*Verbatim Comments to Option #2:*

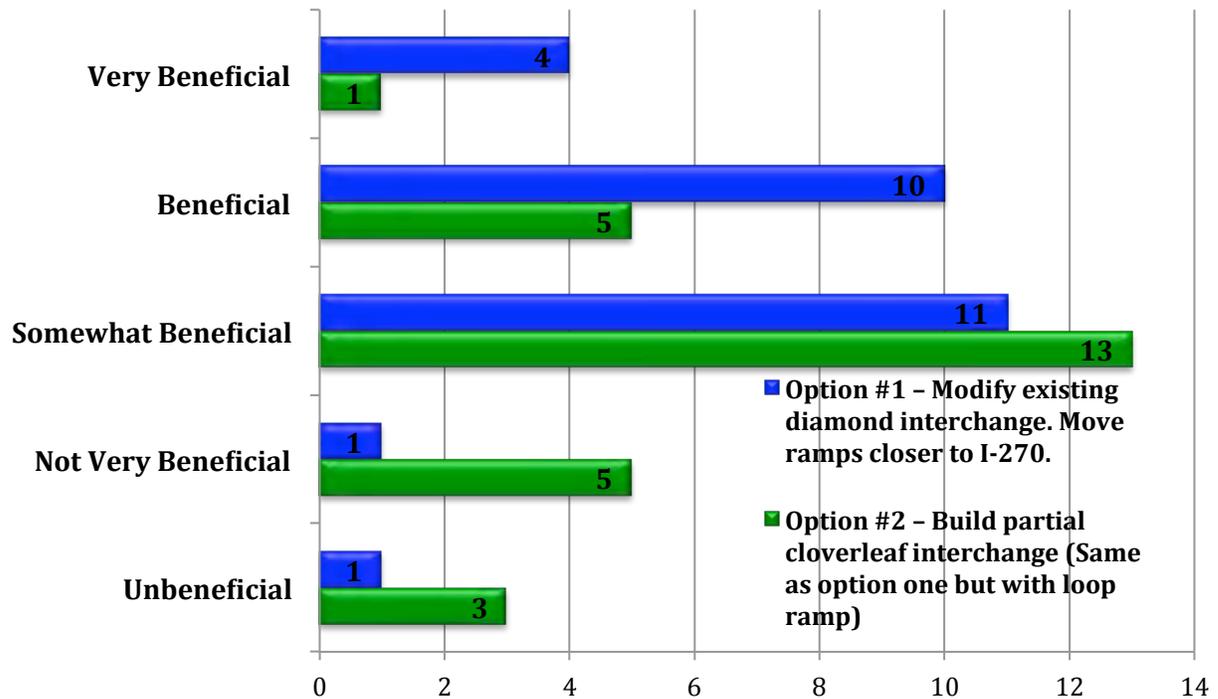
- The loop ramp from north Bellefontaine to West I-270 will improve traffic flow since there is a line of cars now trying to get on to West I-270 from north Bellefontaine. This layout also allows traffic from the Record Center to get on to West I-270 without getting on Bellefontaine.
- This one is really bad. Looks like it feeds Dunn Road traffic into neighborhood traffic.
  - *Dunn Road would need to be relocated under this alternative resulting in impacts to the surrounding community.*
- Didn't like how you dump Dunn onto Larimore.
  - *Dunn Road would need to be relocated under this alternative resulting in impacts to the surrounding community.*
- Still don't like cloverleaf. Slows traffic down and causes hesitation with merging.
  - *The cloverleaf would allow NB traffic access WB I-270 without having to stop – thereby speeding up flow from Bellefontaine. Adequate distance is provided for the merge onto I-270.*

### **Lilac Interchange**

Two proposed options are being considered for the Lilac Interchange. The first option calls for modifying the existing diamond interchange and moving the ramps closer to I-270. The second option suggests building a partial cloverleaf interchange, the same as option one but with a loop ramp. The bar chart on the next page details

the responses to both options.

### More Than Half of Respondents Think Building a Diamond Interchange at Lilac Will Be "Very Beneficial" or Beneficial"



Twenty-seven (27) people responded to each option. Fifty-four percent (54%) think building a diamond interchange at the Lilac interchange will be "very beneficial" or "beneficial." Twenty-two percent (22%) think building a partial cloverleaf interchange at the Lilac interchange will be "very beneficial" or "beneficial."

On the next page are respondents' verbatim comments to both options. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

#### Verbatim Comments to Option #1:

- Current interchange works because of lower volume of traffic.
- QT just redid their gas station to cater to the trucks. The main line has a big hill just west of exit and a curve below Lilac that has been the site of many truck wrecks. A new mega church just set up shop at the end of Pershall.
  - *This is information will be taken into consideration.*
- If ramps are moved closer look at continuing the one-way outer road to Riverview.
  - *As two-way outer roads can be provided without significant impact, the*

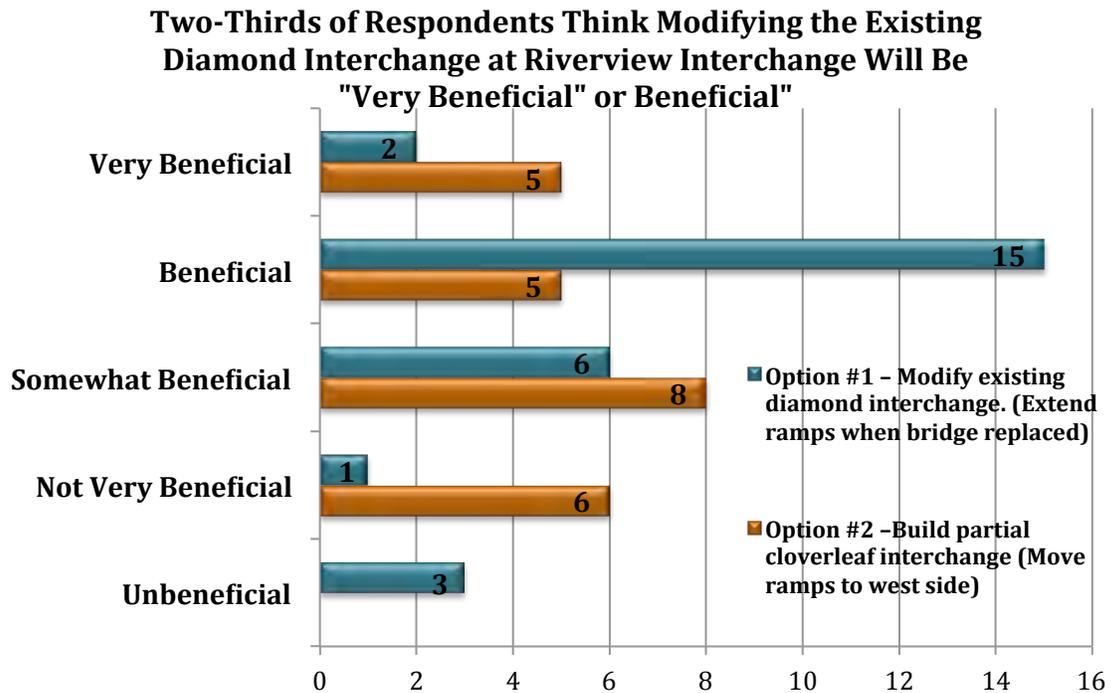
*study is no longer investigating one-way outer roads at this location.*

*Verbatim Comments to Option #2:*

- Traffic will be closer to the apartments.
  - *This is a tradeoff with this alternative.*
- Heavy trucks would be ramped onto westbound I-270 on a steep upgrade. This could create a new problem.
  - *Traffic ramping onto WB I-270 will be on a downgrade – Lilac travels over I-270.*
- Like westbound exit ramp but the loop ramp won't help.
  - *The loop ramp would allow NB Lilac traffic to access WB I-270 without stopping and without having to make a left hand turn. It will also get a portion of the entering traffic onto WB I-270 further in advance of Route 367.*
- Don't like cloverleaf.

**Riverview Interchange**

Two proposed options were presented for the Riverview Interchange. Option #1 consists of modifying the existing diamond interchanges by extending the ramps when the Chain of Rocks Bridge is replaced. The second option suggests building a partial cloverleaf interchange and moving the ramps to the west side. The bar chart below outlines respondents' results to both options.



Twenty-seven (27) people responded to the first option and twenty-four (24) to the

second. Sixty-three percent (63%) think the first option, modifying the existing diamond interchange at Riverview interchange will be “very beneficial” or “beneficial.” Eleven percent (11%) think option #1 would be “unbeneficial.”

Forty-two percent (42%) think the option #2, building a partial cloverleaf interchange at Riverview interchange will be “very beneficial” or “beneficial.” No one thought option #2 , building a partial cloverleaf interchange, was “unbeneficial.”

Respondents verbatim comments are outlined below. Study team member comments/responses to substantive comments/questions are provided as sub-bullets to the verbatim comments.

*Verbatim Comments to Option #1:*

- Improvement is based on River Bridge being replaced.
  - *The improvements are independent of the river bridge being replaced.*
- Not heavily traveled to diamond works here. Could be modified to be a little safer.
- Eastbound ramp currently dumps you straight on main line with poor sight since you must look up hill. I have nearly been hit from behind trying to merge here.
  - *This is a drawback of this alternative.*
- Ramps are too short and steep. Get the traffic off giving more time for through traffic to enter bridge. Fewer distractions.
  - *The ramps would be extended onto the river bridge. This will result in additional costs, but it would improve the existing short and steep ramps.*

*Verbatim Comments to Option #2:*

- The loop ramp will give semi-trucks more length to get up to speed. This will also give more land for any location changes made when the river bridge is replaced.
- Trucks going north to east 270 have such a short ramp to merge - always slowing down eastbound 270. This longer ramp may help.
  - *The loop ramp provides trucks more distance to get up to speed when entering the interstate.*
- KILL CLOVERLEAFS!
- Don't think cloverleaf is needed. Not a lot of traffic.
- It would remove that blind spot that currently exists trying to merge on eastbound 270

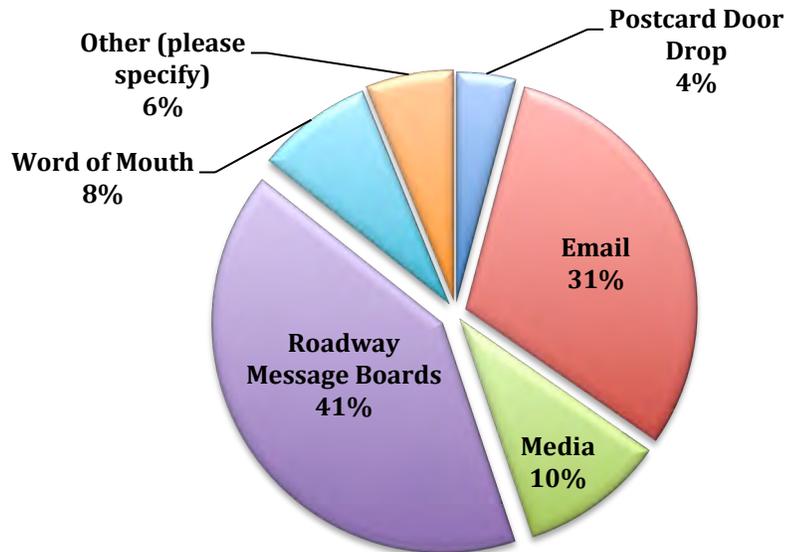
### 3. PUBLIC ENGAGEMENT

The comment form concluded with questions regarding the study team’s public engagement outreach and process. The rest of this report documents the responses to these questions.

