Appendix B.1
Public Engagement and Communication Summary Report

MoDOT

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

PUBLIC ENGAGEMENT AND COMMUNICATION SUMMARY REPORT













February 2023

SUBMITTED BY

VECTOR COMMUNICATIONS

1998 25 YEARS 2023

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Overview

Project Background

The Missouri Department of Transportation (MoDOT), in conjunction with the Federal Highway Administration (FHWA), has been studying ways to improve infrastructure within the Interstate 64 (I-64) central corridor between Kingshighway Boulevard and Jefferson Avenue to better serve motorists, transit users, pedestrians and cyclists. The purpose of this I-64 project – branded as Future64 – was to evaluate the existing infrastructure and to identify potential improvements that will enhance access to destinations and support the community long-term. The planning method used to conduct these tasks is called a Planning and Environmental Linkages (PEL) Study. MoDOT collaborated with the community in this early planning stage so when funding becomes available for identified project improvements, construction can begin. MoDOT's key partners for this study included the City of St. Louis, Metro, Great Rivers Greenway, and East-West Gateway Council of Governments.

Study Area

The project area is located in the City of St. Louis' central corridor where the number of businesses, entertainment venues and residents is rapidly growing. This corridor is home to some of the City's largest employers and includes educational institutions, an arts district and numerous agencies that promote the health and well-being of the community. The team studied the existing infrastructure along I-64 from east of Kingshighway Blvd. to west of Jefferson Ave, with Forest Park Ave/Market St. to the north and Manchester Ave/Chouteau Ave. to the south. Commuter movements into, out of and through the corridor were also studied. A map of the Future64 study area is below.



Project Timeline

The graphic below outlines the project timeline.



Stakeholder Involvement

Keeping key stakeholders aware, involved, and updated was a critical aspect of the engagement and communication efforts. Throughout the study, stakeholders were engaged in one-on-one, small group and large group meetings. The following section details how key stakeholders and elected officials were involved during the study.

A list of all stakeholders can be found in Appendix 1.

Stakeholder Interviews

Initial stakeholder outreach was conducted with elected officials and key stakeholders in the Future64 corridor. Virtual and phone interviews occurred during the first three months of the study. During this period, twenty-nine (29) stakeholders were interviewed individually or in groups. Stakeholders were encouraged to participate in the study by attending advisory groups and promoting the public meeting.

A list of stakeholders and stakeholder interview summaries from 29 stakeholder interviews can be found in Appendices 2 and 3.

Extended Business Outreach

Additional business stakeholder interviews were scheduled in late 2022 to introduce the study and provide updates. This extended business outreach took place virtually. Eight (8) stakeholder interviews were completed during this period.

A list of stakeholders and summaries from eight extended business outreach interviews can be found in Appendices 4 and 5.

Additional Stakeholder Engagement

In an effort to broaden stakeholder outreach, additional stakeholder meetings were scheduled during Summer 2022. Study team members met with representatives from SSM Health, Saint Louis University Hospital and Saint Louis University on July 22, 2022, and August 2, 2022, respectively.

Minutes from these meetings can be found in Appendix 6 and 7.

Elected Officials Briefings

Elected officials briefings were held prior to each round of public engagement, which is detailed later in this report. The first elected officials briefing occurred on May 5, 2022, from 4:00 p.m. to 5:00 p.m. via Zoom. The second elected officials briefing was also held virtually via Zoom on January 13, 2023, from 9:00 a.m. to 10:00 a.m. Invitations were emailed to representatives on the St. Louis Board of Aldermen whose wards are adjacent to the study area, as well as to state and federal government officials.

The following materials can be found in Appendices 8 through 12: list of elected officials, invitation to the first elected officials briefing, materials from the first elected officials briefing, invitation to the second elected official briefing, materials from the second elected officials briefing.

City of St. Louis Mayor Briefings

Besides the two elected officials briefings, two meetings were held with St. Louis Mayor Tishaura Jones' staff. These meetings occurred on February 11, 2022, and January 12, 2023. The purpose of these meetings was to share project updates and obtain feedback.

Materials shared during each of the first Mayor's briefing and minutes can be found in Appendices 13 and 14, respectively. Materials shared during each of the second Mayor's briefing and minutes can be found in Appendices 15 and 16, respectively.

Community & Technical Advisory Groups

A key method for engaging project stakeholders during the Future64 study was through the Community and Technical Advisory Groups. Each group was created to solicit feedback from community leaders, relevant stakeholders, and technical experts.

Three (3) CAG meetings were conducted during the Future64 study. The first meeting on May 10, 2022, was a hybrid (virtual and in person) format to allow more people to participate. The purpose of this initial meeting was to familiarize members with the study and receive their feedback on the Draft Purpose and Need. The second meeting on July 28, 2022, was virtual. Attendees viewed potential concepts for I-64/Market/Grand and Boyle/Tower Grove/Papin and provided feedback. The third meeting was held in person on December 14, 2022, at Great

Rivers Greenway's office at the City Foundry, which is located within the study area. At this meeting, CAG members were presented three alternatives and asked to discuss the benefits and impacts of each one.

The CAG roster and minutes from Meeting 1, Meeting 2, and Meeting 3 can be found in Appendices 17 through 20, respectively.

Three TAG meetings were held during the Future64 study on the following dates: May 11, 2022, July 28, 2022, and December 14, 2022. All meetings followed the same format as the CAG meetings. Maps and handouts were made available to attendees to provide additional feedback during the discussions.

The TAG roster and minutes from Meeting 1, Meeting 2, and Meeting 3 can be found in Appendices 21 through 24, respectively.

Public Engagement

Engaging the public was a critical component of the study process. Members of the public were invited to engage in the Future64 study, learn about the project and share their input. This section details the public engagement that occurred during the study.

Commuter Survey

From April 18, 2022, to May 25, 2022, a commuter study was developed and administered to learn respondents' commuting patterns to destinations, their reasons for traveling to the corridor and how they navigate the study area. The survey also analyzed commuters' attitudes about existing travel modes. This data helped MoDOT and its consultants better understand traveler behavior in order to improve the study corridor for the increasing number of drivers, pedestrians, and cyclists.



The commuter survey was conducted online and with a street team of two to four people. The team spent six (6) days outside various locations administering the survey on iPads to willing participants. To others, they distributed handouts with the survey QR code for them to take the survey at a later time.

One thousand three hundred seven (1,307) people took the commuter survey. *Respondents' results can be found in the Commuter Survey Summary in Appendix 25.*

May 2022 Public Meetings

The first Future64 public open house meeting was held on Wednesday, May 18, 2022, at the City Foundry STL food hall, located in the study area. The event featured technical informational

boards, a study video, a feedback activity focused on Purpose and Need, a mapping exercise, and a comment area. Members of the Future64 study team were stationed throughout the room and available to speak with attendees. Comment forms could be completed on paper or on an iPad. People could also leave their comments at the various activities throughout the open house. A total of 70 people attended the May open house and 2 comments were received.



To encourage additional participation, an online public meeting was created that mirrored the information from the in-person meeting and was self-guided. The online public meeting generated 1,007 total views and 593 unique visits. Visitors to the online meeting could provide comments for 12 days through May 30, 2022.

To promote public involvement, two press releases introducing the study and announcing the in-person and online public meetings were distributed to local media outlets. Additionally, email blasts announcing the meetings were sent to approximately 470 recipients. During pop-up events, commuters were shown a QR code to access the virtual public meeting. MoDOT promoted this event on social media and a digital board was set up along I-64.

The public meeting comment summary report can be found in Appendix 26. It includes the comments received during this period, public meeting #1 outreach efforts, the informational boards and comment analysis.

January 2023 Public Meetings

The second and final round of public meetings for the Future64 PEL study was held on January 18, 2023, from 4 p.m. to 7 p.m., at the COLLAB Workspace in the Cortex District. This public meeting featured informational boards, a study video, strip maps of the study area and a comment area. Comments could be filled out on a paper comment form, an iPad or by scanning a QR code. Project team members were available throughout the meeting to answer questions and guide attendees through the materials. A total of 158 people attended the public meetings and 49 completed comment forms.



There was also a virtual public meeting at future64virtualmeeting.com. This self-guided online meeting included visuals, graphics, and information similar to what was shown at the in-person meeting. The virtual public meeting included a page for participants to add comments and a page to send questions directly to project team members.

This round of public meetings was advertised through several outlets, including e-message boards on the I-64 interstate, email news blast, press release and press advisory, Future64

website, MoDOT social media (Facebook, Twitter) and community partners' website and social media posts.

Two hundred thirty-two (232) comment forms were submitted during the comment period between January 18 and February 1, 2023.

The public meeting comment summary in Appendix 27 compiles the comments received during this period, in addition to the outreach efforts and informational boards and comment analysis.

Community Outreach and Events

Neighborhood Meetings

The Future64 project team contacted various neighborhood associations and community organizers in an effort to meet communities where they already gather. The project team attended eight (8) neighborhood meetings in and around the project footprint. These meetings provided an opportunity to introduce the Future64 study and process. During each presentation, information was shared through PowerPoint presentations and handouts. The team answered questions. Interested community members were invited to provide their email address to receive project updates.

A list of the neighborhood presentations attended and presentation slides can be found in Appendices 28 and 29, respectively.

Youth Engagement

To gain a broader perspective on the project, intentional effort was made to reach and engage youth to learn about how they travel the corridor, where they go outside of school and if they have concerns. Partnering with the St. Louis Science Center (SLSC), the team conducted a series of presentations and pop-ups as part of a process to engage SLSC's Youth Exploring Science (YES) program participants. The program engages high schoolers interested in STEAM careers, some of which align with opportunities within the study. During initial engagement, the team discussed Future64 and collected email information to keep those interested informed. A final presentation to YES participants is currently being planned.

Pop-up Events

In an effort to meet the community where they are, a total of twelve (12) pop-up events were held at different stages of the study to share information and gather community feedback in well-traveled corridor areas. The first round of pop-ups in April 2022 focused on getting people to take the commuter survey that was highlighted earlier in this report.

The other two rounds of pop-up events focused on the public meetings. In May 2022, three (3) pop-up events were held to drive people to the virtual public meeting. Another three pop-up events occurred in January 2023 to promote the second virtual public meeting. During these pop-ups, outreach team members distributed a version of the Project Fact Sheet and encouraged people to go online and take the self-guided meeting tour and complete a comment form.



A list of the pop-up dates and locations can be found below.

Date	Location
4/19/22	Manchester between Taylor and Boyle
4/20/22	City Foundry (3730 Foundry Way)
4/21/22	Venture Café (4240 Duncan Ave #200)
4/26/22	Cortex Metrolink Station
4/27/22	Forest Park between Vandeventer and Spring
4/28/22	Forest Park between Euclid and Taylor
5/20/22	Chouteau Park
5/24/22	Grand MetroLink Station
5/25/22	BJC MetroLink Station
1/28/23	Cortex
1/30/23	Grand Metrolink Station
2/1/23	Central West End Metrolink Station

Groovin' on the Greenway

The Future64 team collaborated with project partner, Great Rivers Greenway (GRG), the St. Louis regions' greenway agency, to highlight what is happening in the central corridor of the City of St. Louis. The project team co-hosted an Open House and Groovin' on the Greenway event at the City Foundry STL on Wednesday, July 20, 2022, from 4:00 p.m. to 7:00 p.m.

The community was invited to the event for music and movement. Attendees could review and weigh in on the Brickline Greenway design, which will travel through the study area from Sarah Street to Grand MetroLink. They could also ask team members questions. The Future64 team provided updates on the study's progress. More information about GRG and Brickline Greenway can be found at www.bricklinegreenway.org.

Steinberg Open House

Forest Park Forever held an event on Saturday, October 8, 2022, from 4:00 p.m. to 7:00 p.m. to give participants an idea of what Steinberg Rink and Pavilion could be as a year-round destination. At this "Steinberg Reimagined" event that attracted more than 750 attendees, the

Future64 study team had a table to distribute project information. More information about this event and the project can be found at www.forestparkforever.org/steinberg.

Business Meet & Greet
It was important to connect with businesses in the corridor and understand how they and their customers interact with the highway, their growth plans, and their feelings about potential impacts. The Future64 team reached out to 302 businesses within the study area providing basic project information and inviting them to the Midtown Corridor Business Meet and Greet. The Meet and Greet was held Thursday, December 15, 2022, from 4:00 p.m. to 6:00 p.m. at ZACK. At the event, staff members were available to answer questions, but no business owners attended this event.

The Business Meet & Greet invitation can be found in Appendix 30. The radius of which businesses were sent invitations can be found in Appendix 31.

Communication Materials

Branding

To inform the public about the Future64 PEL study, the project team used social media, various media outlets, a study website, print/digital advertisements, and video to share consistent messaging. Embedded in this messaging was the branding for the project. This included the creation of a logo, color scheme and tagline "Community. Transportation. Together. Kingshighway to Jefferson." Together these elements convey the importance of public engagement and emphasizes MoDOT's desire to collaborate with the community.



The Future64 brand book can be found in Appendix 32.

Website

A project website was developed and housed at www.Future64.com as a tool for both public outreach and engagement. The website served as a central information source for learning about the project, getting updates and downloading public meeting displays and other project documents. It went live on April 14, 2022. Through February 5, 2023, a total of 32,424 people had visited the site.

Videos

A short video was produced at the beginning of the Future64 study to introduce the study, explain what a PEL is, why it is needed for this corridor and what will happen during the

planning process. Besides being shown at various events, the video was available on the website.

A second video was produced to promote the second public meeting in December 2022. In addition to detailing how the Future64 team arrived at its alternatives, the video also addressed issues revealed through outreach and other stakeholder feedback. In promoting the second public meeting, the video highlighted the importance of attending to provide feedback on the proposed options.



The first video can be viewed here and the second one here.

Fact Sheets/Fliers

A Purpose and Need flier and Fact Sheet were produced and made available on the project website. Additionally, these materials were distributed to stakeholders and at neighborhood meetings, public meetings, and pop-up events.

A copy of the Purpose and Need flier and various versions of the Fact Sheet can be found in Appendices 33 and 34, respectively.

Conclusion

The public engagement and communication efforts for the Future64 study allowed MoDOT and its regional partners to gather insights from the public to develop potential corridor projects that will improve access to destinations and support long-term community vitality. With this foundation, future planning for the I-64 central corridor should engage even more people.