***How did you find out about this open house? (Please check all that apply)***

Respondents were given six choices, including “other” where they could write a response. Their answers are detailed in the graph on the next page.

**Most Respondents Found Out About the Open House By the Roadway Message Boards**



Thirty-five (35) people answered this question. They could choose more than one option. The roadway message boards announcing the public open house were the most effective method for promoting the meeting with twenty (20) respondents choosing this option. Besides the postcard, the option that was selected the most by respondents, fifteen (15) people, was “email.” The comments below outline the verbatim responses that people wrote under “other.”

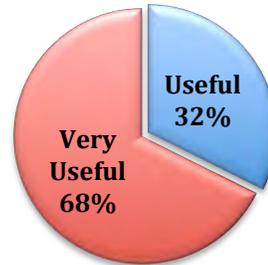
- Announcement at work
- I look online at MoDOT and have looked at different road methods. I-270 needs to be fixed to help the area and it needs to be done soon.
- Local Newspaper

The next four questions of the comment form asked respondents to evaluate the meeting. The results are detailed on the next page.

***The information provided was: (Please select one)***

Respondents were given three options for evaluating the meeting. The answers are detailed in the graph to the right. Thirty-four (34) people answered this request. Twenty-three (23) respondents found the meeting very useful. No one replied “not very useful.”

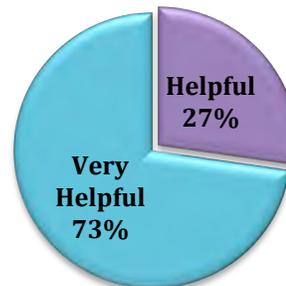
**Most Respondents Found the Provided Information Very Useful**



***The study team was: (Please select one)***

Respondents were given three options for this ranking. The answers are detailed in the graph to the right. Thirty-three (33) people answered. Twenty-four (24) found the study team “very helpful.” None of the respondents found the study team “not very helpful.”

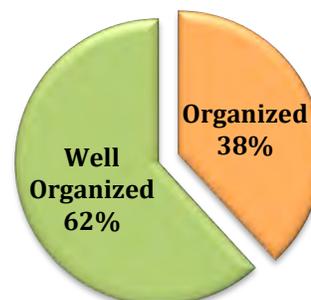
**Most Respondents Found the Study Team Very Helpful**



***In general, the open house was: (Please select one)***

Respondents were given three options. The answers are detailed in the graph to the right. Thirty-four (34) people answered this request. Twenty-one (21) respondents thought the open house was “well organized.” No one replied “not well organized.”

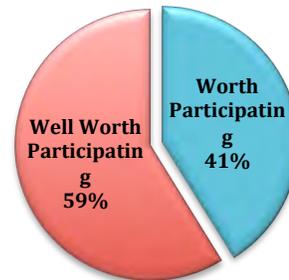
**Most Respondents Thought the Open House was Well Organized**



***In general, the open house was: (Please select one)***

Respondents were given three options for evaluating the open house. The answers are detailed in the graph to the right. Thirty-four (34) people answered this request with twenty (20) saying the open house was “well worth participating.” No respondents replied “not worth participating” to this request.

**Most Respondents Thought the Open House was Well Worth Participating**



***If you want to receive project updates, please leave your email address:***

At the end of the comment form, respondents were asked that if they wanted to receive project updates, then they should leave their email address. Sixteen (16) people left their email address.

#### **4. CONCLUSION**

The I-270 North Environmental Assessment’s March 2014 public informational meetings provided the study team with the opportunity to present the numerous options for upgrading the corridor’s four areas and obtaining public feedback. The team learned that:

- From I-70 to McDonnell Boulevard, most respondents think a diverging diamond interchange at both the St. Charles Rock Road Interchange and at McDonnell Boulevard will be “very beneficial” or “beneficial.”
- Seventy-three percent (73%) respondents think a partial cloverleaf at Lindbergh Boulevard would be “very beneficial” or “beneficial.”
- Seventy-eight percent (78%) think making Dunn/Pershall one-way at Hanley/Graham to Old Halls Ferry would be “very beneficial” or “beneficial.”
- Respondents prefer I-270 ramps at New Halls Ferry regardless of whether the Dunn/Pershall outer roads are one-way or two-way.
- Seventy-six percent (76%) think a partial cloverleaf interchange at Route 367 will be “very beneficial” or “beneficial.”
- Fifty-nine percent (59%) think building a diamond interchange at the Bellefontaine Interchange will be “very beneficial” or “beneficial.”
- Fifty-four percent (54%) think building a diamond interchange at the Lilac interchange will be “very beneficial” or “beneficial.”
- Sixty-three percent (63%) think modifying the existing diamond interchange at Riverview interchange will be “very beneficial” or “beneficial.”

This information will now be taken into consideration as each alternative is evaluated.

# I-270 NORTH COMMENT FORM



For each of the locations along I-270 listed below, please indicate how beneficial each option is in achieving the study's goals of improving safety, mobility, and accessibility.

## Area 1: I-70 to MCDONNELL BLVD.

### St. Charles Rock Road Interchange:

**Option #1** – Diverging Diamond Interchange (*Please check one*)

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Option #2** – Diamond Interchange (Widen St. Charles Rock Road and add dedicated left turns)  
(*Please check one*)

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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### McDonnell Interchange:

**Option #1** – Diverging Diamond Interchange (*Please check one*)

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Option #2** – Partial Cloverleaf Interchange. (Add new one-way connector road between Missouri Bottom and McDonnell) (*Please check one*)

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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## Area 2: MCDONNELL BLVD. TO HANLEY/GRAHAM

**Lindbergh Interchange** – Build Partial Cloverleaf (*Please check one*)

|                            |                            |                            |                            |                            |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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## Area 3: HANLEY/GRAHAM TO OLD HALLS FERRY

**Option #1: One-Way Dunn/Pershall** (*Please check one*)

|                            |                            |                            |                            |                            |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Option #2: Two-Way Dunn/Pershall** (*Please check one*)

|                            |                            |                            |                            |                            |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**I-270 ramps to/from the east can be provided either at Old Halls Ferry or New Halls Ferry, but not at both locations. Which location do you prefer?** (*Please check one for each option*)

Option #1: One-Way Dunn/Pershall:                       Old Halls Ferry                       New Halls Ferry

Option #2: Two-Way Dunn/Pershall:                       Old Halls Ferry                       New Halls Ferry

**Please explain your choices:**

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## AREA 4: EAST OF OLD HALLS FERRY TO CHAIN OF ROCKS BRIDGE

**Route 367 – Partial Cloverleaf Interchange** (Build flyover ramp) (*Please check one*)

|                            |                            |                            |                            |                            |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Bellefontaine Interchange**

**Option #1** – Build diamond interchange (Remove slip ramps and relocate Dunn Road) *(Please check one)*

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Option #2** –Build partial cloverleaf interchange (Same as option #1 but with loop ramp) *(Please check one)*

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Lilac Interchange**

**Option #1** – Modify existing diamond interchange. Move ramps closer to I-270. *(Please check one)*

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Option #2** –Build partial cloverleaf interchange (Same as option #1 but with loop ramp) *(Please check one)*

| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Riverview Interchange**

**Option #1** – Modify existing diamond interchange. (Extend ramps when bridge replaced)  
*(Please check one)*

|                            |                            |                            |                            |                            |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Option #2** –Build partial cloverleaf interchange (Move ramps to west side) *(Please check one)*

|                            |                            |                            |                            |                            |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> 3 | <input type="checkbox"/> 4 | <input type="checkbox"/> 5 |
| Unbeneficial               | Not very beneficial        | Somewhat beneficial        | Beneficial                 | Very beneficial            |

**Additional Comments:**

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**Describe Yourself** *(Please check all that apply)*

- Resident, Municipality \_\_\_\_\_
- Business Owner/Manager, Municipality \_\_\_\_\_
- Property Owner, Municipality \_\_\_\_\_
- Commuter
- Elected Official

**How did you find out about this open house?** *(Please check all that apply)*

|   |                                |                                |   |  |
|---|--------------------------------|--------------------------------|---|--|
| <input type="checkbox"/> Postcard door drop | <input type="checkbox"/> Email | <input type="checkbox"/> Media | <input type="checkbox"/> Roadway Message Boards | <input type="checkbox"/> Word of Mouth |
|---|--------------------------------|--------------------------------|---|--|

Other \_\_\_\_\_

**Please evaluate this meeting.** *(Check one answer per question)*

- a. The information provided was:  Not very useful  Useful  Very useful
- b. The study team was:  Not very helpful  Helpful  Very helpful
- c. In general, the open house was:  Not Well Organized  Organized  Well Organized
- d. In general, the open house was:  Not Worth Participating  Worth Participating  Well Worth Participating

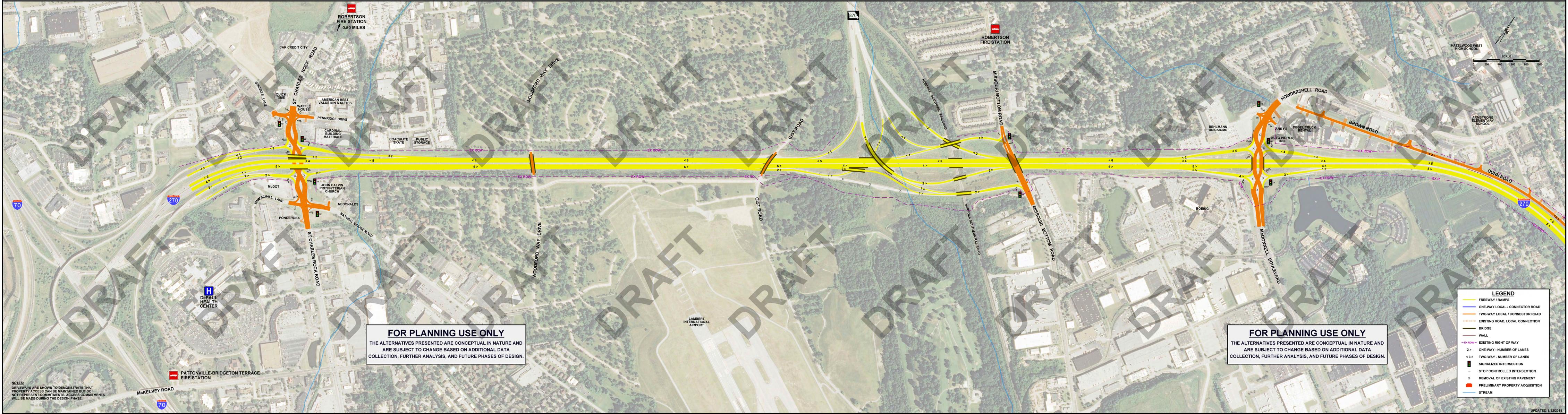
If you want to receive project updates, please leave your email address:

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**Thank You!**



# MAP AREA 1 - I-70 to McDonnell Boulevard - ALTERNATIVE 1



**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

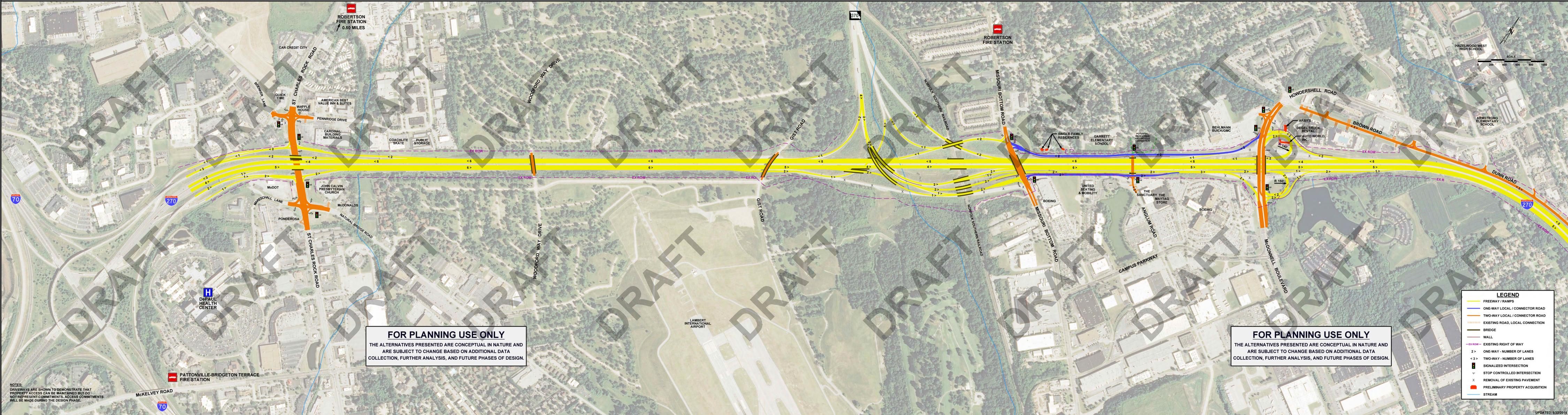
**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

| LEGEND |                                  |
|--------|----------------------------------|
|        | FREEWAY / RAMPS                  |
|        | ONE-WAY LOCAL / CONNECTOR ROAD   |
|        | TWO-WAY LOCAL / CONNECTOR ROAD   |
|        | EXISTING ROAD, LOCAL CONNECTION  |
|        | BRIDGE                           |
|        | WALL                             |
|        | EX ROW - EXISTING RIGHT OF WAY   |
|        | ONE-WAY - NUMBER OF LANES        |
|        | TWO-WAY - NUMBER OF LANES        |
|        | SIGNALIZED INTERSECTION          |
|        | STOP CONTROLLED INTERSECTION     |
|        | REMOVAL OF EXISTING PAVEMENT     |
|        | PRELIMINARY PROPERTY ACQUISITION |
|        | STREAM                           |

NOTES:  
 DRIVEWAYS ARE SHOWN TO DEMONSTRATE THAT PROPERTY ACCESS CAN BE MAINTAINED BUT DO NOT REPRESENT COMMITMENTS. ACCESS COMMITMENTS WILL BE MADE DURING THE DESIGN PHASE.



# MAP AREA 01 - I-70 to McDonnell Boulevard - ALTERNATIVE 2



**FOR PLANNING USE ONLY**  
THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

**FOR PLANNING USE ONLY**  
THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

| LEGEND |                                  |
|--------|----------------------------------|
|        | FREEWAY / RAMPS                  |
|        | ONE-WAY LOCAL / CONNECTOR ROAD   |
|        | TWO-WAY LOCAL / CONNECTOR ROAD   |
|        | EXISTING ROAD, LOCAL CONNECTION  |
|        | BRIDGE                           |
|        | WALL                             |
|        | EXISTING RIGHT OF WAY            |
|        | ONE-WAY - NUMBER OF LANES        |
|        | TWO-WAY - NUMBER OF LANES        |
|        | SIGNALIZED INTERSECTION          |
|        | STOP CONTROLLED INTERSECTION     |
|        | REMOVAL OF EXISTING PAVEMENT     |
|        | PRELIMINARY PROPERTY ACQUISITION |
|        | STREAM                           |

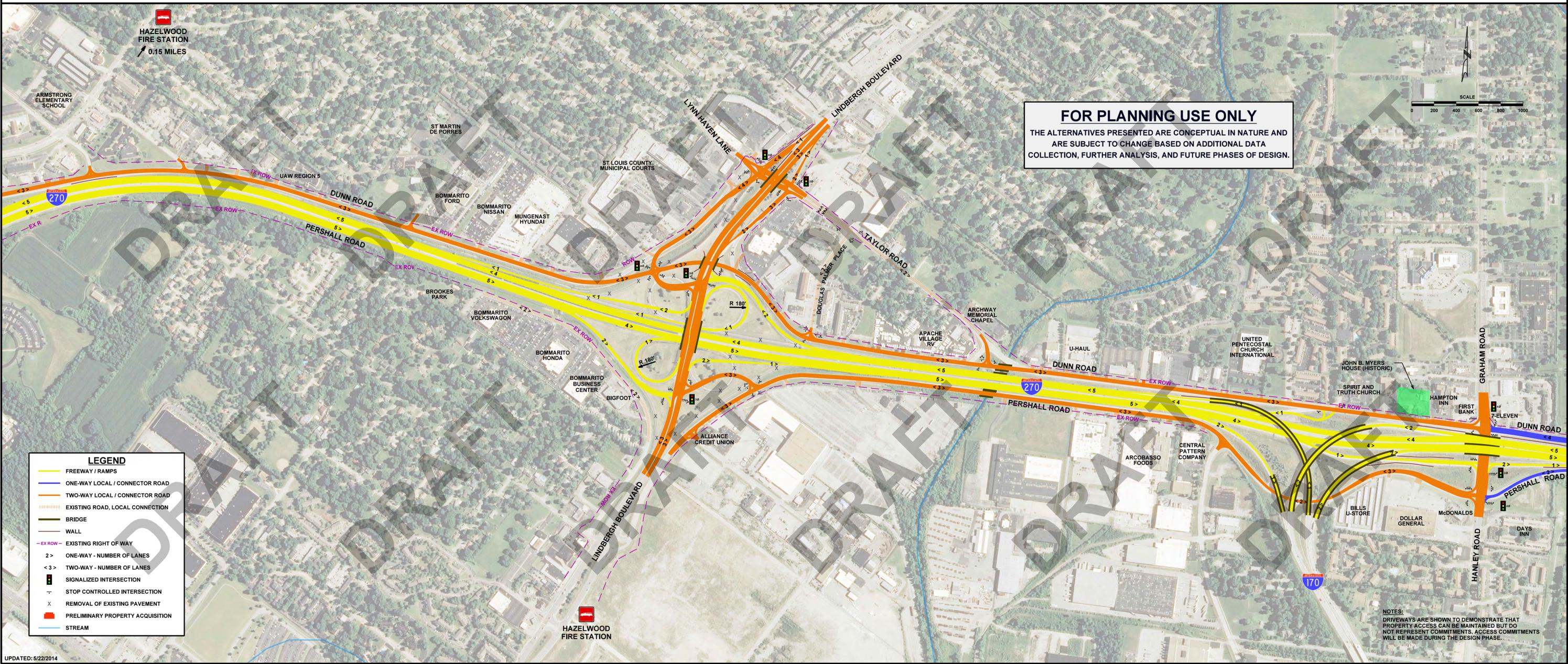
NOTES:  
DRIVEWAYS ARE SHOWN TO DEMONSTRATE THAT PROPERTY ACCESS CAN BE MAINTAINED BUT DO NOT REPRESENT COMMITMENTS. ACCESS COMMITMENTS WILL BE MADE DURING THE DESIGN PHASE.





# MAP AREA 2 - ALTERNATIVE 1

## East of McDonnell Boulevard to Hanley Road / Graham Road

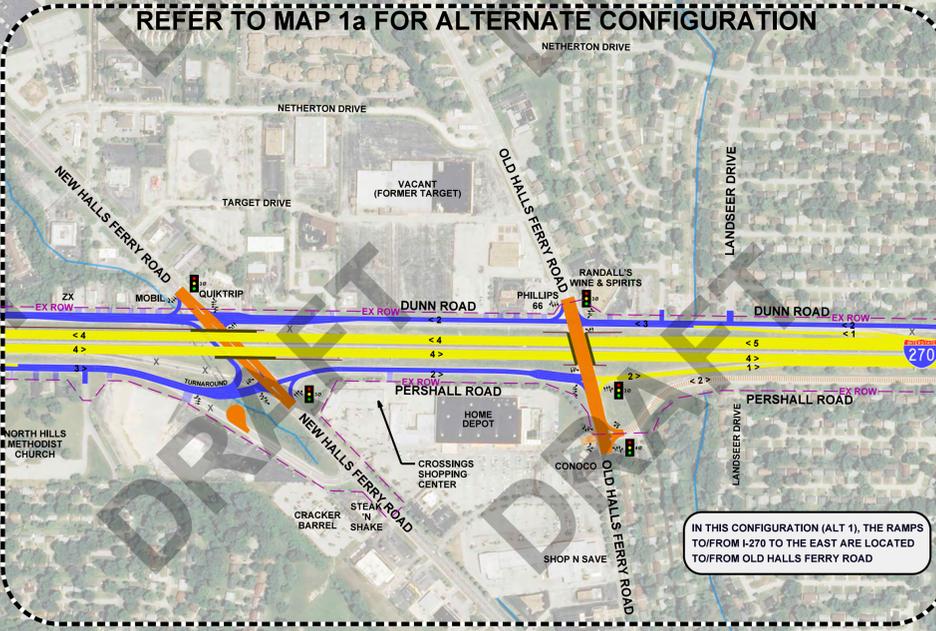
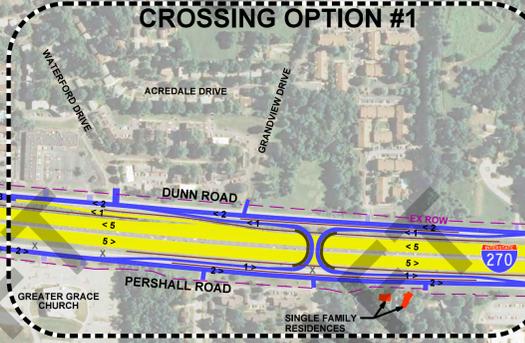
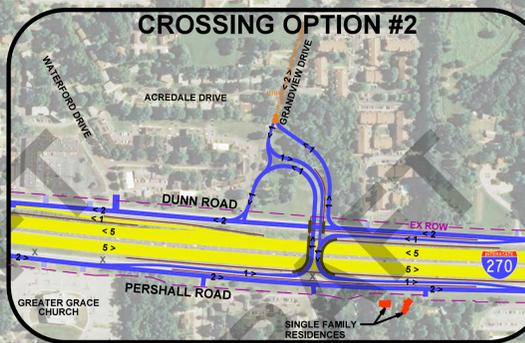