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Appendix 1: Project Stakeholder List

Stakeholder Group	First Name	Last Name	Organization	Title
Business			ACI Plastics	
Business			Aer Manufacturing	
Business			Airgas	
Business			Andy Seasonings	
Business	Jackie	Tischler	BJC HealthCare	Senior VP, Chief People Officer
Business	Donna	Ware	BJC HealthCare	Executive Director
Business			Distribution International	
Business	Kathy	Reeves	Enterprise Holdings	Assistant VP, Corporate Community Relations
Business	Rich	Simmons	Grand Center Inc.	Executive Director
Business	Edward	Smith	Harris Stowe University	Public Safety
Business			IKEA	
Business			Keely Construction	
Business	Deborah	Slagle	Millipore Sigma	Senior Vice President, Biologics Technology Cluster
Business			Ronnoco	
Business			Rush Trucking	
Business	Imran	Hanafi	Saint Louis Hospital	Hospitalist
Business	Michael	Lucido	Saint Louis University Facilities Services	Vice President
Business			United Refrigeration	
Business	Robert	Blaine	Washington University	Assistant Vice Chancellor, Medical Public Policy
Business	JoAnna	Schooler	Washington University	Assistant Vice Chancellor, Community and Local Government Relations
Business	Rose	Windmiller	Washington University	Associate Vice Chancellor, Government Relations & St. Louis College Readiness Initiatives

Business	Melanie	Strowmatt	Washington University School of Medicine	Associate Vice Chancellor, Operations & Facilities Management
Business			Watco Terminal & Port Services	
Business	Zach	Smith	Wells Fargo Advisors	
Business leader	Jason	Hall	Greater St. Louis Inc.	CEO
Business leader	Kathy	Osborn	Regional Business Council	President and CEO
Community / Social Advocacy & Services	Rev. David	Gerth	Metropolitan Congregations United	Executive Director
Community / Social Advocacy & Services	Adolphus	Pruitt	National Association for the Advancement of Colored People (NAACP)	St. Louis President
Community / Social Advocacy & Services	Michael	Holmes	Urban League	Regional Executive Vice President of Workforce & Economic Development
Developers/Large landowners	Phil	Hulse	Green Street St. Louis	CEO
Developers/Large landowners	Kevin	Morrell	Green Street St. Louis	
Developers/Large landowners	Steve	Smith	New + Found	CEO
Elected Official	Marlene	Davis	Board of Aldermen	Alderwoman Ward 19
Elected Official	Christine	Ingrassia	Board of Aldermen	Alderwoman Ward 6
Elected Official	Tina	Pihl	Board of Aldermen	Alderwoman Ward 17
Elected Official	Jesse	Todd	Board of Aldermen	Alderman Ward 18
Elected Official	LaKeySha	Bosley	MO House of Representatives	Representatives - MO District 079
Elected Official	Kimberly-Ann	Collins	MO House of Representatives	Representatives - MO District 077
Event venue	Michael	Kremer	Chaifetz Arena	General Manager
Event venue	Scott	Swanston	Gramophone	Owner
Event venue	Marie	Helene Bernard	Powell Symphony Hall	President and CEO

Event venue	Peter	Palermo	Sheldon Concert Hall and Art Galleries	Executive Director
Health services	Dr. Heather	Grantham	Central Institute for the Deaf	Executive Director
Health services	Dan	Harbaugh	Ronald McDonald House Charities	President
Health services	Dr. Scott	Luhmann	Shriners Children's Hospital	Chief of Staff
Local Economic	Chris	Considine	Cortex	Director of District Operations
Local Economic	Brooks	Goedeker	Midtown Redevelopment Group	Executive Director
Local Economic	Abdul-Kaba	Abdullah	Park Central CDC	Executive Director
Local Economic	Brian	Hurd	Rise Community Development	Technical Assistance Program Manager
Local Economic	Brian	Phillips	WashU Med. Ctr. Redevelopment. Corp	Executive Director
Local Government	April	Ford-Griffin	Affordable Housing Commission	Executive Director
Local Government	Jeff	Butler	Call A Ride	GM, Paratransit Services
Local Government	Amy	Parker	Call A Ride	ADA Coordinator
Local Government	Rich	Bradley	City of St. Louis	President, Board of Public Service
Local Government	John	Kohler	City of St. Louis	Planning and Program Manager
Local Government	Dr. Vernon	Mitchell	City of St. Louis	Chief Equity and Inclusion Director
Local Government	Yusef	Scoggin	City of St. Louis	Director, Department of Human Services
Local Government	Betherny	Williams	City of St. Louis	Director, Department of Streets
Local Government	Lonny	Boring	Great Rivers Greenway	Sr. Project Manager
Local Government	T. Christopher	Peoples	Great Rivers Greenway	Sr. Project Manager
Local Government	Mark	Vogl	Great Rivers Greenway	Project Manager, Planning

Local Government	David	Newburger	Office of the Disabled, City of St. Louis	Commissioner
Local Government	Moses	Gayles	St. Louis Housing Authority	Capital Project Manager
Local Government	Jason	Hensley	St. Louis Housing Authority	Director of Real Estate Development
Neighborhood Organizations	Bob	Hilgemann	Botanical Heights Neighborhood Association	President
Neighborhood Organizations	Kate	Walter	Central West End Association	President
Neighborhood Organizations	Erica	Lembo	Central West End North CID	Marketing & Communications Coordinator
Neighborhood Organizations	Audrey	Ellermann	Covenant Blu – Grand Center Neighborhood Association	President
Neighborhood Organizations	Dan	Doelling	Forest Park Southeast Neighborhood Association	President
Neighborhood Organizations			Gate District East Neighborhood Association	
Neighborhood Organizations	Patrick	Adegboyega	Gate District West Neighborhood Association	
Neighborhood Organizations	Miguel & Carla	Alexander	JVL Neighborhood Association	President
Neighborhood Organizations	Brandon	Robnett	Shaw Neighborhood Improvement Association	President
Neighborhood Organizations	Linda	Ngyuen	Tiffany / Botanical Heights Neighborhood Association	
Neighborhood Organizations			Tiffany Community Assn	Board
Not a stakeholder	Chris	Beard	Lochmueller Group	Consultant, Traffic Forecast & Modeling

Regional Economic	John	Langa	Bi-State Development	Vice President of Economic Development
Regional Economic	Mary	Lamie	Freightway	Executive Director
Regional Transportation /Land Use	Taylor	March	Trailnet	Programs Director
Social services	Barbara	Schaefer	Midtown Community Services	Executive Director

Appendix 2: Key Stakeholder Interview List

First Name	Last Name	Organization	Interview Date
Abdul-Kaba	Abdullah	Park Central CDC	Unavailable
Chris	Beard	Lochmueller Group	4/12/22
Robert	Blaine	Washington University	4/12/22
Lonny	Boring	Great Rivers Greenway	2/25/22
LaKeySha	Bosley	Missouri House of Reps, District 79	4/12/22
Rich	Bradley	City of St. Louis	2/28/22
Chris	Considine	Cortex	3/7/22
April	Ford-Griffin	Affordable Housing Commission	Unavailable
Moses	Gayles	St. Louis Housing Authority	2/25/22
Rev. David	Gerth	Metropolitan Congregations United	Unavailable
Brooks	Goedeker	Midtown Redevelopment Group	2/25/22
Imran	Hanafi	Saint Louis Hospital	4/8/22
Jason	Hensley	St. Louis Housing Authority	2/28/22
Michael	Holmes	Urban League	2/23/22
Phil	Hulse	Green Street St. Louis	2/24/22
Brian	Hurd	Rise Community Development	3/3/22
John	Kohler	City of St. Louis	Unavailable
Mary	Lamie	Freightway	4/7/22
John	Langa	Bi-State Development	3/8/22
Michael	Lucido	Saint Louis University Facilities Services	4/11/22
Taylor	March	Trailnet	3/3/22
Vernon	Mitchell	City of St. Louis	2/25/22
David	Newburger	Office of the Disabled, City of St. Louis	Unavailable
T. Christopher	Peoples	Great Rivers Greenway	2/25/22
Brian	Phillips	WashU Med. Ctr. Redevelopment. Corp	2/25/22
Adolphus	Pruitt	NAACP	Unavailable
Kathy	Reeves	Enterprise Holdings	2/17/22
Brandon	Robnett	Shaw Neighborhood Improvement Association	4/4/22
JoAnna	Schooler	Washington University	4/12/22
Yusef	Scoggin	City of St. Louis	2/28/22
Rich	Simmons	Grand Center Inc.	4/15/22
Steve	Smith	New + Found	2/25/22
Zach	Smith	Wells Fargo Advisors	3/4/22

Edward	Smith	Harris Stowe University	Unavailable
Melanie	Strowmatt	Washington University School of Medicine	4/12/22
Jackie	Tischler	BJC HealthCare	Unavailable
Mark	Vogl	Great Rivers Greenway	Unavailable
Donna	Ware	BJC HealthCare	4/12/22
Betherny	Williams	City of St. Louis	2/25/22
Rose	Windmiller	Washington University	4/12/22
Kevin		Green Street St. Louis	2/25/22
		Watco Terminal & Port Services	Unavailable
		IKEA	Unavailable

Appendix 3: Key Stakeholder Interview Summaries

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-24-22	Time: 1:00 p.m.
Stakeholder: Abdul-Kaba Abdullah	Organization: Park Central CDC	
Phone: 314-239-1400	Email: abdul@pcd-stl.org	

Corridor Characteristics
• At Kingshighway Blvd., there is an opportunity to work with the institutions to enhance the pedestrian experience. • A new tower, the largest neuro center, Brickline Greenway, and a remodeled Botanical Gardens are development projects in the central corridor. • A MoDOT building was just purchased and there could be opportunity there. • The ramps are short and curved at Boyle. This needs to be changed or expanded. • The turn at Grand Ave. onto I-64 is an issue. • Forest Park Ave. to and from the highway at Grand Ave. is a place of concern. • Exits are needed that will dump people into the central corridor so it's important for people to feel safe. • More lightning is needed. • Success in the corridor should be measured in improved safety, impacts on the built environment, and beautification to the neighborhood. • Communications from Science Center to Boyle Ave. is a dead zone for cell phones. • Keep the highway clear of trash and debris. • Placemaking lets people know they have entered an area.
Current & Future Traffic Conditions
• Not asked.
Equity, Economic development
• Grand Ave. is the most traveled space in the city. People need to have the ability to walk over the bridges along Grand Ave. Pedestrians will gain many opportunities from it. • There are unintended negative impacts to the environment caused by the highway. • SLU's campus is split in half. This study could fix that and increase connectivity. This pedestrian connection should be much easier. • I-64 is good and not good. Right now, it's a barrier where crime cannot come in. It provides a buffer. • The highway gets people to The Grove. • From a business and pedestrian standpoint, the corridor needs to be reimagined to

understand the connection between I-44 and I-64. • I-64 doesn't have a large impact on the neighborhoods near Delmar Blvd. Kings Oak neighborhood with 200 residences would do better if it's incorporated into the study. They have safety concerns. • A traffic study to open the grid to the highway would be the only reason to expand the study to Delmar Blvd.
Brickline Greenway & Transit
• Brickline Greenway will become a transportation option for people who use greenways. It won't be used by everyone or anyone who doesn't use it now. • Most of the time transit does not fit into the area. Unless the Brickline has interconnectivity along the highway, to and from Grand Ave., it won't be attractive. • The greenway should be able to get over the highway as a safe option. • Transit use will be more attractive when both sides of the street are walkable, well lit, and accessible. • MoDOT should consider how to get people east and west on Forest Park Ave. and north and south. • Transit that goes across the highway is attractive and routes should be created to connect the institutions.
Environmental Sustainability
• Not asked.
General
• Don't just celebrate Mill Creek Valley (MCV). From a cultural aspect it's border line gaslighting. Have a conversation about displacement if that is what's needed but signage doesn't really have that impact. • Would not use commemorative signs. Talking about the present neighborhood and where you're driving to and through has more value. • Will part of I-64 be named after a historical figure from MCV?
Public Involvement
• Not asked.
Other Feedback
• I-64 does not have a large impact on the neighborhood. • The Grove, Foundry, Midtown, Vandeventer, and Cortex District merge at Manchester and Vandeventer.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-12-22	Time: 9:00am
Stakeholder: Robert Blaine, JoAnna Schooler, Donna Ware, Chris Beard, Steve Sobos	Organization: BJC/WUSTL	
Phone:	Email:	

Corridor Characteristics
• Functional but 10 years from now when these plans come to fruition the roads will need enhancements. • MetroLink is the predominate way to travel. • At peak periods, the Boyle interchange becomes a major concern because it creates back up into the highway and creates other issues. • The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development. • Bikers live in the area and it would be nice for them to have lanes near the Taylor bridge. • Be aware of the need for infrastructure, density, and driverless cars. MoDOT needs to consider the world of the future. • Parking costs are a concern.
Current & Future Traffic Conditions
• A redesign could better connect north and south by broadening the corridor and looking at traditional routes. • Real estate prices tripled when people learned that MoDOT wanted property. • MoDOT needs to acknowledge it is a worthy goal to connect the north and south. • Creating a connection is an important first step but not sure where that location is. • Road conditions are awful from highways I-70 to I-64. • Speed is an issue from the north and south connections. Street calming is necessary on Grand Blvd. and Kingshighway. • Safety is important and should be prioritized. • Making BJC/WU more of a campus would reimagine the area. • At Boyle there is a safety issue. • At WashU people purchase Metro passes for employees to encourage less driving. • Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.

• BJC is concerned with patient experience. People come to the campus because their medical care requires it. • Staff are encouraged to not use Kingshighway ramps because BJC wants to leave those for patients. • Ease of access for workers is important. • Patient experience is strategic for Kingshighway and Forest Park Ave. Workers are pushed to the back end toward parking garages.
Equity & Economic Development
• Patients and workers are not riding bikes. Cars are the primary vehicle. BJC may not be doing a great job getting their employees to use MetroLink. • There are challenges around the campus for wheelchair users. • Safety needs to be addressed in the study area to make it equitable. • This corridor is a predominately white community in relationship to communities that are north. • The pedestrian experience should be equitable. • Make sure people can access economic centers and they can live near work.
Brickline Greenway & Transit
• Riding a GRG path is challenging for commuter travel. Greenways are designed for pedestrians and getting them to activities. MoDOT should think differently about bike paths as they have different goals than a greenway. • North and south connections off I-64 must be improved to make it more appealing because these are what feed into the communities. • Vehicles are not comfortable driving along cyclists. • People in cars need to be aware cyclists are just as important as they are.
Environmental Sustainability
• Stormwater management is an innovative way to address environmental concerns.
General
• There are four active projects happening on the medical campus with $2B planned for growth.
Public Involvement
• Not asked.
Other Feedback
• MoDOT has done community engagement before asking for input but then were told that the design was complete and what the community wanted could not be added. It seems the community outreach happened too late. Stakeholders do not want that experience again. • There were lessons learned on such a large-scale project and this is an opportunity to work together creatively to understand what the community needs are and how that

integrates with a central interstate system that feeds the metro region.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-22	Time: 10:00 a.m.
Stakeholder: Lonny Boring, Mark Vogl, T. Christopher Peoples, Phil Hulse, Steve Smith, Kevin at Greenstreet	Organization: Great Rivers Greenway, Green Street STL, Lawrence Group	
Phone:	Email: phil@greenstreetstl.com, steve.smith@thelawrencegroup.com, tcpeoples@grgstl.org, lboring@grgstl.org, mvogl@grgstl.org	

Corridor Characteristics

- At Market St. eastbound and Forest Park Ave. to Grand Ave. are inefficient uses of the land. s
- Getting off at Grand Ave. is dangerous.
- The Grand Center access is messy.
- The increase in traffic from Vandeventer Ave. to the Armory and Foundry will be a challenge.
- This corridor is the lifeblood of the region's city infrastructure.
- This area will see enormous growth over the next decade.
- Challenges increase around exits and on-ramps.
- The highway creates a north-south barrier. It is a visual barrier which includes land issues from the rail corridor.
- Recommended success factors:
    - Traffic needs to flow better to have less congestion.
    - From an investment standpoint, the area needs to be perceived as easy to get to and from.
    - Demand is expected to increase.
    - The corridor needs more signalized intersections.
    - It's a confusing corridor unless it is a regularly traveled.
    - The corridor needs more lights and better infrastructure.
    - Traffic needs to be managed in and out of the corridor.
- MetroLink needs to be safer.
- The group wants the area to be a multimodal environment.
- East-west infrastructure is fine. The problems happen when getting off the highway and through the corridor to a destination.

Current & Future Traffic Conditions

• There should be better ways to get people north than on Grand Ave. • The north-south connections are not sustainable. • The interstate severs the street grid. Underpasses and overpasses need to include pedestrian and bike access. • This study team has to think about multimodal uses to provide alternative transportation choices. • Do not be afraid to attempt ambitious projects from this study.
Equity, Economic development
• The current basic infrastructure has not deterred development but there will be high demand in the coming years. This area will have to look different in 10 years. • Connectivity from Midtown to Downtown West feels like a desert when it is only a couple of miles. • Grand Ave. to the east should be evaluated so that development can continue. • If the study is not done appropriately, travelers will resist coming to the corridor. • Transportation can help with market forces that are happening already. • The highway is a benefit to the area.
Brickline Greenway & Transit
• The north-south connections should be visually inviting and accommodating to travelers. • Extending the Brickline Greenway south to Chouteau Ave. will reduce the perceived barriers between Saint Louis University's campuses. • Greenway connections should be wide enough to accommodate future users. • The greenway should tie Grand MetroLink to Harris Stowe State University. • Lots of people who are moving here use public transportation. • Lightning and a people-friendly environment will make the greenway more attractive. • The MetroLink needs repair. • Transit needs to be inviting and made secure. • The MetroLink is underused in this corridor and usage is based on perception.
Environmental Sustainability
• Reduce greenhouse gas emissions. People need reasons to explore alternate forms of transportation instead of driving. • The Foundry has done a good job reducing noise. Sound walls would create further barriers and urban environments do not need more sound protection. • MoDOT should consider how to retain storm water. • Innovation will be difficult from the Chaveitz Center going south. • The desolate space under the highway could be an amenity. • Give pedestrians equal comfort and access. There are so many unwalkable spaces in between the corridor.