# MAP AREA 3 - Hanley Road / Graham Road to Old Halls Ferry Road - ALTERNATIVE 1

**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.



- LEGEND**
- FREEWAY / RAMPS
  - ONE-WAY LOCAL / CONNECTOR ROAD
  - TWO-WAY LOCAL / CONNECTOR ROAD
  - EXISTING ROAD, LOCAL CONNECTION
  - BRIDGE
  - WALL
  - EX ROW - EXISTING RIGHT OF WAY
  - EX ROW - EXISTING RIGHT OF WAY
  - 2 > ONE-WAY - NUMBER OF LANES
  - 3 > TWO-WAY - NUMBER OF LANES
  - T SIGNALIZED INTERSECTION
  - + STOP CONTROLLED INTERSECTION
  - X REMOVAL OF EXISTING PAVEMENT
  - PRELIMINARY PROPERTY ACQUISITION
  - STREAM

IN THIS CONFIGURATION (ALT 1), THE RAMPS TO/FROM I-270 TO THE EAST ARE LOCATED TO/FROM OLD HALLS FERRY ROAD

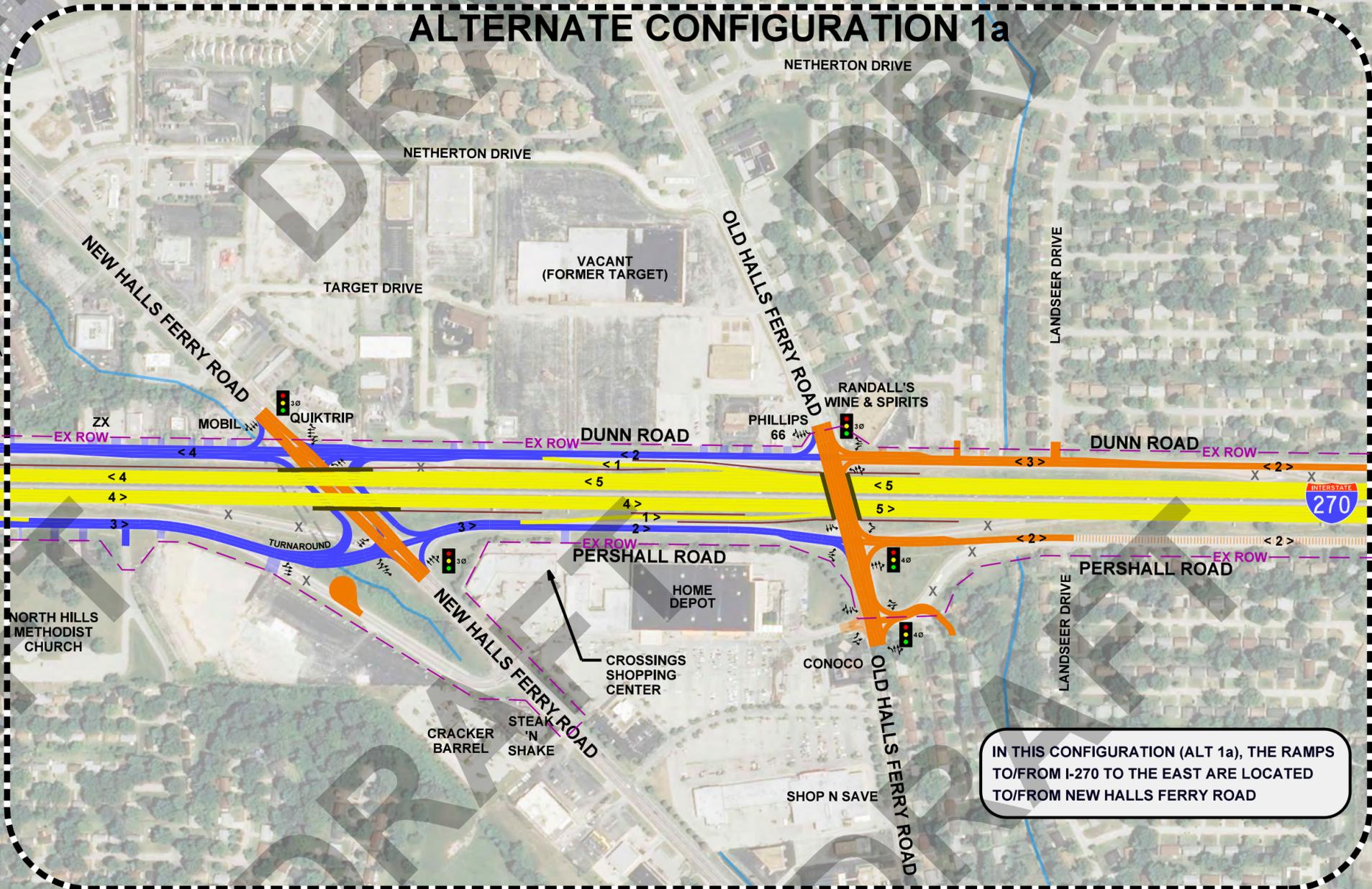
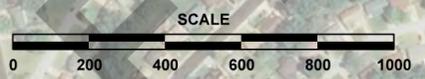
NOTES:  
 DRIVEWAYS ARE SHOWN TO DEMONSTRATE THAT PROPERTY ACCESS CAN BE MAINTAINED BUT DO NOT REPRESENT COMMITMENTS. ACCESS COMMITMENTS WILL BE MADE DURING THE DESIGN PHASE.



# ALTERNATE CONFIGURATION 1a

**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

**H**  
 CHRISTIAN HOSPITAL  
 NORTHEAST  
 0.75 MILES



**LEGEND**

- FREEWAY / RAMPS
- ONE-WAY LOCAL / CONNECTOR ROAD
- TWO-WAY LOCAL / CONNECTOR ROAD
- EXISTING ROAD, LOCAL CONNECTION
- BRIDGE
- WALL
- - - EXISTING RIGHT OF WAY
- 2 > ONE-WAY - NUMBER OF LANES
- < 3 > TWO-WAY - NUMBER OF LANES
- SIGNALIZED INTERSECTION
- STOP CONTROLLED INTERSECTION
- X REMOVAL OF EXISTING PAVEMENT
- PRELIMINARY PROPERTY ACQUISITION
- STREAM

IN THIS CONFIGURATION (ALT 1a), THE RAMPS TO/FROM I-270 TO THE EAST ARE LOCATED TO/FROM NEW HALLS FERRY ROAD

**NOTES:**  
 DRIVEWAYS ARE SHOWN TO DEMONSTRATE THAT PROPERTY ACCESS CAN BE MAINTAINED BUT DO NOT REPRESENT COMMITMENTS. ACCESS COMMITMENTS WILL BE MADE DURING THE DESIGN PHASE.



# MAP AREA 3 - Hanley Road / Graham Road to Old Halls Ferry Road - ALTERNATIVE 2

**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

REFER TO MAP 2a FOR ALTERNATE CONFIGURATION

IN THIS CONFIGURATION (ALT 2), THE RAMPS TO/FROM I-270 TO THE EAST ARE LOCATED TO/FROM NEW HALLS FERRY ROAD

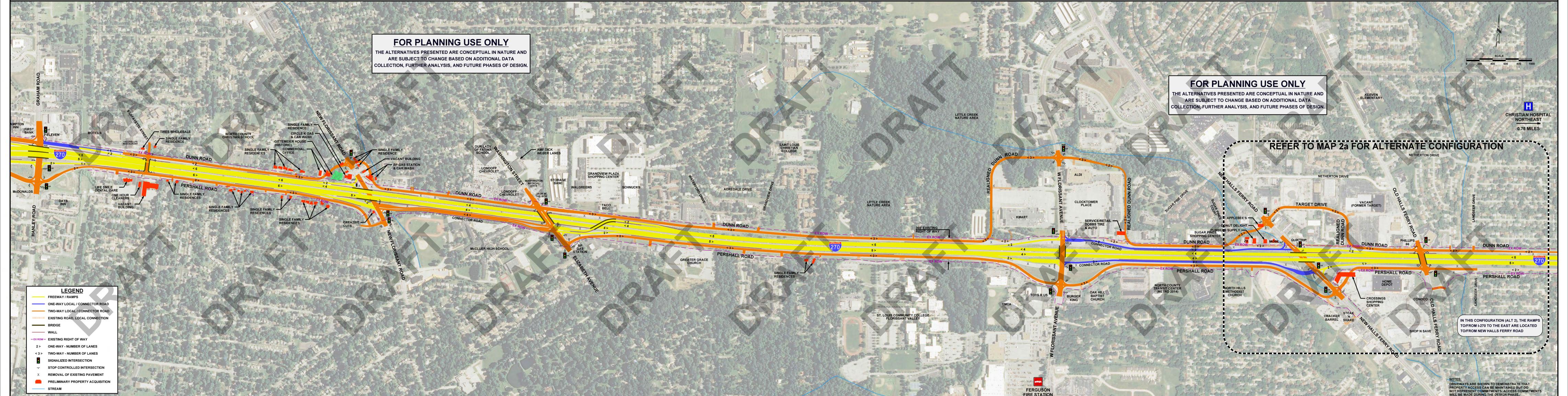
- LEGEND**
- FREEWAY / RAMPS
  - ONE-WAY LOCAL / CONNECTOR ROAD
  - TWO-WAY LOCAL / CONNECTOR ROAD
  - EXISTING ROAD, LOCAL CONNECTION
  - BRIDGE
  - WALL
  - EXISTING RIGHT OF WAY
  - EXISTING RIGHT OF WAY
  - 2> ONE-WAY - NUMBER OF LANES
  - <3> TWO-WAY - NUMBER OF LANES
  - SIGNALIZED INTERSECTION
  - STOP CONTROLLED INTERSECTION
  - X REMOVAL OF EXISTING PAVEMENT
  - PRELIMINARY PROPERTY ACQUISITION
  - STREAM

**NOTES:**  
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FERGUSON FIRE STATION  
 0.10 MILES

SCALE  
 0 200 400 600 800 1000

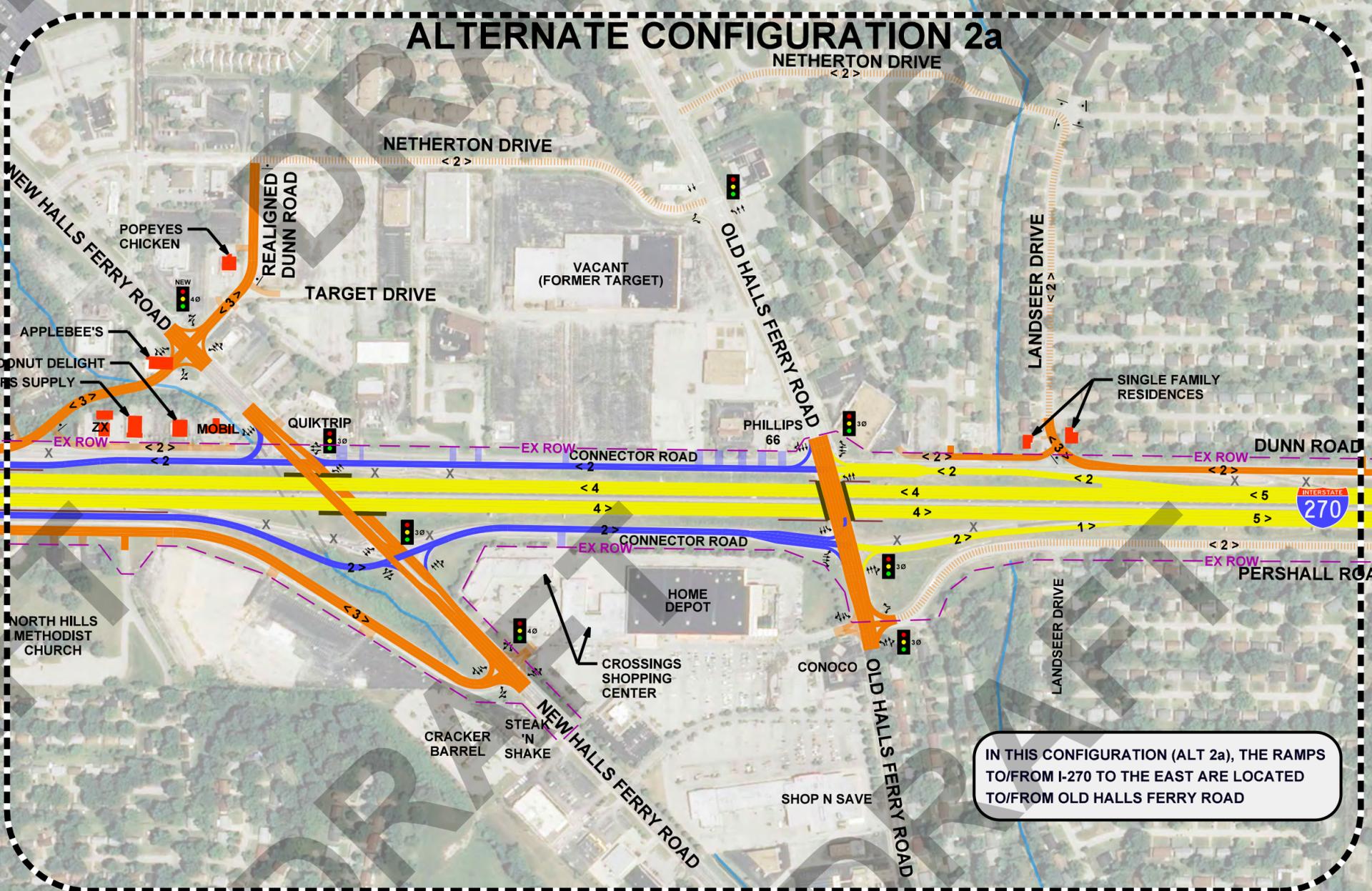
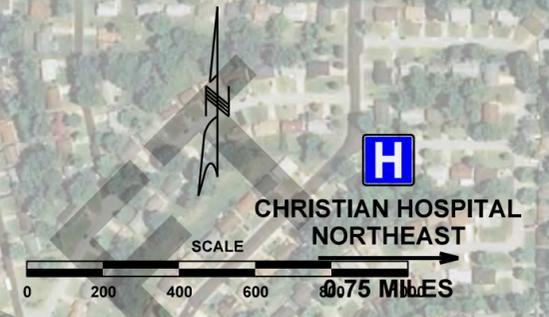
CHRISTIAN HOSPITAL  
 NORTHEAST  
 0.75 MILES





# ALTERNATE CONFIGURATION 2a

**FOR PLANNING USE ONLY**  
 THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.



**LEGEND**

- FREEWAY / RAMPS
- ONE-WAY LOCAL / CONNECTOR ROAD
- TWO-WAY LOCAL / CONNECTOR ROAD
- EXISTING ROAD, LOCAL CONNECTION
- BRIDGE
- WALL
- - - EXISTING RIGHT OF WAY
- 2 > ONE-WAY - NUMBER OF LANES
- < 3 > TWO-WAY - NUMBER OF LANES
- SIGNALIZED INTERSECTION
- STOP CONTROLLED INTERSECTION
- X REMOVAL OF EXISTING PAVEMENT
- PRELIMINARY PROPERTY ACQUISITION
- STREAM

IN THIS CONFIGURATION (ALT 2a), THE RAMPS TO/FROM I-270 TO THE EAST ARE LOCATED TO/FROM OLD HALLS FERRY ROAD

**NOTES:**  
 DRIVEWAYS ARE SHOWN TO DEMONSTRATE THAT PROPERTY ACCESS CAN BE MAINTAINED BUT DO NOT REPRESENT COMMITMENTS. ACCESS COMMITMENTS WILL BE MADE DURING THE DESIGN PHASE.



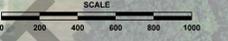
# MAP AREA 04 - East of Old Halls Ferry Road to Riverview Drive - ALTERNATIVE 1

**FOR PLANNING USE ONLY**  
THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

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  - WALL
  - - - EXISTING RIGHT OF WAY
  - - - EX ROW
  - 2> ONE-WAY - NUMBER OF LANES
  - <3> TWO-WAY - NUMBER OF LANES
  - SIGNALIZED INTERSECTION
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  - REMOVAL OF EXISTING PAVEMENT
  - PRELIMINARY PROPERTY ACQUISITION
  - STREAM

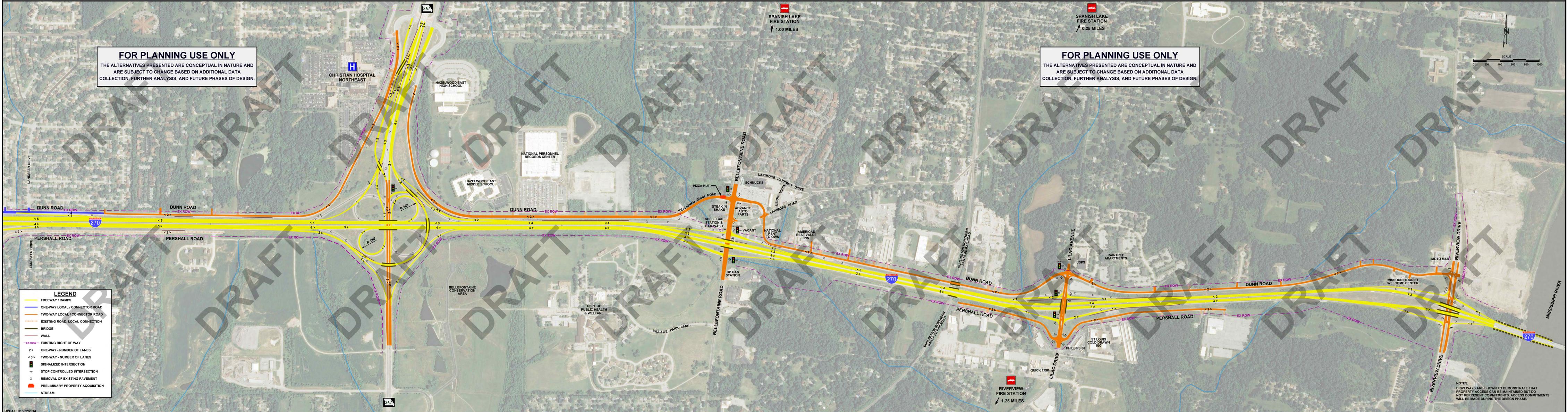
NOTES:  
DRIVEWAYS ARE SHOWN TO DEMONSTRATE THAT PROPERTY ACCESS CAN BE MAINTAINED BUT DO NOT REPRESENT COMMITMENTS. ACCESS COMMITMENTS WILL BE MADE DURING THE DESIGN PHASE.



SPANISH LAKE FIRE STATION  
↑ 1.00 MILES

SPANISH LAKE FIRE STATION  
↑ 0.25 MILES

RIVERVIEW FIRE STATION  
↑ 1.25 MILES





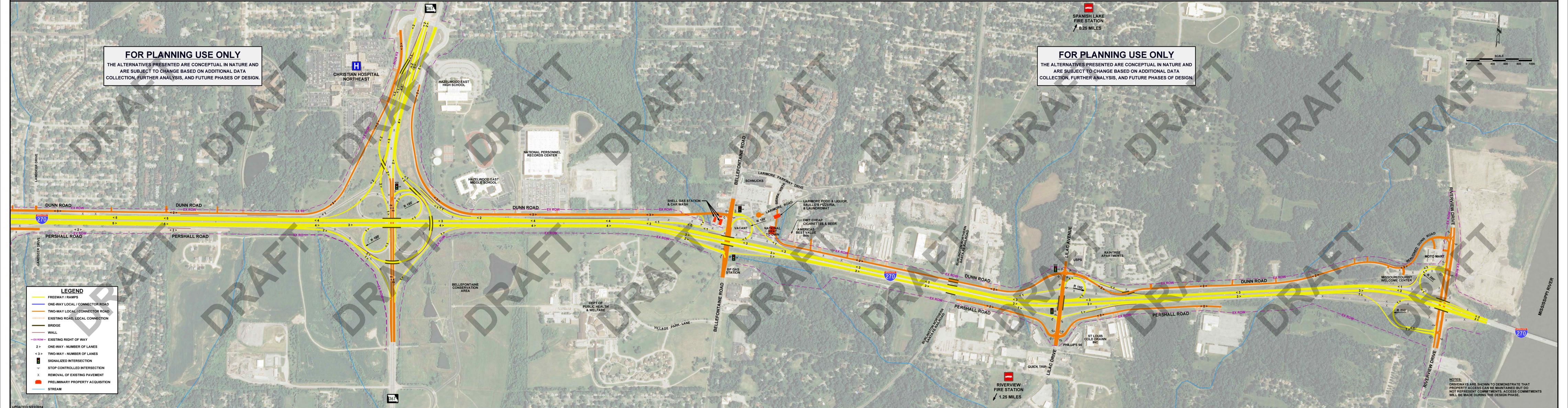
# MAP AREA 4 - East of Old Halls Ferry Road to Riverview Drive - ALTERNATIVE 2

**FOR PLANNING USE ONLY**  
THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

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- LEGEND**
- FREEWAY / RAMPS
  - ONE-WAY LOCAL / CONNECTOR ROAD
  - TWO-WAY LOCAL / CONNECTOR ROAD
  - EXISTING ROAD, LOCAL CONNECTION
  - BRIDGE
  - WALL
  - - - EXISTING RIGHT OF WAY
  - 2 > ONE-WAY - NUMBER OF LANES
  - < 3 > TWO-WAY - NUMBER OF LANES
  - SIGNALIZED INTERSECTION
  - STOP CONTROLLED INTERSECTION
  - x REMOVAL OF EXISTING PAVEMENT
  - PRELIMINARY PROPERTY ACQUISITION
  - STREAM

NOTES:  
DRIVEWAYS ARE SHOWN TO DEMONSTRATE THAT PROPERTY ACCESS CAN BE MAINTAINED BUT DO NOT REPRESENT COMMITMENTS. ACCESS COMMITMENTS WILL BE MADE DURING THE DESIGN PHASE.