General
• Saint Louis University would like to elevate the sunken part of Forest Park Ave. at Grand Ave. They are proposing a gradient interchange. The university has secured a federal grant and is working with the city on the proposed changes. • Read High Street case study in Columbus, Ohio. • Commemorative markers of some sort are a great idea. • Signs can present information that goes further back in the city's history. • There are many different stories to tell. MoDOT should also be forward looking. Some messaging should look to the present. • Celebrate the rich history of the area. People passing through will get to learn about the St. Louis heritage. There is similar signage in the Atlanta Beltline. • The new architecture will be forward thinking.
Public Involvement
• Not asked.
Other Feedback
• The team should reconsider the engagement and assessment boundaries to be Page Ave. • Review walking and biking models. • Development will increase all travel.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-22-22	Time: 1:00pm
Stakeholder: Rep. LaKeySha Bosley	Organization: MO House of Representatives	
Phone:	Email: lakeysha.bosley@house.mo.gov, issac.baker@house.mo.gov	

Representative LaKeySha Bosley was unable to attend the interview so instead Isaac Baker, her legislative assistant, stood in. He lives and works outside of St. Louis, MO and is not familiar with the study area but has been to the city. Instead of answering interview questions he learned about the project and what it means to the region.

He explained that the first week of May is a difficult time of the year to get state representatives to leave Jefferson City as that is the end of their session. He asked that the scheduled May 11 public meeting be pushed back to May 18 to get better attendance from elected officials. They are also available weekends. After discussing the project's May schedule, he suggested a hybrid public meeting would be helpful for public officials to learn about the project. He was told about the online meeting and encouraged to participate and provide feedback on the draft Purpose and Need.

The little time he's spent in St. Louis he noticed the ease in which people travel east to west but found it difficult to move north and south. He recounts running an errand to the southside of the city and it having to take hours to get to the location and back.

The timeline to complete the Purpose and Need was discussed and the fact sheet was reviewed. He became aware of the commuter survey and pop ups that were happening in the corridor. He was most concerned about the schedule leading up to the public meeting and hoped we would change the date of the open house.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chanda Taylor	Date: 2-28-22	Time: 11:00 a.m.
Stakeholder: Rich Bradley and John Kohler	Organization: City of St. Louis, Board of Public Service	
Phone: 314-589-6645	Email: bradleyr@stlouis-mo.gov, KohlerJ@stlouis-mo.gov	

Corridor Characteristics

• The interstate is perceived as "old school" and not up to the standards of the other interstates in town because it runs through an urban core.
• It is hugely congested and interchanges are old.
• The interchanges are not typical.
• I-64 if outdated, winding, and not user friendly.
• East-West Gateway has study information on congestion. It is an issue on the highway.
• Placement and signs have a retro motif that is nice. Wayfinding is informational.
• Kingshighway Blvd. to Taylor Ave. has been done as much as it can. East of there to downtown has a tight right of way.
• Some of the ramps require slowed speeds. Grand Ave. exit and 6th Street have issues with how they are laid out without focusing on safety standard.
• I-64 should be avoided at all costs. Other highways are more up to date.
• Many people drive slow and a handful of people speed on the highway.
• I-64 from Forest Park Ave. to Jefferson Ave. is dangerous across the interstate.
• Congestion that occurs during events could be mitigated through interconnectedness and better communication to the off-traffic signal.
• Recommended critical success factors:
  ○ Crash, accident, and fatalities data needs to show improvements
  ○ Safety
  ○ Multimodal connectivity should improve
  ○ Separate facilities
  ○ Build features into projects that increase multimodal travel
• Impediment to the success factors are land opportunities, funding, and political disagreement. Also, neighborhood pushback could be a problem.
• Some people do not want to see an increase in traffic and changes in their neighborhood.
• Change is difficult to overcome.

• Critical outcomes of the PEL are reduced congestion, better connection to transportation, better ways to accommodate transportation, equity in several ways, and safer experiences for all modes of transportation.
Current & Future Traffic Conditions
• More emphasis needs to be placed on north-south connections. • The Brickline Greenway will help with the north-south connection. • The highway should not be a barrier. • Great Rivers Greenway is building a pedestrian bridge at Compton Ave. MoDOT should remain open to expansion of their bridges across the highway or analyze depth footage to accommodate different modes. • Bike St. Louis routes are missing on the north-south connections. • Provide better bike connections on Grand Ave. specifically.
Equity, Economic development
• There is a mix between commercial, industrial, and residential property in the corridor. • The center corridor is undergoing rapid development. • The city's ADA Transition Plan identifies which areas need to be improved. • I-64 is equitable but there is room for improvement. • This corridor study should make things more accessible. There are pieces missing. • Improvements are needed at all Metro bus stops. The Board of Public Service submitted this to MoDOT as a recommended project. • The existing transportation system brings traffic to the urban core. • Reconfiguration would improve the corridor. • Anytime there are challenges to the system, people avoid the area or find alternate ways. • Outreach efforts should include businesses along the corridor. • Modifications should serve good economic development. • Moving ramps may cause businesses to see their viability change.
Brickline Greenway & Transit
• Connectivity to multiple transit hubs and jobs would make the greenway more attractive. Interconnectivity is key as opposed to walking and biking facility. • Be open to bold thinking as it pertains to the Brickline. • MoDOT is encouraged to work closely with the Brickline Greenway to come up with acceptable agreements for the best facility and connection the Brickline can be. • People will be attracted to a well-maintained greenway. • Bus rapid transit is an attractive service. • Good highway transportation might alleviate congestion and make it easier to bring people from the county to the urban center.

• Place a dedicated bus lane on the highway. • Exit and entry ramps should be linked to transit facilities. • Mobility hubs could improve ridership.
Environmental Sustainability
• A traditional approach to climate change would be rideshare and HOV lanes to convince people to carpool. • Better transit is needed beside single user vehicles. • Improvements should lower idle time to move vehicles quicker, lessen pollution, and reduce carbon footprint. • Better connectivity to transit will encourage more responsible behavior. • Innovative light is needed along the highway. • Adding types of green space will minimize maintenance. • MoDOT can take advantage of MSD Clear Water project for stormwater containment.
General
• Trailnet came out with their 2021 crash report for St. Louis County and City. It is broken down by mode and shows problematic areas. • Great Rivers Greenway funded a study in 2021 to come up with a potential recommendation to improve bicycle facilities throughout the city. • The Veterans Administration expects to renovate its facilities. • Further north on Grand Ave., the veterans' tiny homes will become hub for disabled veterans. • The Sarah Street Connector at Vandeventer to Forest Park Ave. is under funding consideration by East-West Gateway. • The Grand Ave. and Forest Park Ave. underpass is considered high priority. No actual project exists. Saint Louis Univeristy is providing $1.5M. If there is anything the study can do to guide that project and the change in access will be a benefit to the corridor.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-7-22	Time: 9:30 am
Stakeholder: Chris Considine	Organization: Cortex	
Phone: 440-804-4133	Email: cconsidine@cortexstl.org	

Corridor Characteristics
• He never drives in the I-64 corridor. He rides a bike and uses MetroLink. • The Kingshighway corridor can be congested. • In comparison to other cities, he does not consider congestion an issue for this corridor. • He has a terrible experience getting around on bike and MetroLink. • The roads are not pedestrian friendly. • Improvements need to be made to MetroLink. The public transportation is horrible. Until public transportation is fixed, St. Louisans will continue to rely on cars.
Current & Future Traffic Conditions
• HOV lanes should be promoted. • Single person car usage should be discouraged.
Equity, Economic development
• There aren't many residents in the corridor but where there are, they live in small neighborhood clusters. • The highway is designed to be racially inequitable. It seems to be staying the same in this way. People lack the will to make change and this sentiment can be applied to all the St. Louis institutions.
Brickline Greenway & Transit
• The greenway must be completed as soon as possible so that people may use it. • Safety is required if people are going to travel on the Brickline. • Public transit needs to be safer. • Media perception of public transit needs to change. • MetroLink needs gates. • The city needs to address root causes of problems. • Public transit needs more promotion.
Environmental Sustainability

Public transportation needs to be resolved. Citizens want to drive cars because they can't or don't want to use existing public transportation options. The MetroLink is poorly designed because it reaches very few neighborhoods in the city. No one wants to ride a bus in St. Louis. • State leadership needs to improve environmental policy.
General
• The city has character but lacks art. There needs to be more signs and art in the dead areas. • Signs are needed to guide people to neighborhoods. • Celebrate the city instead of big business.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-8-22	Time: 10:00am
Stakeholder: Imran Hanafi	Organization: Saint Louis University Hospital	
Phone: 314-324-2323	Email: ihanafi@yahoo.com	

Corridor Characteristics
• The perception of the corridor is that it is focused on moving cars as fast as possible through the area. It only has one purpose and disregards everything else. • Congestion and unpleasant commutes are major challenges along the central corridor. • Make the design of the highway better. People should not want to speed through to get to the other side. • It's a highspeed environment. • While there is congestion, it was built to prevent it. • There is noise, and a lack of trees. • He recommends environmental impacts, safety, noise and debris reduction, and reducing risks beneath bridges as critical success factors. • There is potential to improve I-64 by planting more trees instead of monuments, erecting noise walls, providing shade at bus stations, providing a comfortable spot to relax, and creating attractive areas that encourage people to slow down. • To measure success, he recommends design for the speed that's intended and reduce crashes. • If people are speeding on the highway, it has been overdesigned. • Survey residents in the area and redesign it based on their perception.
Current & Future Traffic Conditions
• He regularly travels the corridor in a car. • He prefers to bike. Driving saves time but it's bad for your health. • The current integration of the roads and transit network is not working well for most people. • Drivers tailgate and overtake the road. • There is lots of speeding and noise.
Equity & Economic Development
• Not asked.
Brickline Greenway & Transit

• There are two approaches to designing for the greenway. Construct barriers to conceal what is happening on the greenway. Alternatively, make it more visible so that riders and motorists can notice travelers. It will serve as a reminder that there is life on the greenway. • For public transit to fit in the corridor, the network from A to B has to work and it needs to respect the dignity of riders. • Sidewalks and ramps need to be available to get to a bus stop. • Shade is needed. • Shelter from heat and rain would make transit a more attractive option. • Safety at night is required to change the area.
Environmental Sustainability
• There are stormwater opportunities on the highway. • Solar power can be used to combat climate change. • Ornamental trees or canopies would help address concerns.
General
• There are plans to redesign Grand at Forest Park. • He does not think there is a way to genuinely honor the past. The damage is done. Some things you cannot solve.
Public Involvement
• He receives information on projects like this through social media and emails. • The best way to keep his network informed is through email. • The Urban STL forum is a related group to which information can be forwarded.
Other Feedback
• When people look out their windows and see a highway, what makes them want to or not want to live close to it, and what can be done to encourage them to do so?

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-22	Time: 3:00 p.m.
Stakeholder: Jason Hensley, Moses Gayles, Yusef Scoggin	Organization: St. Louis Housing Authority, City of St. Louis, Director of Human Services	
Phone: 314-657-1652, 314-286-4269	Email: ScogginY@stlouis-mo.gov, JHensley@slha.org, MGayles@slha.org	

Corridor Characteristics

- The corridor needs more access points east and west. Drivers have to go far to get on and off the highway.
- Jefferson Ave. at I-64 is the next opportunity to get back on the interstate going east.
- The interstate seems to move people from Illinois to South County. It should be used more to move people in the corridor.
- The rail yard creates a permanent barrier.
- The area between Kingshighway Blvd. and Grand Ave. has rapidly emerged and created a great demand.
- Beyond Vandeventer Ave., there needs to be significant investment to demolish viaducts.
- The way the Armory is positioned in the corridor there needs to be planning and significant resources to fit.
- The corridor's design element is aimed at accessibility.
- A bridge from Forest Park Ave. to Spring St. has been requested.
- Recommended success factors:
    - Safety
    - Increase density and make the community vehicle-optional.
        - The SLU area needs changes for pedestrians.
        - There are many in the neighborhood against additional cars.
        - St. Louis is moving toward a nonvehicular model that is more appropriate for thriving communities like this one.
    - If north-south travel continues to be delayed, it is problematic for the group that want to use it.

Current & Future Traffic Conditions

- I-64 needs to be reevaluated at Grand Ave. and Forest Park Ave. It is dangerous to get around. The lanes are weirdly spaced. The Kingshighway Blvd. design would be best there.
- Slow traffic to better connect the corridor north and south.

• Jefferson Ave. could benefit from slower traffic. • The Grand Ave. station is good with highways and public art. It could be used as a model for crossing I-64. • Continuing north-south infrastructure would guide commuters but should not create a barrier.
Equity, Economic development
• The only reason to get on I-64 in the central corridor is to go west. There are better ways to get around the central corridor than the highway. • People can get to most places as fast through Forest Park Ave. than taking I-64. • Roads are not well kept and there are lots of stop lights on Forest Park Ave. • The 70 bus route is easy. It takes many people places they need to go. • As the area fills in the need for transportation will increase. • Cars clip corner barriers. • Sidewalk accessibility needs to improve. • There are connections that are built for people without mobility issues. Not sure the current design is thought through for accessibility. • A different width is necessary on the sidewalks. Some of the overpasses at Tower Grove Ave. and Newstead Ave. have sidewalks that are small. Those using wheelchairs have challenges. • Cars do not need more equity. • The existing transportation system supports business activity. • The off ramp at Tower Grove and MetroLink station is clearly intentional. • I-64 takes off pressure at Kingshighway Blvd. • The people who live in the area have the income to stimulate businesses. • Evaluate the services offered now and look at what could be provided in the future. There may be 30% growth in the corridor.
Brickline Greenway & Transit
• Consider the access points from neighborhoods to the area and if the routes are safe and attractive to get to the greenway. • People who already use greenways will use the Brickline. • Greenway use is cultural. • Density is usually not seen as a benefit to the region. People can get around cheaper and faster in cars.
Environmental Sustainability
• Not asked.
General
• Kevin Bryant has the Kingshighway Redevelopment Area north of Delmar in the Fountain Park neighborhood.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-23-22	Time: 9:00 a.m.
Stakeholder: Michael Holmes	Organization: Urban League	
Phone: 314-615-3609	Email: mkholmes@urbanleague-stl.org	

Corridor Characteristics

- The I-64 corridor is perceived to be mostly a business and industrial corridor. There is no business community unless you travel far into that corridor.
- Traffic needs to get in and out without disturbance.
- The central corridor is not large enough to avoid traffic, especially if there is an event.
- Recommended success factors:
  - Traffic has to flow easy and not disrupt local residents.
- Impediments to achieving success could come from neighborhoods that are not connected the businesses.
- There are too many businesses built near the highway, preventing expansion.
- Critical outcomes of the PEL will be getting the community to get involved.
- Sound barriers may be necessary to protect neighborhoods in the central corridor like those south of I-64.

Current & Future Traffic Conditions

- Do not create more north-south pedestrian connections because people are not going to use them.
- Make going north-south more car friendly.
- People are more likely to drive cars north and south.
- Traffic flow for people who are living in the area should be a priority. People who live in the corridor should not be wrapped up in event traffic. They should be able to bypass it.
- Roundabouts are good if they give enough people access to figure out where they are going.

Equity, Economic development

- Conditions along the corridor for non-drivers is dangerous. No part of the corridor is built for pedestrians.
- There are not enough ramps in the study area.
- If people live on the northside they probably travel I-70 to I-64.
- The existing transportation system support the business service area.
- Lines of traffic butt into the drivers who are trying to go north and south.

Brickline Greenway & Transit
• Most college students and people that live on south end will use the greenway. People from the north are not going to travel to the corridor for the Brickline. • Amenities will make public transit a more attractive transportation option.
Environmental Sustainability
• Development is being allowed to be built on the street and on top of the highway. • More greenspace is needed going north.
General
• The frequency of public transit will affect corridor enhancements. • Most signage should be north directing people to the corridor.
Public Involvement
• He is informed by MoDOT through email. • He receives personal calls from MoDOT keeping him informed. • The best way to make contact is through email. • When asked whether he wanted to be on the CAG or if he knew someone, he stated to follow up with him later.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-3-22	Time: 8:00am
Stakeholder: Brian Hurd	Organization: Rise STL	
Phone: 314-333-7012	Email: brian@risestl.org	

Corridor Characteristics

- I-64 has had improvements. It is aesthetically appealing. BJC and WashU have contributed to this effort.
- People are drawn into the corridor by the beautiful exits.
- The corridor is accessible.
- This project area is the most attractive stretch of the highway.
- Gentrification is a concern. Be mindful of displacement of people in the corridor. As the corridor improves threats to the areas should be addressed.
- As the cultural amenities become more attractive, institutions need to be mindful of the price point of real estate. No harm should come to people of color.
- Critical success factors:
  - Increase daily passenger count increase, which could support economic development
  - Population distribution in terms of people of color. Making sure the population increases or remains stable for people of color and elderly.
  - Note who is coming into the neighborhood as a result of this project.
- Impediments to success:
  - Growing too fast and not being able to curb anxiety about too much development.
  - Perception of the area.
  - Threats such as who is working on construction jobs. People will want to know it is an inclusive project.
  - The area might not feel welcoming to some.