## **C.7 - Project Re-Start Data**

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Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

## DEPARTMENT OF NATURAL RESOURCES

[www.dnr.mo.gov](http://www.dnr.mo.gov)

May 20, 2016

Buddy Desai  
CH2M St. Louis  
300 Hunter Ave, Suite 300  
St. Louis, MO 63124

Re: Job No. J613020 I-270 North Environmental Assessment Cultural Resource Survey, St. Louis County, Missouri (FHWA)

Dear Mr. Desai:

Thank you for submitting information about the above-referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

Based on the information provided, we concur that the Myers residence and Taille de Noyer are listed on the National Register, and the Gittemeier House and Ferguson Pine Meadows 1<sup>st</sup> Addition historic district may be eligible for inclusion in the National Register. In addition, we concur that site 23SL2379 is not eligible for listing. After taking into account the effects of this project on cultural resources, we concur that the Reasonable Alternative 1 (the preferred alternative), as proposed, will have **no adverse effect** on historic properties.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review and comment on possible effects to historic properties. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Amanda Burke (573) 522-4641. Please be sure to include the **SHPO Project Number (078-SL-14)** on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl, Ph.D.  
Director and Deputy  
State Historic Preservation Officer

TMP:ab

c Raegan Ball, FHWA  
Roopa Banerjee, FHWA  
Michael Meinkoth, MoDOT





## MoDOT News Release

*Drew Gates, MoDOT Senior Communications Specialist*

June 23, 2016

### **Green Light Given to Re-Start I-270 Environmental Study in North St. Louis County**

ST. LOUIS – The Missouri Department of Transportation (MoDOT) has resumed an environmental study of I-270 from the I-70 interchange on the west to the Mississippi River on the east. The I-270 North Environmental Assessment was put on hold in early 2015 due to agency budget shortfalls. “It was unfortunate we had to stop this study because it is a regional priority and was near completion,” says Lisa Kuntz, MoDOT’s North Area engineer. “We are able to re-start it because the State of Missouri’s major sources of transportation revenue, such as the motor vehicle sales tax, driver license and registration fees, and gas tax, increased over the past year. However, these increased revenues are not sustainable over the long-term. They simply help us maintain our existing system and to finish planning studies such as this one.”

The I-270 North Environmental Assessment began in 2013 to identify potential improvements for addressing safety, mobility, congestion, and aging infrastructure along the 15-mile corridor and to analyze their potential social, economic and environmental impacts. The federal government, under the National Environmental Policy Act of 1969 (NEPA), requires that such impacts be considered early so they can be avoided, minimized, or mitigated.

I-270 is a vital commuter and commercial corridor that connects five interstates. The study area includes 16 interchanges and the municipalities of: Bridgeton; Hazelwood; Florissant; Calverton Park; Ferguson; Dellwood; Bellefontaine Neighbors; and the City of St. Louis.

The I-270 North Environmental Assessment is scheduled to be completed by the end of 2016. At this time, MoDOT has identified partial funding for the I-270 North Corridor in the 2017-2021 State Transportation Improvement Program. This partial funding can be used for design, right-of-way, or construction.

For more information about the I-270 North Environmental Assessment, visit [www.modot.gov/stlouis/I-270North.htm](http://www.modot.gov/stlouis/I-270North.htm)

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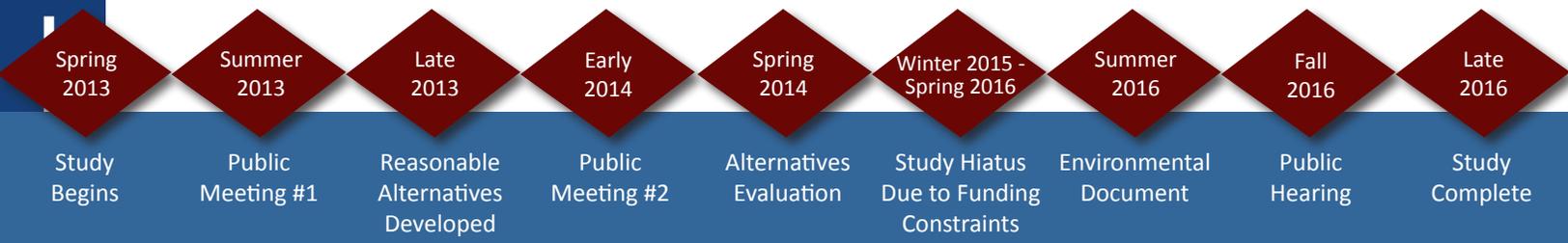
# Fact Sheet

## Study Overview

The Missouri Department of Transportation (MoDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting a study called the *I-270 North Environmental Assessment (EA)*. I-270 is a vital commuter and commercial corridor that connects five interstates and numerous other routes throughout the St. Louis Metropolitan Area. The study is intended to address safety, mobility, congestion, accessibility, and aging infrastructure along I-270 in North St. Louis County. **If nothing is done to improve I-270, the current safety, traffic, and infrastructure conditions will continue to worsen.**

## Study Process and Timeline

The *I-270 North Environmental Assessment* will identify proposed improvements, analyze their potential social, economic, and environmental impacts and recommend actions for avoiding, minimizing, or mitigating them. The FHWA requires an environmental assessment to determine whether the alternative selected at the end of the process will meet the study's goals while considering the community's needs, and respecting the human and natural environment. The study will conclude with either a Finding of No Significant Impact (FONSI) or the decision to prepare an Environmental Impact Statement (EIS). An EIS is required when a proposed alternative has significant impacts to the environment. If FHWA issues a FONSI, then MoDOT can move to the design phase. At this time, the agency has identified partial funding for the I-270 North Corridor in the 2017-2021 State Transportation Improvement Program. This partial funding can be used for design, right-of-way, and construction.



## Previous Planning

The *I-270 North Environmental Assessment* follows the I-270 North Corridor Study, which focused on a portion of the interstate between James McDonnell Boulevard and Route 367. It was completed in late 2012. The North Corridor Study was a feasibility study that identified numerous existing operational and safety constraints. Among these constraints are: limited capacity on I-270; congested and closely-spaced interchanges; lack of and poor access for pedestrians and bicyclists; confusing two-way cross-over slip ramps from I-270 to Dunn Road; and aging infrastructure. In recent years, MoDOT has installed signs, striping, and raised medians along Dunn Road at the two-way slip ramps as interim safety improvements.

## ***(Previous Planning Continued)***

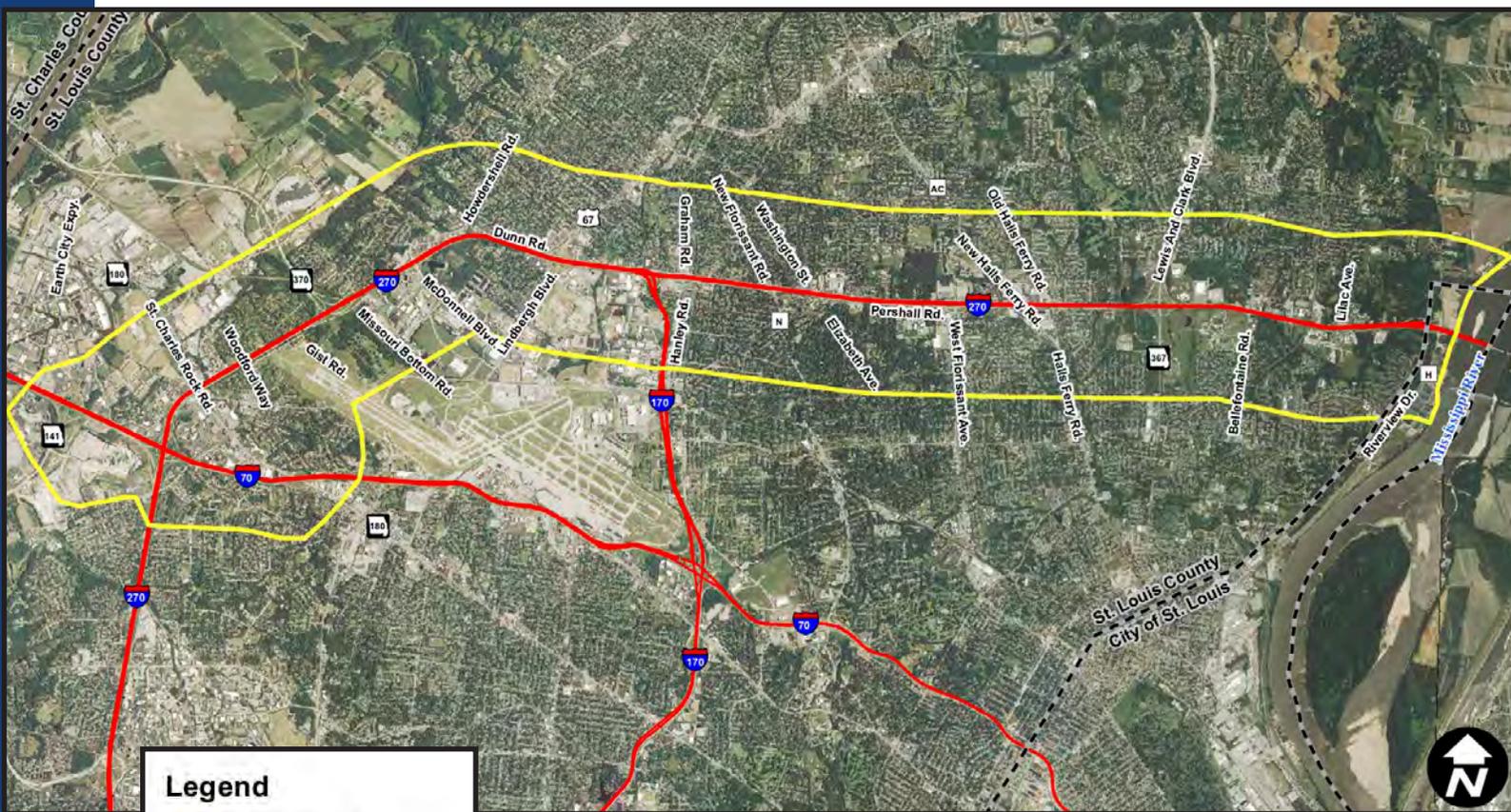
The North Corridor Study developed short-term and long-term concepts to address the constraints. The preliminary long-term concepts included:

- Maintaining and improving existing two-way outer roads;
- Creating a one-way outer road system; and
- Improving several stand-alone interchanges.

The *I-270 North Environmental Assessment* incorporates the information and the preliminary concepts developed during the I-270 North Corridor Study and is conducting a more detailed analysis. This includes developing and studying alternatives for the main corridor, as well as each of the 16 interchanges between the I-270/I-70 interchange and the Mississippi River. The design of the preferred alternative will be flexible enough to allow MoDOT to pursue innovative methods for financing final design, construction and operations, which could minimize costs and save time.

## **Study Area**

The study area for the I-270 North Environmental Assessment is the I-70 interchange on the west to the Chain of Rocks Bridge on the east. The corridor is approximately 15 miles in length with 16 interchanges, including Lindbergh Boulevard (Route 67), I-170, New Florissant Road, West Florissant Road, New Halls Ferry Road, and Route 367. The municipalities within the corridor are: Bridgeton; Hazelwood; Florissant; Calverton Park; Ferguson; Dellwood; and Bellefontaine Neighbors.



### **Legend**

-  Environmental Assessment Study Area

### **CONTACT INFORMATION**

Lisa Kuntz / North Area Engineer, MoDOT  
1-888-Ask-MoDOT / SL270NorthEA@modot.mo.gov  
[www.I-270North.org](http://www.I-270North.org)



## **I-270 North Environmental Assessment**

### **Agency Contacts**

#### **U.S. Army Corps of Engineers**

Keith McMullen  
U.S. Army Corps of Engineers -St. Louis District  
1222 Spruce Street  
St. Louis, Missouri 63103

#### **U.S. Department of Agriculture -Natural Resource Conservation Service**

Renee L. Cook, Area Conservationist  
Natural Resource Conservation Service  
USDA Service Center  
160 St. Peters Centre Blvd.  
St. Peters, Missouri 63376

#### **U.S. Department of the Interior -U.S. Fish and Wildlife Service**

Amy Salveter  
U.S. Fish and Wildlife Service  
Missouri Ecological Services Field Office  
101 Park Deville Drive, Suite A  
Columbia, Missouri 65203

#### **U.S. Department of the Interior -National Park Service**

Nick Chevance  
Midwest Regional Office National Park Service -Midwest Regional Office  
601 Riverfront Drive  
Omaha, Nebraska 68102

#### **State Emergency Management Agency -Missouri Department of Public Safety**

Dale Schmutzler  
Missouri Floodplain Management  
State Emergency Management Agency  
2303 Militia Drive; P.O. Box 116  
Jefferson City, Missouri 65102

#### **Federal Emergency Management Agency**

Kenneth Sessa  
Federal Emergency Management Agency -Region VII  
9221 Ward Parkway, Suite 300  
Kansas City, Missouri 64114

**Missouri Department of Conservation**

Alan Leary

Missouri Department of Conservation

2901 West Truman Boulevard

Jefferson City, Missouri 65109

**Missouri Department of Natural Resources**

Jane Beetem

Department of Natural Resources

P.O. Box 176

Jefferson City, MO 65102

**St. Louis County Parks and Recreation**

Tom Ott

St. Louis County Parks and Recreation

1050 N. Lindbergh Boulevard

St. Louis, MO 63132

**St. Louis County Department of Highways and Traffic**

Nichalos D. Gardner, Ph.D., P.E.

Director

St. Louis County Public Works & Highways and Traffic

1050 N. Lindbergh Boulevard

St. Louis, MO 63132

**East-West Gateway Council of Governments**

James Wild

Executive Director

East-West Gateway Council of Governments

One Memorial Dr., Ste 1600

St. Louis, Missouri 63102

**U.S. Environmental Protection Agency**

Larry Shepard

U.S. Environmental Protection Agency - Environmental Services Division

11201 Renner Blvd.

Lenexa, Kansas 66219

**Missouri State Historic Preservation Office**

Judith Deel

Missouri State Historic Preservation Office

P.O. Box 176

Jefferson City, Missouri 65102

**Federal Aviation Administration**

Jerry Beckmann  
Federal Aviation Administration  
Lambert-St. Louis International Airport  
10701 Lambert International Blvd.  
St. Louis, Missouri 63145

**Federal Aviation Administration**

Joe Miniace  
Federal Aviation Administration  
Central Region Regional Administrator  
901 Locust St.  
Kansas City, MO 64106-2641

**Metro Transit -St. Louis**

Jessica Mefford-Miller  
Chief of Planning & System Development  
Metro Transit -Saint Louis  
707 North First Street  
St. Louis, Missouri 63102

**Illinois Department of Transportation**

Cindy Stafford  
Location Studies Engineer  
Region 5/District 8  
Illinois Department of Transportation  
1102 Eastport Plaza Drive  
Collinsville, Illinois 62234-6198

**Great Rivers Greenway**

Todd Antoine  
Director of Planning  
6178 Delmar Blvd  
Saint Louis, MO 63112

**U.S. Department of Housing and Urban Development**

James Heard  
Field Office Director  
1222 Spruce Street  
Suite 3.203  
St. Louis, MO 63103-2836



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**Missouri Department of Transportation**

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

St. Louis County Department of Highways and Traffic  
Nichalos D. Gardner, Ph.D., P.E.  
Director  
St. Louis County Public Works & Highways and Traffic  
1050 N. Lindbergh Boulevard  
St. Louis, MO 63132

Dear Mr. Gardner:

We are sending you this letter to inform you that the Missouri Department of Transportation (MoDOT) has resumed the environmental study of I-270, from the I-70 Interchange on the west to the Mississippi River on the east. The I-270 North Environmental Assessment was put on hold in early 2015 because of agency budget shortfalls.

You may recall, the I-270 North Environmental Assessment began in 2013 to identify potential improvements for addressing safety, mobility, congestion, and aging infrastructure along the 15-mile corridor and to analyze their potential social, economic, and environmental impacts.

The study team is currently working on finalizing the project's Environmental Assessment (EA). Once approved, the EA will be circulated for comment and a Location Public Hearing will be conducted. We anticipate the approval of the EA in early fall 2016. A CD/DVD copy of the EA will be sent to your attention once it is approved. We look forward to your review and comment on the EA.

At this time, MoDOT has identified partial funding for the I-270 North Corridor in the 2017-2021 Statewide Transportation Improvement Program. This partial funding can be used for design, right-of-way, or construction.

Please do not hesitate to contact Wesley Stephen at (314) 453-1899 should you have any questions or comments.

Sincerely,



Gregory J. Horn, P.E.  
St. Louis District Engineer



*Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.*

[www.modot.org](http://www.modot.org)





**I-270 North Environmental Assessment  
Community Advisory Group Meeting #5  
4:30 PM to 6:00 PM  
August 18, 2016**

**Meeting Goals:**

- Study Re-start
- Review of the Preferred Alternative
- Next Steps

**4:30 Introductions**

**4:40 Alternatives**

- Review Project History
- Flexibility in Design
- Preferred Alternative
- Next Steps

**5:30 One-on-One Review of Preferred Alternative**

- Opportunity to review and provide feedback on the Preferred Alternative

**6:00 Adjourn**





# I-270 North Environmental Assessment

CAG Meeting 5  
August 18, 2016





# Agenda

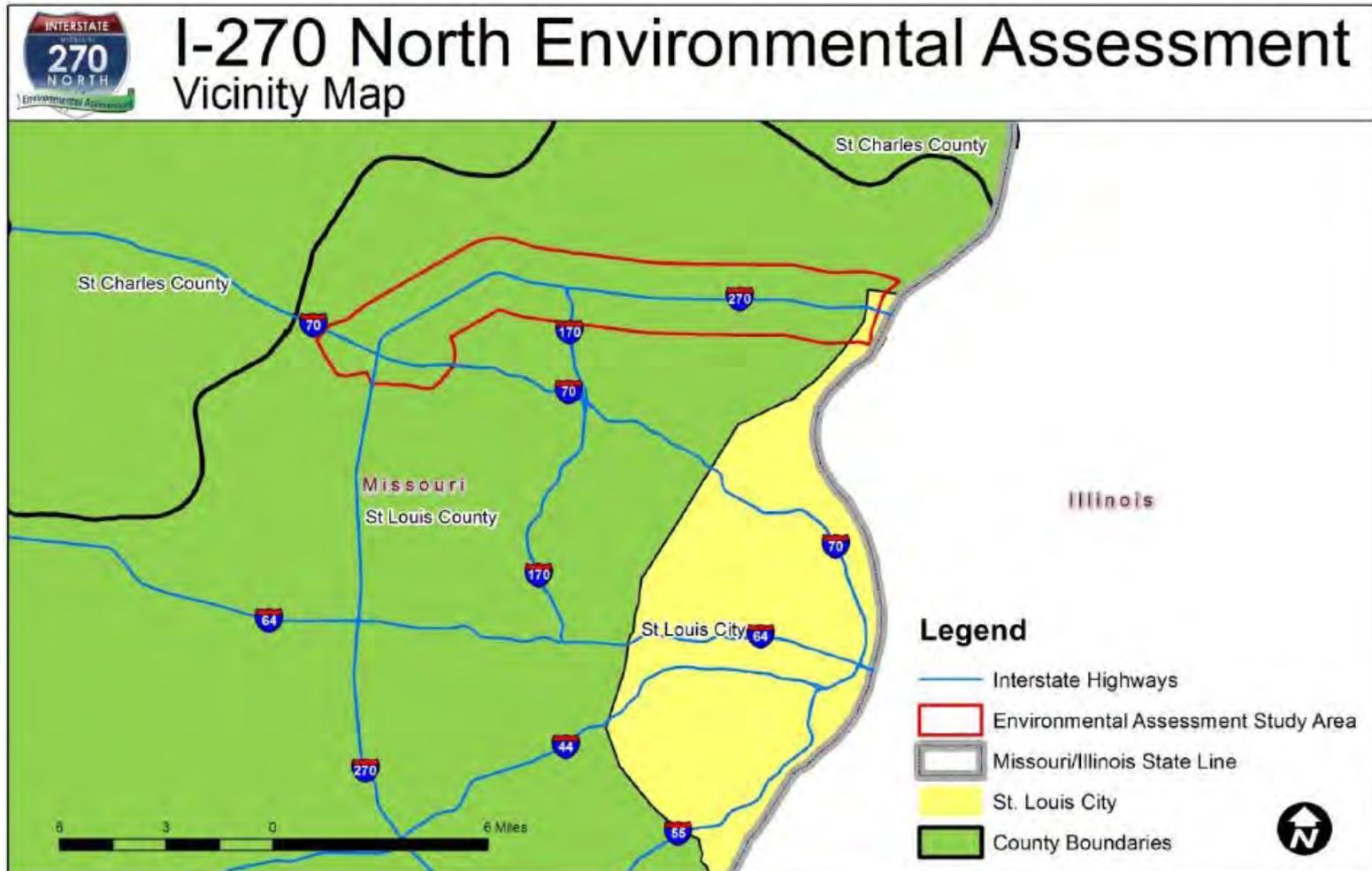
- I-270 North Corridor EA Background
- Alternatives
- Next Steps