Current & Future Traffic Conditions

- East and west traffic flow is straightforward. Bottlenecks occur around rush hour.
- Arteries need more feeding routes to improve access.
- The traffic flow on north and south routes should be improved so it's easy and inviting for people to travel through.
- Lower the mental and physical barriers along the N. Kingshighway corridor. The

Kingshighway/Delmar intersection is a critical interchange.

- North of the Grand Ave. exit, try doing something to improve access and alleviate congestion.
- New landmarks and improved views would entice people to move and visit.
- People will take care of what looks good.
- Beauty in the corridor helps mentally.
- This project must accommodate and demonstrate an understanding of the commuter experience for people working in the project area.
- Priorities with greatest impact:
    - Who is participating in the MoDOT work particularly among people of color?
    - How can development connect to small business that can support the area in general?
    - MoDOT can use their strength to ensure inclusivity.
    - Read the 14th Street Development Case Study. RiseSTL did the work.

Equity, Economic development

- The corridor is dangerous for those who lack mobility.
- Overpasses are well designed. They improve access.
- Vehicles have the advantage in this corridor. He doesn't think that will change.
- Bus stops can be redesigned. There are places around the country who have been creative in designing bus stops. Improved aesthetics and design could incentivize people to use public transit.
- An attractive corridor will make people want to stop.
- Some things are not controlled by MoDOT like billboards. Create diverse spaces on billboards. They should reflect what the people in the community look like.
- The existing transportation system moves people through the area so they can get to where they are going, but it could be a way to encourage people to stop and look around the corridor.
- Highway systems divide communities.
- There needs to be consideration for how to attract black businesses and black people to the area.
- MoDOT should work with the St. Louis Development Corporation and the Chamber of Commerce for economic opportunities and growth.

Brickline Greenway & Transit

- To make the greenway attractive, it has to stay open.
- The Brickline needs to integrate art.
- The corridor needs to be more inviting so that people will use the Brickline.
- There are lots of vacant properties north and lots of investments can be done.
- People who rely on the convenience of cars will still drive, even if they have access to the Brickline.

Environmental Sustainability
• Environmental concerns can be addressed though beautification. • Trees do a lot for a community – absorbs water and creates shade. • People like places that look good and provides a level of comfort. • Trees help people who suffer from asthma. • Trees help absorb pollutants.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-7-22	Time: 9:00am
Stakeholder: Mary Lamie	Organization: Freightway	
Phone: 314-982-1562/ 314-315-3014	Email: MCLamie@thefreightway.com	

Corridor Characteristics
• Her perception of the central corridor is that it's an integral part of the region for people who pass through the community. • The I-64 connector is important for the movement of freight. • I-64 is key to companies. • The interstate is a tremendous part of the area. • Her experience driving though the corridor is that its congestion impacts reliability and it lacks efficiency.
Current & Future Traffic Conditions
• The existing combination of the road and the highways works effectively in terms of maintaining access to locations, although it may be difficult getting on and off. • A top priority is to evaluate the accessibility at the interchanges.
Equity & Economic Development
• Non-drivers find the corridor to be in fair condition. • People are not equitably served by I-64. • I-64 in Chesterfield provides better service. • There needs to be consistency along the interstate.
Brickline Greenway & Transit
• Not asked.
Environmental Sustainability
• MoDOT should address run off from the roadways, detention areas, bio swell, and aesthetics.
General
• The Non-Interstate Truck Corridor Study may impact enhancement plans. • There is the prospect of a large manufacture building on Chouteau and the Riverfront. • She is in support of ideas that help with the identity of the city and reinforces neighborhood identity.
Public Involvement

• She currently learns about project through email and stakeholders lists.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-3-22	Time: 12:00 p.m.
Stakeholder: Brian Rogers and John Langa	Organization: Bi-State Development/Metro Transit	
Phone: 314-971-4840	Email: jrlanga@bistatedev.org, BSRogers@metrostlouis.org	

Corridor Characteristics
• There are many different things to pay attention to in a short span of the highway, which can be confusing if you're not familiar with the area. • There is a lot of economic development adjacent to this corridor, serving as regional anchor institutions. • Visibility is important along this corridor. • The Jefferson Ave. exit is perceived to be downtown and not in the central corridor. • Signage and wayfinding are needed to educate drivers about a mile before entering this section of the highway to help drivers safely navigate this area. • The Grand Ave. exit is appalling. The bridge should be used three times as much. Not just for pedestrians, but also for signs to make announcements. • The corridor should be a nice place to be, even if you're just traveling through in your vehicle. • The highway works for what it is designed to do. • Motorists who are not familiar with the area have trouble navigating along this corridor, especially on and off ramps. • During afternoon rush hour, there are traffic jams on I-64 westbound by Hampton Ave. and Kingshighway Blvd. • Drivers have to be aggressive to merge onto I-64 eastbound at Kingshighway Blvd. before the exit lanes at Boyle Ave. Improved signage could make this movement easier. • People are excited to leave the Kingshighway corridor because it's crowded. • There are three MetroLink stations, making it an important corridor. Central West End is the busiest station. The Brickline Greenway could help reimagine the station.
Current & Future Traffic Conditions
• MoDOT should view this corridor as a multimodal corridor to achieve additional

funding. • Grand Ave. has the busiest bus routes. • MoDOT should be innovative to address enhancements along the corridor. • A pedestrian bridge near Spring St. would allow people to connect to MetroLink and bus stations. This area will also connect the Brickline going east and north. • There is opportunity for increased north and south connectivity. • There is high density on the south part of Jefferson Ave. There is the opportunity for increased density on the north side near the NGA campus. • People want to know how close they are to the interchange and interstate. People should know how to get to access points. Commercial real estate wants to know how close they are to the interstate. • Jefferson Ave. has the potential to be a second Grand Ave. That's a big deal. • Jefferson Ave. could become more walkable. People will feel more comfortable walking along Jefferson Ave. when the ongoing highway and the NGA campus projects are complete. • Jobs and access to jobs are top priorities in this corridor. This could be a new jobs corridor instead of Downtown St. Louis.
Equity, Economic development
• Pedestrians have a difficult time walking in this corridor. • It is difficult to get from SLU to the bus stop on Grand Ave. • Vehicles are not incentivized to slow to more pedestrian-friendly speed. High vehicle speeds in this area make it uncomfortable or unsafe for pedestrians. • Pedestrian corridor signage would be good. • Pedestrians are not recognized in the corridor. • The pedestrian experience needs to be considered throughout the corridor. • The study area does not equitably serve the people. • Commuters need to understand they are connecting through a larger transportation system. • There is an opportunity to have people think about everyone who travels the corridor.
Brickline Greenway & Transit
• North-south connectivity by SLU needs an improved linkage and pedestrian hub. • Linkages such as a greenway make it easier for MoDOT to do what they need to do because there will be fewer cars on the street. • There are separation issues and safety issues concerning the Brickline. • More lanes are needed in the corridor. • Grand Ave. is a busy corridor with a good bus market. Ridership needs to increase and can by word of mouth. • A choice should be made near the soccer stadium as to whether people should drive or take public transportation to the games.

• It would be cool to implement a transit signal priority. This would allow traffic to move without too many delays. • New signage should encourage people to use the park-and-ride to access the greenway and/or get people to use MetroLink to get to the Brickline.
Environmental Sustainability
• Beautification and a sense of place are needed.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-11-22	Time: 10:00am
Stakeholder: Michael Lucido	Organization: Saint Louis University	
Phone: 314-977-3199	Email: lucidoma@slu.edu	

Corridor Characteristics
• It's a major thoroughfare for the county to get into Downtown. • I-64 leads to lots of affluent neighborhoods. • Usually, the interstate is congested. • Biggest issue is getting trash picked up and the grass cut. Compton and Vandeventer have that issue as well. SLU is sending their crew out to remove weeds, cut grass, and pick up trash that are in MoDOT's right of way. • Visitors should have a pleasant experience instead of having panhandlers at every exit. • There is drug use at the exists. • The corridor has an issue with its image. People want to know they're in a safe area, but trash and loiterers make them nervous. • The area has vastly improved the way people traverse the corridor. • It is critical that the corridor is kept up. Maintenance and operations is key. • Workforce challenges could make it difficult to maintain the corridor.
Current & Future Traffic Conditions
• Compton needs signage on the highway. It's difficult to know that Market St. will go to Compton. • Kingshighway and Grand are the largest connectors. • Travelers must know where they're going in the corridor. It's not intuitive. • Top priority for this corridor is maintenance and upkeep of the right of way.
Equity & Economic Development
• The corridor is not pedestrian friendly, it should be more inviting. • People need to know how to get to access points on the greenway. • People coming in from Downtown and the county need to know how to get off the highway to enjoy pedestrian activities. • The transportation system does not help local businesses. • Local business is not currently tied to I-64 or the MetroLink. • Businesses aren't where the interstate travels, but north and south of the interstate.
Brickline Greenway & Transit

• Planning is an opportunity to make the corridor more visually attractive from I-64 and draw people to the greenway at the same time. • The highway can provide great visibility to the trails. • The system is disconnected. The MetroLink is below Grand and the bus is above it. Going west, cars are above I-64 and going east they are below the roadway.
Environmental Sustainability
• The area needs maintained greenspace.
General
• History can be told along the highway. It should be managed and tastefully done. Everyone has different taste. • Good signage could encourage people to get off the highway. • Neighborhoods could be highlighted.
Public Involvement
• Want to be informed about the project.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-8-22	Time: 1:00 pm
Stakeholder: Taylor March	Organization: Trailnet	
Phone: 314-707-5001	Email: taylor@trailnet.org	

Corridor Characteristics

- Experience of the corridor depends on how someone is traveling through it. In a car, I-64 bisects lots of activity in the city.
- This corridor works well for people traveling in cars.
- It is stressful to walk and cycle through the corridor.
- The experience crossing bridges in this corridor can be improved.
- Compton doesn't have a lot of traffic.
- The ramps near Harris Stowe State University and Saint Louis University are messy and hard to navigate.
- There isn't a lot of congestion along this corridor.
- If there is congestion, it's east of Jefferson Ave. and west of Kingshighway Blvd., outside the scope of this project.
- Compton Ave. has the potential to be a pedestrian center.
- The Grand Ave. corridor is one that feels like there is lots going on. It is stressful to bike and walk through. Since there's significant bus traffic/stops in this corridor, it should be more pedestrian-friendly.
- He will take bus just so he doesn't have to walk along Grand Ave.
- There aren't many options to get across I-64 between Jefferson Ave. and Kingshighway Blvd.
- Recommended critical success factors:
  - Increased safety for people walking, biking, and taking the bus
  - Reduction of traffic injuries in the corridor and crossings
  - Connectivity
  - Access of and distance to I-64 crossings for pedestrians
- Critical outcomes of the PEL:
  - Prioritize how people walk across the corridor
  - Decrease dependence on vehicular traffic to spur development
  - Invest in bus rapid transit down I-64 with exclusive right-of-way
  - Identify carpool opportunities
  - Shift culture away from believing congestion slow-moving traffic is bad. Slower-moving traffic is better for pedestrians and could lead to positive

environmental benefits.
Current & Future Traffic Conditions
• North and south connections are contingent on what is planned on the bridges and underpasses. • Improve traffic flow on main roads. • There should be additional permeability. • Jefferson, Kingshighway, and Grand bridges should be more focused on public transit. • Grand is a high frequency route for bus transit. Greater predictability, regularity, and frequency of public transportation would improve this experience. Currently there is regular service, but it is not fast. • Prioritize bus movement. • Traffic signals need to sense and prioritize bus movement. • Grand Ave., including the bridge on Grand Ave., needs to embrace bus transit.
Equity, Economic development
• Highways are going to serve a more affluent, white population that live out of town. • I-64 prioritizes people who move east and west for people coming into the city. This should not detract from investing in people traveling north and south. • Focus needs to be on how to serve people who do not have cars. Ensure there aren't additional barrier. • Pollution and noise mitigation are important because businesses want to be close to and easily accessible from the highway. • Providing trees could buffer the sound and lower impact of pollution through environmental design. • Incentives and tax abatements in the area seem to be unnecessary. • There seems to be large scale projects but not small scale. Redevelopment needs to happen on the small scale too. It seems this area is only viable for large businesses.
Brickline Greenway & Transit
• To make the Brickline Greenway attractive, the Compton corridor needs to be priority. • Fewer on and off ramps are needed at Compton, similar to Sarah. Remove barriers for those walking and biking. • People need to be safe from car traffic when traveling along the greenway. • The Grand crossing needs attention. • Make the bus more efficient with better shelters and exclusive right-of-ways. • Ensure the bus rider experience is dignified. • Make it evident that people are on the bus. • Ensure that there are safe and sufficient connections for passengers to use to get to bus stops along this corridor.
Environmental Sustainability
• Not asked.

General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-17-22	Time: 9:30 a.m.
Stakeholder: Dr. Vernon Mitchell	Organization: City of St. Louis, Chief Equity and Inclusion Officer	
Phone: 314-622-3733	Email: mitchellve@stlouis-mo.gov	

Corridor Characteristics
• His perception of the corridor is that it has gotten better. • The Kingshighway Blvd. exit is confusing. • Boyle Ave. and Vandeventer Ave. can come up on you fast when driving on I-64. He is not sure how much that helps with the flow of traffic. Sometimes it boxes traffic up at off peak hours. • The corridor looks more inviting at Jefferson. • There are other issues along I-64 at Big Bend. • He thinks I-64 should be four lanes, more open, and easily accessible. • It is tricky directionally getting to the Cortex. • The interstate is well-kept, functional, and flows most of the time. • There is a mix of is a mix of new and old infrastructure going east from Kingshighway Blvd. • The corridor is becoming more engaging. • MoDOT should try to make the exits part of the landscape. • Get people from Point A to Point B without many deterrents or distractions. • The transportation system in this corridor should be engaging. • Driving east past Jefferson, the highway takes drivers on a tour of the area. • I-64 is providing pragmatic access without disturbing anything.
Current & Future Traffic Conditions
• There are huge disparities in the north and south populations in the city. • Considering the north-south connections, the way the corridor is now decides who can engage and who cannot.
Equity, Economic development
• The unhoused are at I-64 and Vandeventer Ave. • The highway is accessible to most people, but there should be consideration for those who are unable to access it. • Equity happens at the decision-making level. Pay attention to how decisions are being made about the highway and who is included.

• A participatory process that includes more voices encourages equity.
Brickline Greenway & Transit
• MoDOT should examine ways to transport persons who do not have a car but are mobile to the Brickline Greenway for its intended purpose. • Investigate if access points are restrictive to those things that exist for people to access. • Some of the roadways are meant to be inaccessible. What is the bridge to access the major artery?
Environmental Sustainability
• Not asked.
General
• Commemorative markers should be there to understand that something was there before the highway. • People should understand there were communities before the interstate that paid a cost for the project to be done. • Signage shows an awareness of the corridor's history. • There has to be a community conversation with people who lived in Mill Creek Valley. They should have input into what marker, if any, is used. • Signage could apply to all historically black communities in the city.
Public Involvement
• He is open to getting follow up contact when necessary.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-27-22	Time: 9:00 a.m.
Stakeholder: David Newburger	Organization: City of St. Louis, Office on the Disabled	
Phone: 314-277-3615	Email: newburgerd@stlouis-mo.gov	

Corridor Characteristics
• David dislikes the lane crossing at Forest Park Ave. to I-64 to get to Jefferson Ave. • Accessible Pedestrian Signals (APS) are needed at pedestrian signals for blind citizens. • MoDOT has a history of using return curves that are tripping hazards. Flares are what's needed instead. • Detectable warnings are not supposed to indicate where the street is but to tell that someone is walking into traffic. • Turn curb ramps so they are in the run of the cross walk as opposed to perpendicular to the curb. • Details are important to serve the disabled. • Access to the train should not be dangerous and should be operable. • Disabled people use vehicular transportation throughout the corridor. • Bottlenecks slow down traffic during rush hour. • Everyone is getting used to new highway designs. More education must be promoted to ensure that everyone understands what is going on. • Pay attention to travelers who do not use cars to get everywhere.
Current & Future Traffic Conditions
• To better connect north and south calm I-64 drivers as they get on and off city streets. • He's not in favor of creating a north-south highway. It would divide the city.
Equity, Economic development
• Dangerous pedestrian activity at 10th St. is a straight shot from Clark St. going south on I-64. The drivers are driving on the pedestrian streets like they are highways. • The opposite of calming is happening in the corridor to support non-drivers. • Crossing Tucker is not safe during rush hour. • People in wheelchairs are shorter in height than people who are walking. This should be considered when using right turning lanes because drivers do not see them. • There is a need to enforce No Right on Red. • Slip lanes are disasters for people in wheelchairs. • I-64 does not equitably serve the community because it only goes east and west. That

the reason Brickline Greenway is going north and south to address that inequity. • The existing transportation system does not help the current business activity within the corridor. • Superhighways in the city deter vibrant city corridors. • Highways are designed to get people elsewhere besides the city.
Brickline Greenway & Transit
• Fundamental design is reasonable. Action on that is important. • Brickline Greenway needs to be attractive from west of Jefferson to Grand Metro stop. • The Brickline may need transportation to adjacent streets. • If you take the wrong elevator on Grand Ave., the buses are facing the wrong direction. People should be able to use either elevator and take the bus in either direction. The elevators are out of service frequently. Users need to pick the right elevator. • Maybe a traffic signal is needed at the bus stops at Grand so people can safely cross Grand Ave. without having to go back down to the train platform.
Environmental Sustainability
• If there is opportunity on a superhighway to evaluate bus speed and electric car speed it should happen. • There has to be more ways to support mass transit to address environmental concerns in the corridor.
General
• Calming streets on Lindell Blvd. will push traffic to Kingshighway Blvd. and I-64. • Spring Ave. needs to be reevaluated. • Good news is the Compton bridge will be fixed. • Commemorative signage would be okay but it would only exist to tell drivers a story.
Public Involvement
• Not asked.
Other Feedback
• David recommends adding three neighborhoods north of Delmar Ave. to the study: Fountain Park, Lewis Place, and Vandeventer. • Kingshighway Blvd. should not become a limited access highway. The area is too residential. • There is low access underneath I-64 for motorist and pedestrians.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-22-22	Time: 2:00 p.m.
Stakeholder: Brian Phillips	Organization: WashU Med. Ctr. Redevelopment Corp.	
Phone: 314-747-2335	Email: phillipb@wusm.wustl.edu	

Corridor Characteristics

- As the community has changed, so has the perception about the highways as something that divides rather than pulls together.
- The corridor has separated assets and community over the years.
- As improvements have been made by partners, the corridor tries to be more inclusive.
- Westbound exit ramp at Boyle Ave. are way too short. When the medical center was fully staffed, there were dangerous backups. It has never been corrected.
- The east-west nodes should be working in conjunction rather in that being separately.
- Recommended critical success factors:
  - Low vehicle deaths and crashes
  - Pedestrian safety at interchanges
  - Number of people who commute on other modes of transportation
- Study impediments:
  - Safety will be a hinderance
  - Not having the right facilities for pedestrians and cyclist transportation

Current & Future Traffic Conditions

- This is the one area where people can be car-optional.
- There was a previous strategy to make the area car-optional.
- There aren't pleasant places to get across the highway.
- Take opportunities to put pedestrians first when thinking about highway crossings.
- Look at downtown Iowa's pedestrian infrastructure.

Equity, Economic development

- Not asked.

Brickline Greenway & Transit

- The Sarah St. underpass is one of the most difficult places to run the Tower Grove connector to the Brickline. They will have to be creative when building underneath. The underpass will not be changing anytime soon.

• Forest Park Ave. should be brought to grade at Grand Ave. just beyond Harris Stowe. The Brickline will be close to that. Figure out how to safely get past there and make it align with the highway. • The ramps need to enhance pedestrian safety, move cars along, and serve as economic stimulators. • Brickline Greenway could be a good public corridor. There are many jobs around it. Along the Brickline, there should be transit that can enjoy the same amenities. • Markers for public transit would make it more attractive to users.
Environmental Sustainability
• MoDOT cleans off everything that breaths oxygen. They replace greenery with concrete. • Equity in this corridor is not the same as I-270 improvements.
General
• Development pressures may affect this corridor enhancement plan. • Most construction is happening where people work and live. This is an opportunity to place amenities that can enhance those two areas. It will be a mistake to treat this in isolation. • Des Moines, IA has pedestrian enhancements downtown. • St. Louis has uneven growth. Black people with children demographic decreased the most. Every other population grew. This is based on census information. • Consider how to get more people on transit in dense areas.
Public Involvement
• Brian stays engaged and the best way to reach him is email. • He thinks there are executives at the hospital that would be good for the CAG. He will send names of who he thinks can participate.
Other Feedback
• Contact Melissa Rockwell-Hopkins at Washington University. She is on the Transportation and Parking Committee. Chris Beard can make the connection.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-15-22	Time: 10:00am
Stakeholder: Rich Simmons	Organization: Grand Center, Inc	
Phone: 314-289-1504	Email: rich@grandcenter.org	

Corridor Characteristics
• I-64 is an inadequate thoroughfare that was not built for an urban environment. • Many on and off ramps are too short, which makes it dangerous to merge. • Kingshighway to the west jams all day. That may be due to where drivers get on 64. • I-64 in the central corridor is the most dangerous stretch of the highway. • East on I-64 near Vandeventer Ave., there are many on and off lanes and there seems to be a lot going on there. • Reducing the flow to Boyle could be helpful. • Speeding is an issue. • This study would be successful if connections are made across the railroad tracks. This would make a safer and inviting space so that we don't have separate areas in the corridor. • People traveling north and south should not feel impeded. • There are issues that affect success in the corridor, like trouble around the Grand viaduct. It's very industrial and feels segregated. • The Grand Bridge is too long. • The MetroLink doesn't feel safe. • Grand Center desires to be more walkable. It needs pedestrian thoroughfares. • The exits are confusing. • There area is underserved by I-64. • Entrances to Grand Center are at Compton and Vandeventer. People use Grand instead of other streets because they don't know where to go.
Current & Future Traffic Conditions
• Grand Center customers almost exclusively drives cars. • Grand Center has not figured out how to get SLU students to extend themselves into the area. • Parking lot surfaces need to be changed. They create the illusion of wide/expansive lots, which people prefer not to cross.
Equity & Economic Development

• The conditions in the study corridor create challenges for people in wheelchairs. The sidewalks need to be changed. • Make the area walkable. • Design should feel like crossing the streets are what you want to do, instead of what you have to do. • The highway does not do a good job of getting people in and out successfully. • At Grand Center, Grand narrows and SLU slows down traffic. There should be encouragement to get to Compton and use Compton and Vandeventer as thoroughfares. • Vandeventer has too many lights and Compton is underused. • More traffic distribution across the north and south arterial roads is needed. • Limit the numbers of entrances and exits and build out space at the ones that are kept. • Traffic will be slowed as a result of development. Compton and Vandeventer should be used as alternate routes. • Grand Center is a major thoroughfare for Bi-State. It's good for the University and schools in the area. • Traffic is a barrier to get people into Grand Center. • Grand Center gets two million people a year, but improvements could attract more people and businesses to the area.
Brickline Greenway & Transit
• Not asked.
Environmental Sustainability
• The sides of the highway with vegetation should have a greater biodiversity. Trees and bushes would be better to capture carbon. • Impervious pavements are desired so that rainwater has somewhere to go. • Collect rainwater to irrigate other areas. • The corridor needs things that provide visual appeal.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• The Foundry and Armory are bringing cars into the area but not pedestrians. • Part of the urban experience is walking. As the city attracts more people, they will want that experience provided to them. • In Grand Center there is one residential property expected to add 1000 people and more development coming soon.

- Grand Center needs to feel like a neighborhood and not just a destination.
- Making an environment for north and south residents to be attracted to the district.
- MoDOT should align with neighborhood plans.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-4-22	Time: 10:00 a.m.
Stakeholder: Zach Smith	Organization: Wells Fargo Advisors	
Phone: 314-875-2429	Email: zach.smith@wellsfargoadvisors.com	

Corridor Characteristics

- There has been so much work going on at the primary interchange at Jefferson Ave.
- There's lots of traffic on Jefferson Ave. at Market St.
- When exiting at Market St., it's a difficult location to navigate. The homeless are present.
- Wells Fargo parking drops off employees at Market St.
- Most Wells Fargo employees leave work and take Market St. to the I-64 and Forest Park Ave. split. They don't take Jefferson Ave. if they are going west.
- The Compton and Market intersection is weird.
- Going north on Jefferson everyone must make a left to get onto the campus.
- The Starbucks on Jefferson Ave. creates congestion.
- Regardless of which highway someone is using (I-44, I-55, I-64), if they're going north, they're going north on Jefferson Ave.
- The traffic flow to NGA creates concerns for Wells Fargo.
- Soccer stadium traffic and Wells Fargo traffic are concerning.
- Right now, there is no place for Wells Fargo employees to take a break. The Brickline Greenway will help with that. Connectivity is welcome however he does not like that the greenway will take lanes away from Market St.
- Most traffic on Jefferson Ave. and Market St. are vehicles.
- There is high-speed traffic on Market St.
- Wells Fargo worked with the City to insert more ADA crossings.
- Bus stops have been added on both sides of Market St. near the campus
- Wells Fargo is on an island. It is inconvenient to take public transit. The Union Station MetroLink station is close, but not walkable or safe to access. Wells Fargo employees need better connectivity to transportation.
- Recommended critical success factors:
    - Connectivity to make it easier to get on and off the highway.
    - More signage so motorists know when and where to get off the highway. There are exits that people don't know where they go. It is a waste to have an exit if it's not directionally clear.
- His strongest concern along I-64 is between Kingshighway Blvd. and Skinker Blvd.,

especially at the Hampton Ave. exit where lanes merge.
Current & Future Traffic Conditions
• If people are coming in from the north, they are usually traveling south on Kingshighway Blvd. • From a certain point on Grand Avenue, it seems to be a school zone. • People traveling southbound from the Wells Fargo campus are probably going toward I-55 and I-44. • North to south of the corridor there are connections with speed that allows people to get across. • Streets are wide in this corridor. • Jefferson Ave. northbound is wide. • There are very distinct neighborhoods around Wells Fargo but there is nothing in this area to encourage repeat travel to them. • The destination sites only get the same visitors infrequently. • People need to understand the larger picture of connectivity.
Equity, Economic development
• Not asked.
Brickline Greenway & Transit
• For the Brickline Greenway to work, there needs to be sufficient separation and space between the greenway and vehicular traffic on the street. • The greenway should be well maintained. • There should be enough light for greenway users. • The people who live next to Wells Fargo are SLU students. No one in the surrounding area regularly travels to the Wells Fargo campus. • There needs to be more restaurants along the trail in the area. • Wells Fargo wants to feel like part of the central corridor. Community needs to be created around the campus. • Wells Fargo sold two old buildings on the corner to Green Street who is planning to build a hotel. It will have a restaurant that's open to the public and a roof top bar. • Wells Fargo guests don't stay in Downtown St. Louis because of the lack of amenities.
Environmental Sustainability
• Wells Fargo worked with MSD to plant rain gardens on campus. • Wells Fargo has to figure out how to keep beautification all year long.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback

- None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-2022	Time: 11:00am
Stakeholder: Betherny Williams	Organization: City of St. Louis, Director of Streets	
Phone: 314-647-3111 Ext. 1101	Email: williamsbeth@stlouis-mo.gov	

Corridor Characteristics

• Interstate 64 divides the corridor.
• Pedestrian facilities can link north and south St. Louis.
• The infrastructure is in places that makes it a possibility to connect the north and south areas.
• Maintain the historical value of the neighborhoods. Projects should not take homes or destroy businesses.
• People who live and work in the area should be comfortable with the study outcomes.
• The highway needs more ingress and egress points.
• The corridor is pedestrian friendly.
• The highway brings more visibility to the area and adds life to the city.
• Recommended critical success factors:
  ○ Noise could be an issue. Consider if the amount of noise is increasing in the area.
  ○ Understanding the historical significance of the areas would be a significant accomplishment for the department.
  ○ Better accessibility to Barnes-Jewish Hospital.
  ○ More pedestrian facilities.
• Educate folks on how to navigate the corridor. That would be a significant win.
• Projects could be negatively impacted by property owners and utilities.
• Success factors are difficult to determine because study outcomes are not guaranteed.
• Speaking with stakeholders is a step in the right direction.

Current & Future Traffic Conditions
• Not asked.
Equity, Economic development
• The current conditions do not have pedestrian facilities. • There should be mobility for all users. • Facility points need to be balanced, reachable, and accessible through the corridor.

• Branding is important to those who use the corridor. • There are more seniors on scooters and they may only shop on one side of the interstate because there aren't connections to the other side. • There is activity that goes on at the transportation points that could hurt business. • The number of stops need to be identified to make sure they are in the right locations. • MoDOT needs to understand ridership. • How the city gets people safely to access points, transportation, and pedestrian facilities is larger than the scope of this study. • What may come of this study may identify partners that can help with connectivity.
Brickline Greenway & Transit
• People have to feel safe. • A lower number of vehicles in the corridor will make greenway users feel safe. • People will use the greenway if they are educated about it. • Ridership will increase if the activity in the transit zones changes. • The transportation system inherently works. Safety and education will increase ridership.
Environmental Sustainability
• I-64 needs to be more user friendly. • We've made it easy for businesses to build right next to the highway system. • MoDOT needs to work with the businesses that are currently there and have been for a long time. • MoDOT has to tap into what's in the area.
General
• The unhoused population and how they travel could affect enhancement plans. • Washington University intends to expand north of Delmar. • Museums are on their way to the northside. • New pavement is scheduled from north to south. • The northside is looking to bring in more business.
Public Involvement
• Reach out to Yusef Scoggins, Director of Human Services. He can speak to the needs of the unhoused. • Reach out to Neil Richardson at St. Louis Development Corporation.
Other Feedback
• With Community Assessment, you can go across the Delmar Divide. The study should be made known to Fountain Park, Lewis Place, and Vandeventer.

- Betherny will help convene conversations with the aldermen.

Appendix 4: Extended Business Outreach Interview List

First Name	Last Name	Organization	Meeting Date
Heather	Grantham	Central Institute for the Deaf	Unavailable
Michael	Kremer	Chaifetz Arena	Tuesday, December 6, 2022
Scott	Swanston	Gramophone	Unavailable
Geoffrey	King	Greater St. Louis Inc.	Tuesday, December 13, 2022
Barbara	Schaefer	Midtown Community Services	Friday, November 18, 2022
Various		Powell Symphony Hall	Thursday, December 8, 2022
Kathy	Osborn	Regional Business Council	Friday, December 9, 2022
Dan	Harbaugh	Ronald McDonald House Charities	Monday, December 5, 2022
Peter	Palermo	Sheldon Concert Hall and Art Galleries	Friday, December 9, 2022
Scott	Luhmann	Shriners Children's Hospital	Tuesday, January 17, 2023

Appendix 5: Extended Business Outreach Interview Summaries

I-64 PEL Stakeholder Summary

Interviewer: Chandra Taylor	Date: December 6, 2022	11:30am
Stakeholder: Michael Kremer	Organization: Chaifetz Arena, General Manager	
Phone: (314) 977-5005	Email: michael.kremer@slu.edu	

- The Market/Compton intersection is most pertinent to Mr. Kremer's work. He is most concerned about guests getting to Chaifetz.
- Chaifetz Arena/parking lots can hold 3,000 to 4,000 vehicles. There are often one-mile back-ups to get into or out of the arena.
- Chaifetz has a traffic control plan.
- North-south movement on Compton and Market is difficult. There is a lot of traffic and a lot of accidents.
- The experience on Compton and Spruce also impacts the fan experience of coming to the venue.
- Mr. Kremer likes long ramps.