# I-270 North Corridor EA Background



# Project Overview



*15-mile corridor with 19 interchanges*





# I-270 Issues

Transportation problems that affect the I-270 North corridor:

- Deteriorating pavement, bridges, and ped facilities
- Congestion on the interstate
- Poor interchange operations
- Poor operations along the outer roads
- Safety conflicts
- Lack of appropriate bike/ped accommodations
- Need to accommodate both transit and highway users
- Difficulty in accessing important destinations



# Purpose and Need

- Address aging infrastructure along I-270
- Improve mobility and operations within the I-270 corridor
- Achieve accessibility consistent with the designated uses of I-270
- Improve safety within the I-270 corridor

*The identification of the Preferred Alternative was based, in part, on how well it satisfied the study's purpose and need.*



# Alternatives



# Reasonable Alternatives

- **No-Build** – Maintaining the current roadways in their current condition
- **Alternative 1** – One-way Outer Roads between Hanley/Graham and Old Halls Ferry
- **Alternative 2** – Improved two-way Outer Road system between Hanley/Graham and Old Halls Ferry as well as one-way Outer Roads and an EB CD system between MO 370 and McDonnell Boulevard





# Flexibility focus

- Implementation of non-traditional, innovative contracting methods allows:
  - Accelerate project delivery
  - Reduce cost
  - Improve quality
  - Reduce impacts to the traveling public
  - Maximize value for our customers
- Final design of improvements determined by ensuring adherence to:
  - *Functional* requirements
    - Goals, constraints, needs, and desires
  - *Performance* requirements
    - Engineering-oriented statements of what the facility or component must do





# Flexibility within the Preferred Alternative

- Meets a set of minimum performance measures
- Elements of the Preferred Alternative can materially change
  - Must achieve the project's performance measures
  - Changes are subject to the applicable NEPA document re-evaluations



# Performance

- Performance used to gauge how well an alternative addresses a particular need
- Four main performance areas:
  - Mobility
  - Accessibility
  - Public Safety
  - Infrastructure



# Preferred Alternative Summary

- I-70 – Maintain the current configuration in its current condition
- St. Charles Rock Road – Diverging Diamond Interchange (DDI)
  - Greater public support
  - Continuity with other DDIs in area
  - Comparable costs and impacts
  - Eliminates traffic conflict points
  - Reduces delay
  - Reduced auto-auto conflicts
  - Future capacity



# Preferred Alternative Summary

- Route 370 to McDonnell – DDI
  - Greater public support
  - Fewer relocations
  - Maintains existing local traffic patterns
  - Maintains existing land use patterns
  - Less expensive
  - Reduced auto-auto conflicts
- Lindbergh Blvd. – Partial Cloverleaf
  - Limited R/W requirements
  - Better access and mobility
  - Greater public support
- I-170 – Maintain the current configuration in its current condition





# Preferred Alternative Summary

- Hanley/Graham to New Halls Ferry – One way outer roads with split diamond at New Halls Ferry
  - On average, trips will be approximately slightly longer
    - But will take less time
  - Greater public support for a one-way configuration
  - Fewer property acquisitions
  - Fewer relocations
  - Fewer predicted crashes
  - Lower stream impacts
  - Less expensive
  - Reduces traffic conflict points
  - *Higher operational costs for Metro Transit*

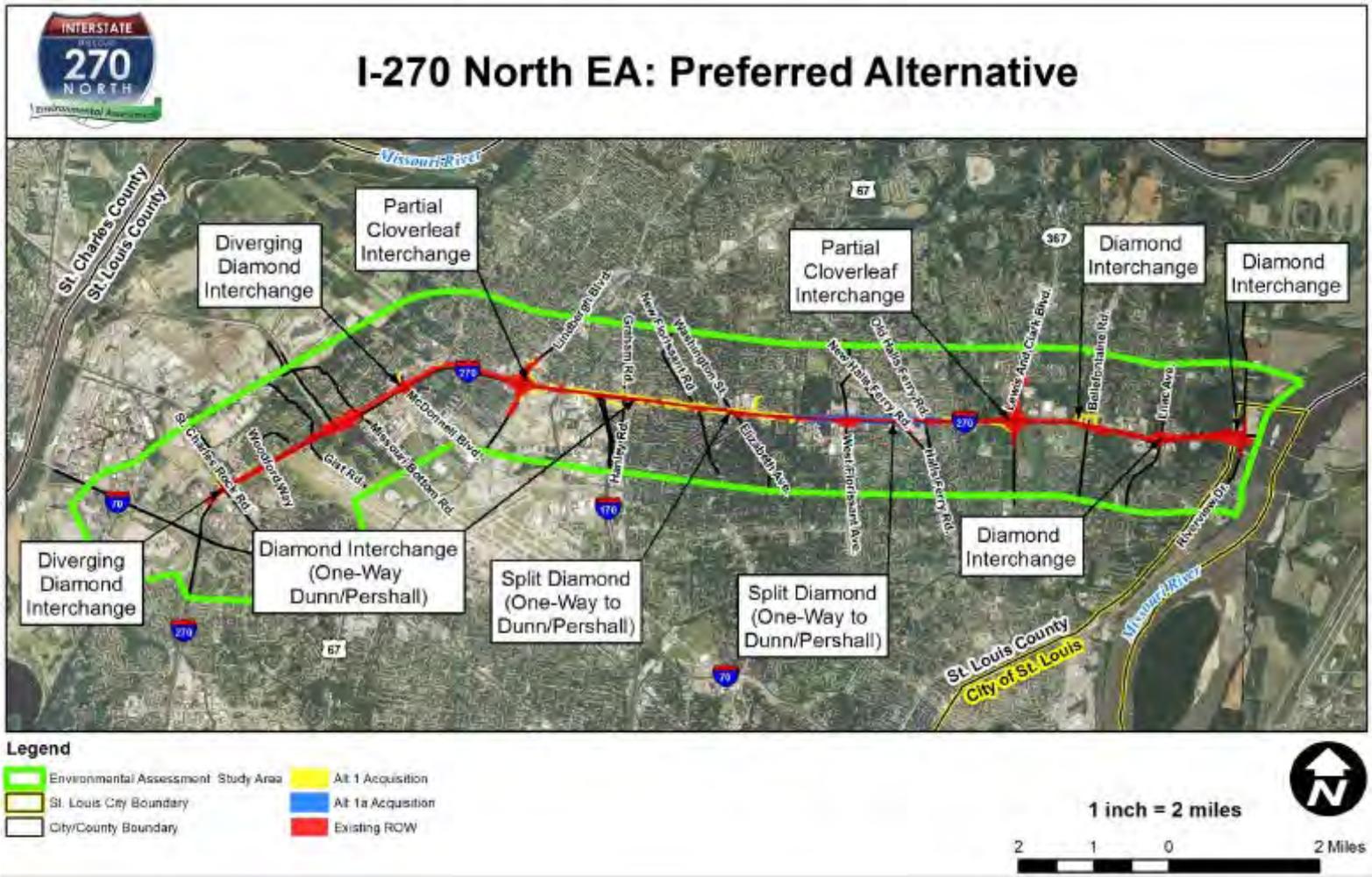


# Preferred Alternative Summary

- Route 367 – Partial Cloverleaf
  - Limited R/W requirements
  - Better access and mobility
  - Greater public support
- Bellefontaine, Lilac, and Riverview – Diamond
  - Fewer property acquisitions
  - Fewer relocations
  - Better access and mobility
  - Greater public support



# I-270 North EA Preferred Alternative





# Next Steps



# Final Schedule

- All engineering completed
- FHWA Approved Environmental Assessment
  - Fall 2016
- Public Hearing
  - Fall 2016
- Finding of No Significant Impacts
  - Late 2016



# I-270 North Funding

- MoDOT has identified partial funding for the I-270 North Corridor in the 2017-2021 State Transportation Improvement Program
- This partial funding can be used for design, right-of-way, and construction



## **C.8 – Distribution List**

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## **DISTRIBUTION LIST**

The following lists indicate the locations where the Environmental Assessment will be sent for review and public viewing. Unless noted otherwise, these copies are digital. The document is also available on the project website – <http://www.I-270North.org>

### **Federal Agencies (CD copies)**

- Federal Emergency Management Agency
- Department of Agriculture – Natural Resources Conservation Service
- Federal Transit Administration
- Army Corps of Engineers, St. Louis District
- Department of Housing and Urban Development
- Department of Interior
- Environmental Protection Agency
- Fish and Wildlife Service
- Federal Aviation Administration

### **State Agencies (CD copies)**

- Missouri Department of Conservation
- Missouri Department of Natural Resources
- Missouri Department of Transportation
- Missouri Federal Assistance Clearinghouse
- Missouri State Emergency Management Agency
- Missouri Department of Economic Development
- Missouri State Historic Preservation Office
- Illinois Department of Transportation

### **Local Agencies and Organizations (CD copies)**

- St. Louis County Executive
- St. Louis County St. Louis County Department of Highways & Traffic and Public Works
- St. Louis County Parks and Recreation
- St. Louis County Council
- East-West Gateway Council of Governments
- Great Rivers Greenway District
- Metro

- Trailnet
- Metropolitan St. Louis Sewer District
- City of St. Louis – Board of Public Service
- City of St. Louis – Streets Department
- City of St. Louis – Parks, Recreation, and Forestry

**Municipalities (CD copies)**

- Bellefontaine Neighbors
- Berkeley
- Black Jack
- Bridgeton
- Calverton Park
- Castle Point
- Champ
- Dellwood
- Ferguson
- Florissant
- Glasgow Village
- Hazelwood
- Maryland Heights
- Spanish Lake
- City of Saint Louis

**Elected Officials – Federal and State (CD copies)**

- Governor – Jay Nixon
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- U.S. Senator – Claire McCaskill
- U.S. Representative – Lacy Clay
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**Native American Tribes (CD copies)**

- Absentee-Shawnee Tribe of Indians of Oklahoma
- Delaware Nation
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Iowa Tribe of Kansas and Nebraska

- Iowa Tribe of Oklahoma
- Kaw Indian Nation of Oklahoma
- Kickapoo Tribe in Kansas
- Miami Tribe of Oklahoma
- Osage Nation
- Ponca Tribe of Nebraska
- Ponca Tribe of Oklahoma
- Quapaw Tribe of Oklahoma
- Sac and Fox Tribe of the Missouri in Kansas and Nebraska
- Sac and Fox Tribe of the Mississippi in Iowa
- Sac and Fox Nation of Oklahoma

**Libraries (Hard copies)**

- St. Louis County Library – Bridgeton Trails
- St. Louis County Library – Prairie Commons
- St. Louis County Library – Lewis and Clark
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- Members of the Technical Advisory Committee
- Members of the Community Advisory Group