I-64 PEL Stakeholder Interview Summary

Interviewer: Chandra Taylor	Date: December 13, 2022	Time: 1:00pm
Stakeholder: Geoffrey King	Organization: Greater St. Louis Inc.	
Phone: 314-313-1016	Email: geoffrey@greaterstlinc.com	

- The Future64 project team should follow up with Geoff/GSL comms team about the Press Release – he will promote the public meeting.
- The urban core needs to be the focus as it drives the economy of the city.
- GSL has partnered with MoDOT.
- Mr. King is concerned about north-south movement and connectivity, including transit and pedestrian paths.
- There should be an emphasis on building out North above our engagement area. GSL is considering what they can do to create density north of I-64. They are considering how to get big institutional players to develop in North St. Louis.
- The Future64 project team should be aware of East-West Gateway's long-range planning metrics.

I-64 PEL Stakeholder Interview Summary

Interviewer: Chandra Taylor	Date: November 18, 2022	Time: 10:00am
Stakeholder: Barbara Schaefer	Organization: Midtown Community Services, Executive Director	
Phone: (314) 534-1180	Email: bschaefer@midtownstl.org	

Corridor Characteristics

- Ms. Schaefer's key concerns along the corridor are:
    a. Going east on I-64 to get to Boyle. The entrance is short to get to the exit with oncoming traffic at Kingshighway.
    b. It is chaotic around Forest Park and Grand.
    c. Potholes makes it feel dangerous
- Midtown Community Services has two 15-passenger vans they use to pick up individuals.

Current & Future Traffic Conditions

- Ways the redesign of I-64 better connect northern and southern St. Louis City:
    a. Boyle is OK to use going South.
    b. Ms. Schaefer avoids crossing at Compton because of the bridge at Compton and Manchester. Midtown Community Services' pedestrian customers do not want to walk on the Compton bridge.
    c. There is often a lot of speeding on Jefferson and Compton.
    d. Because of the congestion at Grand/Forest Park/I-64, Compton is a better choice for Midtown Community Services' work.
- Ms. Schaefer's top two priorities that would have the greatest impact are
    a. Surface repair
    b. Better signage, especially near Grand and Forest Park.

Equity, Economic development

- Ms. Schaefer describe conditions in the study area for non-drivers such as pedestrians, cyclists, people using a wheelchair, or transit riders as not friendly. Sidewalks are usually damaged. SLU has lights but other areas along this corridor are not well lit. Bus stops are

not always marked. It's hard to find safe drop off spots for program participants. Cars drive fast on the overpasses which prevents pedestrians from using them.

- Ms. Schaefer does not believe people in the study area are equitably served by I-64. Communities that use public transportation have less ability to move through the main corridor in the City of St. Louis.
- The existing transportation system detracts from local business activity, property values, and/or economic development because there is not enough transportation, or it is too unreliable for use on a daily basis. ? Families that rely on transportation it's difficult to use so it impacts other things in their lives such as job and getting kids to school.
- What sort of changes could you envision to improve conditions?

Brickline Greenway & Transit

- Ms. Schaefer would increase signage, have more education for bike riders on how to navigate the greenway, and have barriers to ensure safety when traveling along the greenway, especially in congested areas to make the Brickline Greenway a more attractive transportation option for pedestrians and cyclists?

Environmental Sustainability

- Not asked

General

- Ms. Schaefer recommends that architectural design stay consistent with the City design, including incorporating St. Louis brick to celebrate the history of the community.

Public Involvement

- Not asked

I-64 PEL Stakeholder Interview Summary

Interviewer: Chandra Taylor	Date: December 8, 2022	Time: 12:00pm
Stakeholders: Cynthia Schon, Director of Facility; Kelsey Templeton, Director of Hospitality; Steve Rosenzweig, CFO; Anna Leavey, Powell Hall renovation project consultant	Organization: St. Louis Symphony Orchestra	
Phone: (314) 533-2500	Email: president@slso.org	

- Corridor conditions
  - Would be good to have interstate signage at Grand to encourage use of Compton, Vandeventer and other roads.
  - The surrounding area has a perception that it is terrifying experience.
  - I-64 is vital to SLSO.
- Traffic patterns along Grand
  - Grand Center Inc. may have traffic and parking studies. Powell keeps their own reports.
  - There are more people getting off at Grand for events between 7-8pm than there are 7-8am and rush hour.
  - 300,00 people come to the venue per year. Event night there is always back up.
  - Traffic does not cut through the city. Visitors come from West County.
  - Surface parking lots are beneficial to their mission while other's see it as wasted space.
  - Youth may come to the facilities to the Learning Center. It's. the hope that they take more transit and ride more bikes.
  - Tour bus and school bus travel is a concern.
- Development in area
  - There is a general tone of excitement about the new development in the area.
  - VA renovation would be a game changer, traffic patterns are expected to change.
  - When the Symphony completes expansion there will be more traffic during the day.
- Brickline Greenway
  - Patrons are on the older side, but students at SLU and residents of the Foundry

could be encouraged to use the Brickline to get to Powell Hall.

- Public engagement
    - MoDOT Commuter Survey should have considered patron commuters in its survey.

I-64 PEL Stakeholder Interview Summary

Interviewer: Chandra Taylor	Date: December 9, 2022	Time: 9:30 a.m.
Stakeholder: Kathy Osborn, Austin Walker	Organization: Regional Business Council	
Phone: (314) 225-2100	Email: kosborn@stlrbc.org	

- Ms. Osborn requested that we share a copy of the presentation.
- Ms. Osborn is interested in an efficient and cost effective way of getting people around the corridor.
- Funding in the early stages of the project is critical.
- Construction is still many years away.
- Ms. Osborn is motivated by what's going on along this corridor and excited this project is happening in the City's core.

I-64 PEL Stakeholder Interview Summary

Interviewer: Chandra Taylor	Date: December 5, 2022	Time: 10:00am
Stakeholder: Dan Harbaugh	Organization: Ronald McDonald House Charities, President	
Phone: (314) 932-4113	Email: dharbaugh@rmhcstl.com	

Corridor Characteristics

- Mr. Harbaugh perceives this area to be in good shape. The Ronald McDonald House Charities new property is located at the Tower Grove/Boyle exit; the roundabout is new and in good shape. Past Vandeventer to Grand is older but going east it looks redone.

Current & Future Traffic Conditions

- Not asked

Equity, Economic development

- Not asked

Brickline Greenway & Transit

- Not asked

Environmental Sustainability

- Not asked

General

- Not asked

Public Involvement

- Not asked

I-64 PEL Stakeholder Interview Summary

Interviewer: Chandra Taylor	Date: December 9, 2022	Time: 2:00 pm
Stakeholder: Peter Palermo	Organization: Sheldon Concert Hall and Art Galleries	
Phone: (314) 533-9900	Email: ppalermo@thesheldon.org	

- The Sheldon Concert Hall and Art Galleries has 350+ events per year and 100,000 visitors per year. They have a parking lot with 120 car capacity.
- There are issues along the corridor when everyone in the corridor has events and is working.
- The Sheldon Concert Hall staggers their event times so they can minimize jams.
- People often walk the District but not necessarily to Powell.
- Getting across Grand on foot is difficult. The lights are long and people often jaywalk.
- Signage at the Grand exit is helpful to navigate people to the district.
- There are various options to get in and out of the District, but people don't know about them. Use of Vandeventer is encouraged. Delmar could be a viable option.
- There is an opportunity to time traffic lights during large rushes to make it easier to get in and out.

I-64 PEL Stakeholder Interview Summary

Interviewer: Chandra Taylor	Date: December 13, 2022	Time: 2:30pm
Stakeholder: Dr. Scott Luhmann	Organization: Shriners Children's Hospital, Chief of Staff	
Phone: (314) 747-4705	Email: luhmanns@wustl.edu	

Dr. Luhmann provided the following list of difficulties along the corridor:

- Access to hospital is confusing. There needs to be better signage.
- East and West movement is confusing (ingress/egress).
- Access along the corridor needs to be easy and safe.
- This corridor has a lot of high speed drivers and weaving driving behavior. There are also a lot of lane shifts.
- Elevation along the corridor should be smoother.
- The project team should evaluate left and right lane merges.
- The left turn from Kingshighway to highway could be better.
- Roundabouts are necessary safe way to navigate the area.

Dr. Luhmann shared the following about Shriners Children's Hospital and WashU/BJC movement along the corridor:

- A majority of patients use I-64.
- Staff lives all over the area.
- There is a lot of traffic in the area going to I-44.

Appendix 6: SSM Meeting Summary

Future64 Study
SSM Health Saint Louis University Hospital Meeting Notes
July 22, 2022
Prepared by Chandra Taylor, Vector Communications

Attendees
Gabriela Bloom
Brooks Goedeker
Aaron J Groff
Jessica Hochlan
Tyler Lehde
Andy Potthast
Michael Richards
Shaun Tooley
Jen Wade

Introductions

- Michael – govt affairs, public policy. Work closely with community outreach and facilities
- Main campus areas in entire system – Future64
- Brooks – redevelopment corporation. SLU and SSM are shareholders

What's driving this study

- Kingshighway and Jefferson
- Pieces of I-64 that haven't been addressed

Perception of the corridor

SSM operations

- SSM investment in SLU hospital location off of Grand, continue to rehab and update the campus. Same investment as the soccer stadium. Drawing people from all over. 30% business from IL. Cardinal Glennon – wide range of locations. Bootheel to Hannibal. People come from out of town.
- Access so important, intuitive directions don't always work
- People don't like signs
- Hospitals like signs

- Focus on Grand Ave entrance, front door of the campus does not look great. Can be difficult to get off at Grand.
- Once you're on Grand, the bridge seems like it's 20mi to get across, especially if going to Metro/walking. Not the best place.
- From 40, that's the biggest challenge – getting on and off and into the facility.
- Adding in big development (top golf), more cars, more stress into the intersection (Chouteau and Grand), connectivity between medical school and campus is increasingly important.

How many patients from SSM come from I-64 not I-44?

- Michael can estimate.
- Has Brooks done transportation traffic count on Grand each way?
- Several developments there.
- NW corner of Grand/Chouteau had traffic study. Those counts are out there.
- Numbers will be shared with MoDOT
- MoDOT has traffic count data – EWGateway traffic demand model

Best land use is not always adding more parking. SSM has to balance that. Parking ramps cost even more money. SSM's multimodal opportunities for staff is important. Staff can have connectivity options.

- Well-lit, safety, walkability issues, it's comfortable, staff feels comfortable connecting with bigger paths that connect in all directions.
  - Concern about stressed intersections – Chouteau/Grand. Perception is reality.
  - Grand exit is often discussed. Intersection gives executives/leaders heartburn. Especially when have a big investment.
  - Anchor organizations – put 50/60 year building down, not moving. Hard to leverage because they're not leaving.
  - Future investment – old SLU hospital. Just built new hospital on site. Already at capacity. Having to use old hospital beds. Not COVID, just capacity. Next door Cardinal Glennon- best years are behind it. Will need to make an investment soon on that. What does that facility look like? Expanded scope? Shiny new place – draw new people to the location. MoDOT needs to take this into consideration. Will change landscape in the neighborhood – S Grand.
  - SSM purchased SLU Hospital Physician Group, under SSM's control. Makes SSM largest provider of services in the City.
  - SSM fully engaged here and continues to invest more and more in midtown/City.
  - Access
  - Alternative process – heads up that this might be uncomfortable. Trade-offs and decision making.
  - Michael been on these studies on the past, proposal on the table and people get scared. Be thoughtful in the process and provide as much data as possible to make these decisions. Happy to partner throughout this process.

- Copy of CAG/TAG list – share the list with Brooks and Michael.
- If Compton was an entrance, do you think that patients and visitors would use it?
- Not Grand, help w congestion?
- Can't answer that yet. Depends how far out of the way it is. Go beyond where they want to go and then come back if coming from the West. Would cause confusion for people who have always gone there.
- Chew on in the next few days
- Also related to EMS using Compton – would be helpful feedback at TAG meeting
- EMS/Hospital needs 24/7 access, Chaifetz Center access backed up for special events
- Caught up for TAG meetings
- A lot of constituents to go to with this information, a lot of people to consult.
- Representing the greater community/constituency's opinions

Appendix 7: SLU Meeting Summary

Future64 Study
Saint Louis University Meeting Notes
August 2, 2022
Prepared by Chandra Taylor, Vector Communications

Attendees
Aaron J Groff
Jessica Hochlan
Tyler Lehde
Michael Lucido
Chandra Taylor
Shaun Tooley
Jen Wade

Introductions were made by the group.

Michael Lucido was given an overview presentation of the project. He stated that he had been involved in the project since its inception and had kept up to date on the study by participating in a stakeholder interview and attending both Technical Advisory Meetings (TAG). He thought the meeting was a follow up conversation to the second TAG meeting about the alternatives that were presented at that meeting. In response, he was told that Missouri Department of Transportation (MoDOT) was asked to provide a project update to Saint Louis University and that's why an overview presentation was given. As the meeting proceeded, there seemed to be confusion as to why we were all meeting. Before concluding, Michael stated that he was willing to meet again to discuss the project's progress.

Read Michael Lucido stakeholder interview summary to learn about his initial thoughts on the transportation study.

Appendix 8: Elected Officials List

First name	Last Name	Title	Organization
Brandon	Bosley	Alderman	City of St. Louis, Ward 03
Dwinderlin	Evans	Alderwoman	City of St. Louis, Ward 04
Christine	Ingrassia	Alderwoman	City of St. Louis, Ward 06
Jack	Coatar	Alderman	City of St. Louis, Ward 07
Annie	Rice	Alderwoman	City of St. Louis, Ward 08
Tina	Pihl	Alderwoman	City of St. Louis, Ward 17
Jesse	Todd	Alderman	City of St. Louis, Ward 18
Marlene	Davis	Alderwoman	City of St. Louis, Ward 19
Kimberly-Ann	Collins	Representative	Missouri House of Reps, District 77
LaKeySha	Bosley	Representative	Missouri House of Reps, District 79
Peter	Merideth	Representative	Missouri House of Reps, District 80
Karla	May	Senator	Missouri Senate, District 04
Steven	Roberts	Senator	Missouri Senate, District 05
Alejandro	Santiago	Outreach Representative	Office of Representative Cori Bush
Danielle	Spradley	Congresswoman Bush	Office of Representative Cori Bush
Ben	Gruender	Deputy District Director	Office of Senator Josh Hawley
Mary Beth	Luna-Wolf	Field Representative	Office of Senator Roy Blunt
Roy	Blunt	Senator	US Senate
Jennifer	Hoskins	Field Representative	US Senate - Missouri

Appendix 9: Elected Officials Briefing 1 Invitation

Alderman,

Future 64: Community. Transportation. Together. is a planning and environmental linkages (PEL) study conducted by the Missouri Department of Transportation (MoDOT). MoDOT is analyzing Interstate 64 in the central corridor between Kingshighway Boulevard and Jefferson Avenue to find out how Interstate 64 can be a better fit with the community. This includes examining issues people have with the existing corridor and what improvements people envision and how they would better serve the community. St. Louis City, the East-West Gateway Council of Governments, Great Rivers Greenway and Metro are partnering with MoDOT in this holistic approach to ensure that study outcomes support existing and planned multimodal nature of the corridor.

MoDOT will host a Zoom conference for elected officials and ward representatives on May 5, 4:00-5:00pm, to explain the study and how it may affect your constituents.

Please confirm your attendance with Chandra Taylor at ctaylor@vectorstl.com.

Project fact sheet provided

Appendix 10: Elected Officials Briefing 1 Agenda and Presentation

KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

I-64 Planning and Environmental Linkages Study
Missouri Department of Transportation
Thursday, May 5, 2022
4:00 p.m.-5:00 p.m.
https://us02web.zoom.us/j/88445856059?pwd=azMreldJc2NMNlR5M0k0MzQxN2ZRQT09

I.	Welcome and Introductions	Shaun E. Tooley MoDOT Project Manager
II.	Why Central Corridor	Shaun E. Tooley
III.	Corridor Infrastructure Partners	Jennifer Wade MoDOT Area Engineer
IV.	Early Tasks	
V.	Purpose & Need with Equitable Outcomes	
VI.	Funding	Jennifer Wade
VII.	Neighborhood Impacts	
VIII.	Public Involvement	Chandra Taylor Vector Communication
IX.	Q&A	Shaun E. Tooley
X.	Adjournment	

Future64 Study

Elected Officials Briefing
May 5, 2022

Agenda

- Welcome & Introductions
- Why Future64 Study
- Corridor Partners
- Purpose and Need
- Corridor Findings
- Funding
- Engagement
- Q&A
- Adjournment

Introductions





Why Future64 Study

- Aging infrastructure along I-64 between Kingshighway and Jefferson needs repairing and/or replacement
- I-64 central corridor is actively experiencing a substantial amount of change (jobs, housing, retail, entertainment, etc), and the Missouri Department of Transportation (MoDOT) wants to partner with the community to learn how to make I-64 a better fit
- MoDOT is conducting a 13-month PEL (planning and environmental linkages) study that will evaluate how MoDOT and partnering organizations can invest in short and long-term transportation improvements
- Study will result in three potential alternatives that are responsive to community issues and aspirations and can be carried forward into federal environmental process (23 USC 168)
- MoDOT staff collaborating with community to think out of the box. This holistic approach recommends transportation outcomes and how infrastructure impacts social, economic, environmental, and public health, and well-being of people and businesses in communities

Study Map


LINDELL BLVD
S KINGSHIGHWAY BLVD
FOREST PARK AVE
OLIVE ST
N
S BOYLE AVE
INTERSTATE
64
MARKET ST
PAPIN ST
MANCHESTER AVE
S VANDEVENTER AVE
GRAND AVE
S COMPTON AVE
CHOUTEAU AVE
S JEFFERSON AVE

MoDOT's Corridor Partners





EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries





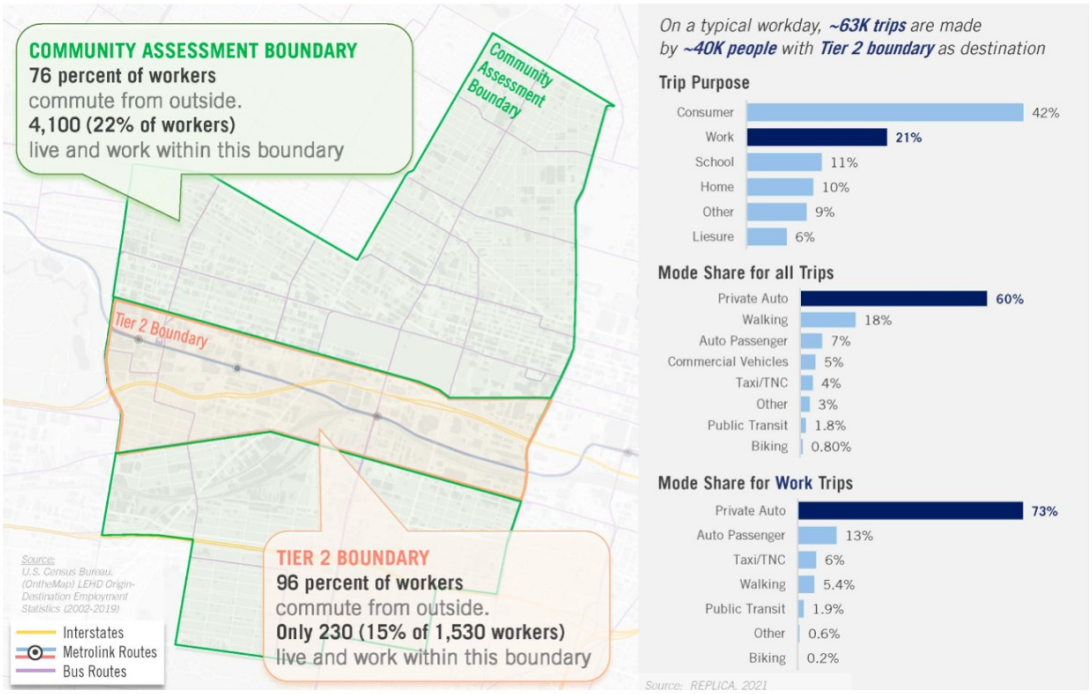
metro

Study's Purpose and Need

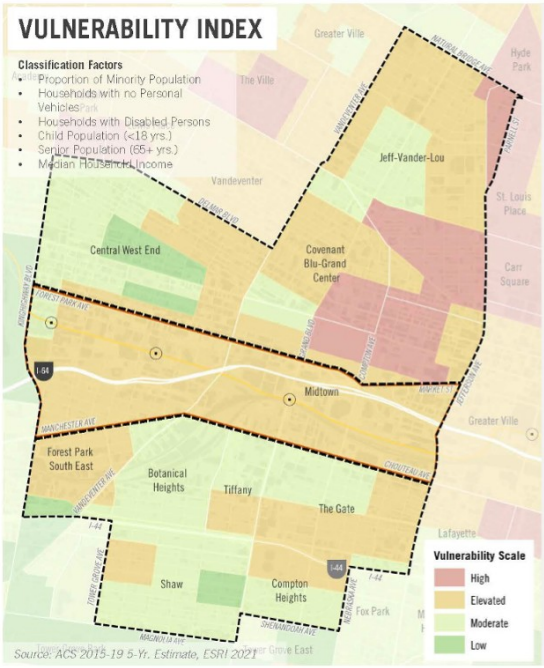
- Guiding vision for study and its outcomes
- Developed through data analysis and public input about the issues and needs
- Used to guide development and analysis of alternatives
- Public that ensures the Purpose and Need, is responsive to community needs and issues, and helps shape study outcomes what should be built and why
- Alternatives responsive to goals and needs identified in Purpose and Need

Corridor Findings

Study Area Commuting Patterns



Transportation Equity – Vulnerability Index



Vulnerability Index

The composite map is created from additive scores of six factors that capture populations that have historically been under-represented in transportation investments, or have higher dependence on public investments in transportation because of their income, age or disability.

The categorization is based on the following scoring results:

Share of Minority Population
(1) <20%
(2) 20% to 40%
(3) 40% to 60%
(4) >60%

Number of Households with no Personal Vehicles
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Median Household Income
(1) >$80K
(2) $45K to $80K
(3) $30K to $45K
(4) <$30K

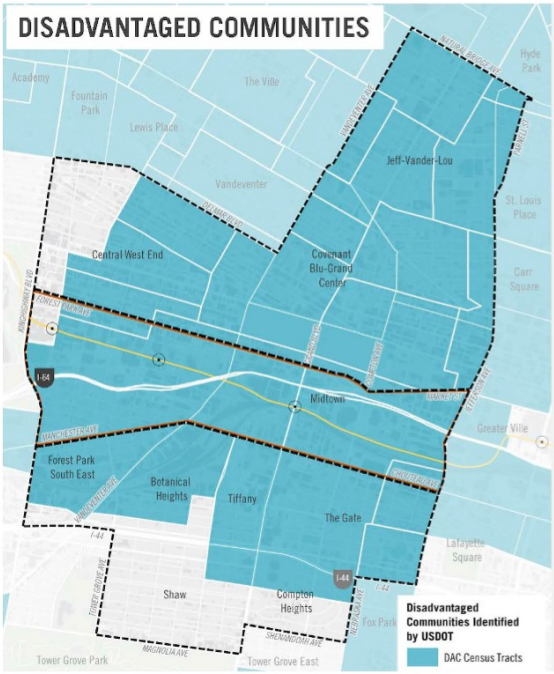
Number of Households with at least one Disabled Person
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Senior Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Child Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Scale	Overall Score
High	21 to 24
Elevated	16 to 20
Moderate	12 to 15
Low	8 to 11

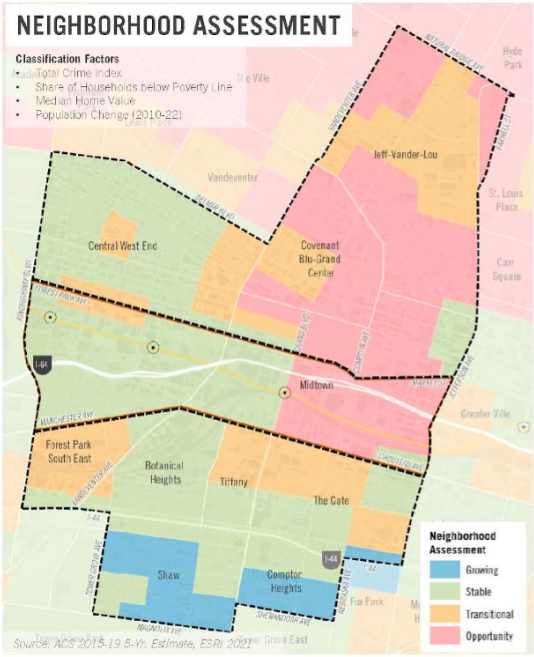
Transportation Equity – Disadvantaged Communities



The DOT DACs have been developed using data for 22 indicators collected at the census tract level and grouped into six (6) categories of transportation disadvantage. The numbers in parenthesis show how many indicators fall in that category:

- **Transportation access disadvantage** identifies communities and places that spend more, and take longer, to get where they need to go. (4)
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures. (3)
- **Environmental disadvantage** identifies communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units. (6)
- **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality. (7)
- **Resilience disadvantage** identifies communities vulnerable to hazards caused by climate change. (1)
- **Social disadvantage** identifies communities with a shared history of discrimination, or other forms of disadvantage that warrant consideration along with each/any of the above measures. (1)

Transportation Equity – Neighborhood Assessment



Growing: Areas that has higher than average home price appreciation and demand, with sound socioeconomic indicators.

Stable: Areas that support market-driven developments and do not show signs of widespread disinvestment.

Transitional: Areas that have started to experience market-driven reinvestment, bust still require people-based, public realm, and catalytic investments to fully stabilize.

Opportunity: Areas facing complex challenges and in need of multi-faceted stabilization efforts, but has multiple opportunities for reinvestment.

Methodology

The composite map is created from additive scores of four factors that capture quality of life, households, and recent economic prospects. The categorization is based on the following scoring results:

Median Home Value
(1) >$250K
(2) $166K to $250K
(3) $100K to $166K
(4) $50K to $100K
(5) <$50K

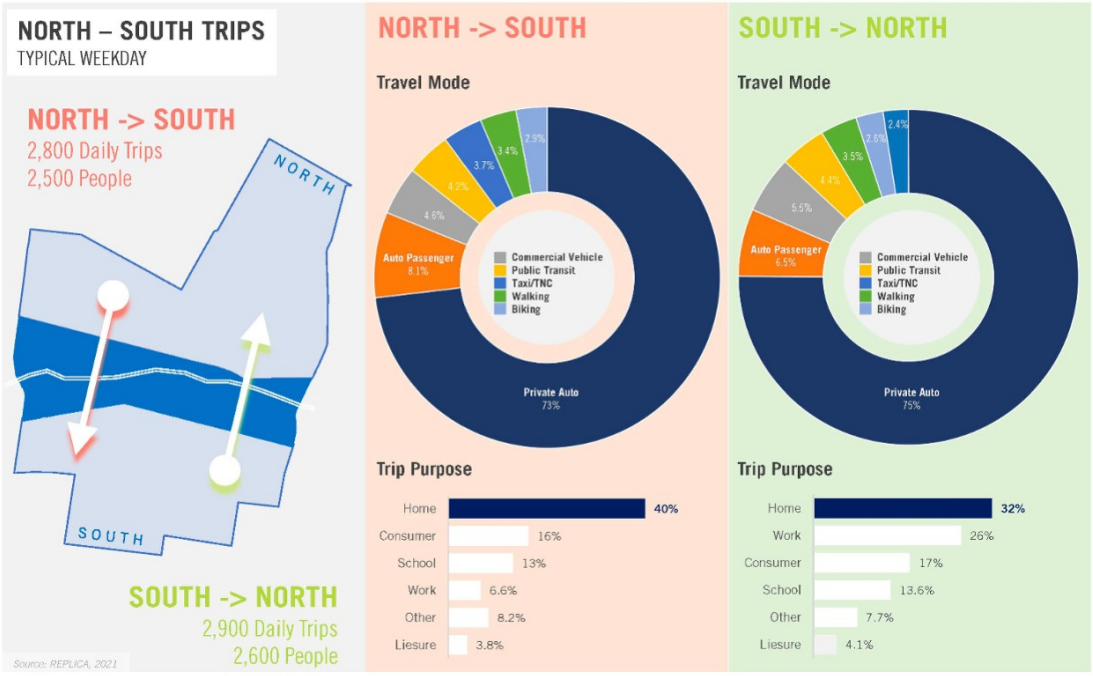
Total Crime Index
(1) <100
(2) 100 to 250
(3) 250 to 400
(4) >400

Population Change (2010-22)
(1) Gain of >100
(2) Gain of up to 100
(3) Loss of up to 50
(4) Loss of >50 but <140
(5) Loss of >140

Household Share below Poverty Line
(1) <10%
(2) 10% to 20%
(3) 20% to 30%
(4) >30%

Category	Overall Score
Growing	4 to 6
Stable	7 to 10
Transitional	11 to 13
Opportunity	14 to 17

North – South Travel Patterns (Weekday)



Safety

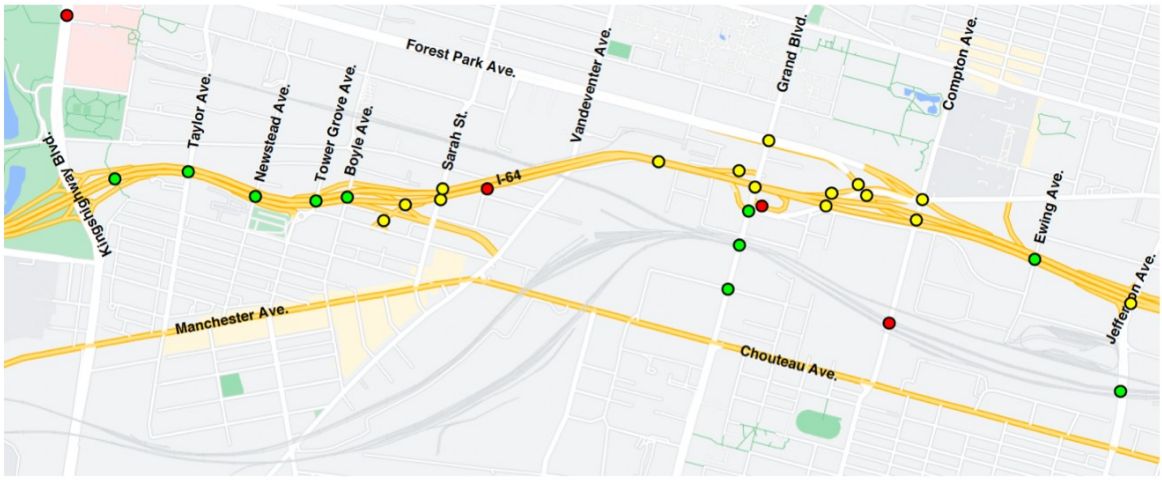
Crash Rates Above Statewide Average



5 Year Crash History for Study Area

Crash Severity	All Crashes	Bike/Pedestrian
Fatal	6	2
Suspected Serious/ Disabling Injury	65	16
Minor Injury	1,014	92
Property Damage Only	3,181	13
Total	**4,266**	**123**

Bridge Conditions



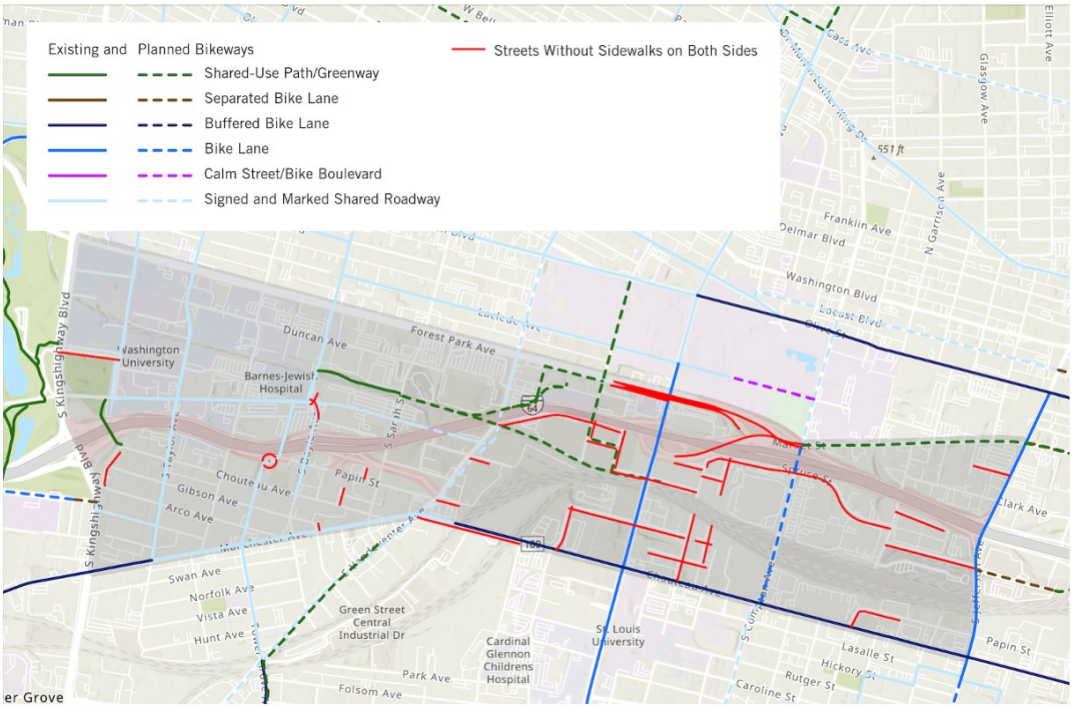
Bridge Condition

- Good
- Fair
- Poor

Existing Access is Challenging to Navigate



Bicycle and Pedestrian Infrastructure



Funding

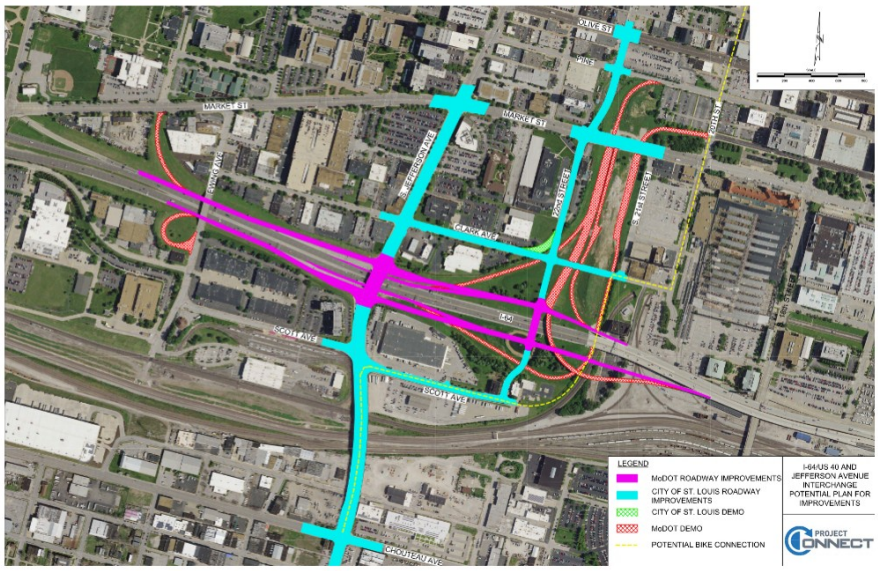

KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER


MoDOT

Funding Collaboration

- Implications for funding not only for MoDOT but also for our partners
- Participation in projects may come from non-MoDOT funding sources
- Co-imaging/Co-create with MoDOT to develop plans

EXAMPLE: Interstate 64 at Jefferson



Engagement

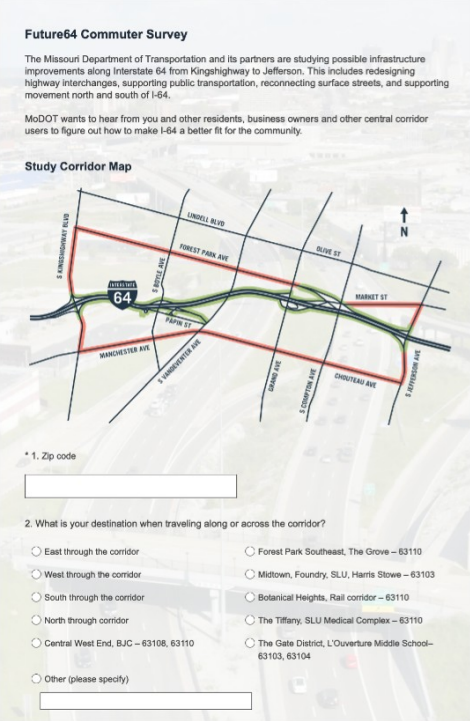
Engagement To Date

- Interviewed 32 key stakeholders in the corridor
- Commuter survey outreach gained 154 responses in the first two weeks
- Presented at four neighborhood association meetings
- Created website and social media sites
- Developed fact sheet
- Scheduled Public Meeting for May 18 at the City Foundry

Sample Stakeholder Interview Comments

- *The greenway must be completed as soon as possible so that people may use it.*
- *The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development.*
- *Safety is important and should be prioritized.*
- *Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.*
- *The existing transportation system does not help the current business activity within the corridor.*
- *Disabled people use vehicular transportation throughout the corridor.*
- *Understanding the movement of the unhoused can prevent safety issues to themselves and others.*

Commuter Survey



Future64 Commuter Survey

The Missouri Department of Transportation and its partners are studying possible infrastructure improvements along Interstate 64 from Kingshighway to Jefferson. This includes redesigning highway interchanges, supporting public transportation, reconnecting surface streets, and supporting movement north and south of I-64.

MoDOT wants to hear from you and other residents, business owners and other central corridor users to figure out how to make I-64 a better fit for the community.

Study Corridor Map

* 1. Zip code

2. What is your destination when traveling along or across the corridor?

- East through the corridor
- West through the corridor
- South through the corridor
- North through corridor
- Central West End, BJC – 63108, 63110
- Forest Park Southeast, The Grove – 63110
- Midtown, Foundry, SLU, Harris Stowe – 63103
- Botanical Heights, Rail corridor – 63110
- The Tiffany, SLU Medical Complex – 63110
- The Gate District, L'Ouverture Middle School– 63103, 63104
- Other (please specify)

- Collected 750+ responses
- Being promoted in person at various locations, online, and at the public meeting
- 82 surveys in week #1
  - 46% use corridor for work
  - 84% normally use a personal vehicle to travel through the corridor, 17% bike, 15% walk, and 12% take MetroLink

Study Timeline



What We Need You To Do

- Encourage constituents to get involved
    - Attend public meetings and give your input
    - Take survey
    - Encourage people to participate
    - Share study information through social media and other communication materials with constituents
- Help ensure community needs are addressed in Purpose and Need
- Help ensure community insight is incorporated into alternatives

Updated Engagement Activities

Commuter Survey	April 18-May 25
CAG Meeting	May 10
TAG Meeting	May 11
Public Meeting #1	May 18

Q&A


KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER


MoDOT

Thank You!

For more information, visit
www.future64.com
or
Email: Chandra Taylor
ctaylor@vectorstl.com





Appendix 11: Elected Officials Briefing 2 Invitation Email

Subject: Invitation to Future64 Elected Officials Briefing on January 13, 2023

Greetings [TITLE LAST NAME],

The Missouri Department of Transportation invites you to a virtual **Future64 Elected Officials Briefing on** January 13, 2023 via Zoom at 9:00 a.m. MoDOT is conducting a study in St. Louis' central corridor, from Kingshighway Boulevard to Jefferson Avenue along Interstate 64. MoDOT is presenting three potential corridor improvement options in this analysis phase to the public. We would like to share these options with you and respond to your questions before presenting to the public.

MoDOT will share the three corridor improvement options at the **Future64 Public Meeting** on January 18, 2023 at the COLLAB Workspace in Cortex, which is located at 4220 Duncan Avenue third floor, St. Louis, MO. A virtual presentation will be shown on the project website. More information about this project and the public meeting can be found at Future64.com.

Please RSVP to this meeting by contacting Chandra Taylor of Vector Communications at ctaylor@vectorstl.com or 314-853-5047 or join by Zoom. Your insight will be an important element in determining and evaluating possible options.

Read the MoDOT Public Meeting press release for more information.
https://www.modot.org/node/27614

Sincerely,

Appendix 12: Elected Officials Briefing 2 Presentation

Future64 Study

Elected Officials Briefing
January 13, 2023

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

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Agenda

- **Introductions**
- **Project Objectives**
- **Public and Stakeholder Engagement**
- **Purpose and Need**
- **Corridor Alternatives**
- **Community Assessment**
- **Study Funding**
- **Next Steps**

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Study Area



EAST-WEST GATEWAY Council of Governments
Creating Solutions Across Jurisdictional Boundaries

MoDOT

Great Rivers Greenway

metro

Making the Case: MoDOT Needs



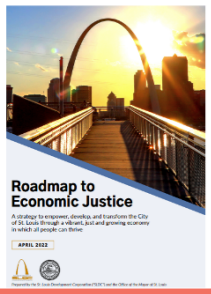
KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY + TRANSPORTATION + TOGETHER

MoDOT

Responsive to local needs & visions





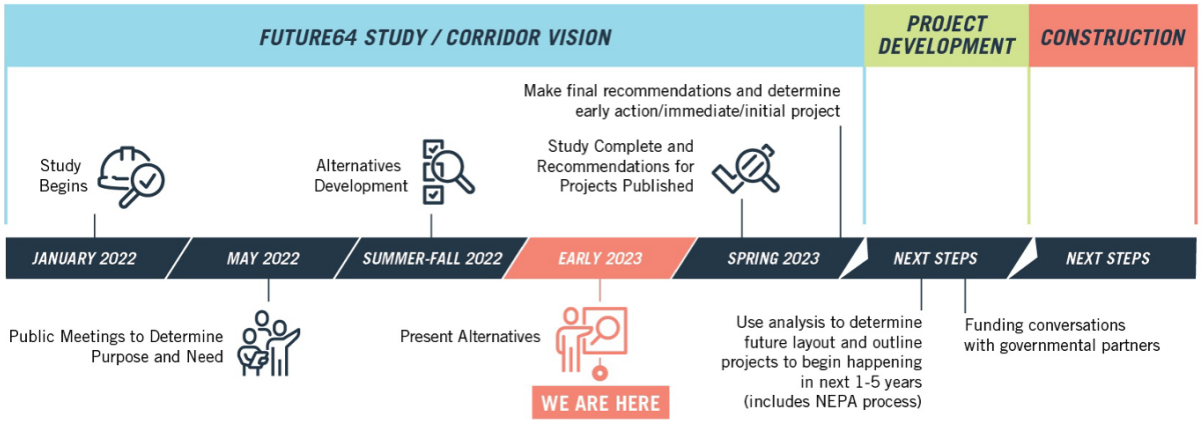


- **Land use redevelopment:** Shift from industrial to mixed use & transit-oriented development (left & right)
- **Great Rivers Greenway's** Brickline Greenway Framework Plan. Published 2019. (top right) & Gateway Bike Plan network update. 2021. (center right)
- **St. Louis Development Corporation's** Roadmap to Economic Justice. Published 2022. (left)
- **Bi-State Development Agency's**
  - Two MetroLink lines
  - Three MetroBus routes crossing I-64 with 15 minutes or better frequency
- **Urban Land Institute** Technical Assistance Panel reports for Grand MetroLink Station









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Public and Stakeholder Engagement Summary to Date

- Relationship building with the community is crucial to the success of the study
- Outreach provides an opportunity to meet the public and listen to their feelings
- Talking to the community about present-day conditions helps to achieve support for future interstate enhancements

1307 COMMUTER SURVEY RESPONSES

6 TECHNICAL & COMMUNITY ADVISORY GROUP MEETINGS

3 POP UP MEETINGS

8 NEIGHBORHOOD PRESENTATIONS

42 STAKEHOLDER OUTREACH MEETINGS

MAY 18, 2022 PUBLIC MEETING — **70** ATTENDEES

1007 TOTAL ONLINE VIEWS

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

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Purpose and Need

Safety for All Users

- **Crash rates above statewide average area**
- **Crashes involving bicycles and pedestrians**
  - **Over 120 crashes, 90% resulting in injury**
- **2016 – 2020**
  - **71 serious injury and fatal crashes**



Purpose and Need

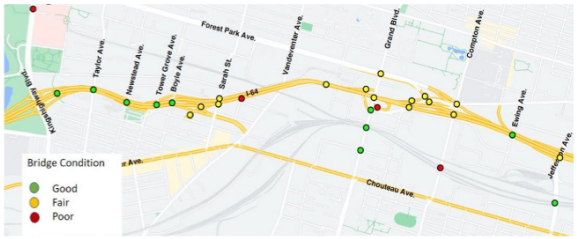
Provide Intuitive Navigation

- Exits are out of order
- Partial interchanges inside full interchanges
- Interchanges connecting to multiple roadways



Improve Structural Conditions and Maintain Good State of Repair

- 22 bridges - 2 Poor, 11 Fair condition
- Many do not meet current design standards
- 13 major rehabilitations or replacements needed to extend life past 2050

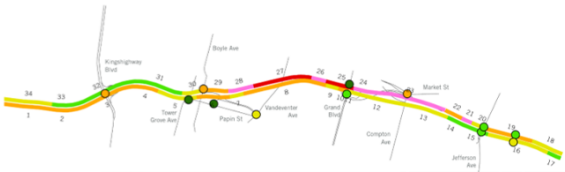


Purpose and Need

Maintain Interstate Function and Capacity for Future

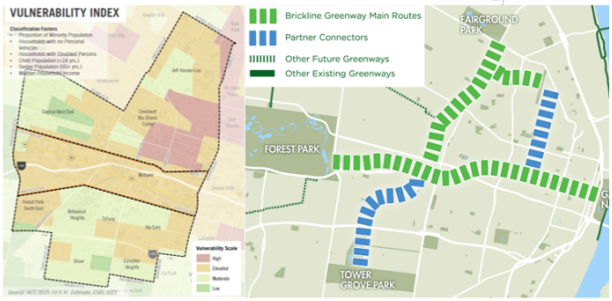
- Growth in the central corridor
- Poor levels of service in AM peak of No-Build
- Interchanges connecting to multiple roadways





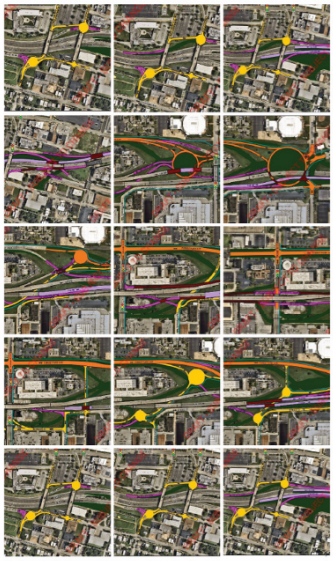
Reduce Barrier Effect of I-64

- High priority of stakeholders and public
- Supports regional planned network
- Removing barriers to connections addresses equity
- Crossings limited east of Sarah Street



Corridor Alternatives

BRAINSTORMING PHASE



ANALYSIS PHASE

REMOVE ELEMENTS THAT ARE NOT PHYSICALLY POSSIBLE OR DO NOT MEET NEEDS

3 CORRIDOR POSSIBILITIES

USED DATA & RESULTS OF ANALYSIS TO RECONFIGURE INTO A PREFERRED ALTERNATIVE

DECISION PHASE

PREFERRED ALTERNATIVE/ MAKE FUNDING DECISIONS

THIS IS WHERE WE ARE IN THE PROJECT

11

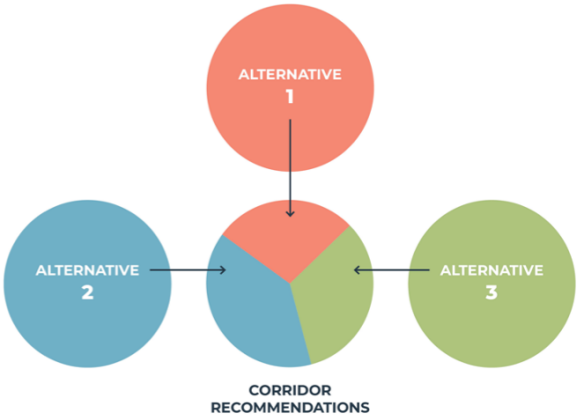
Corridor Alternatives

Two Primary Areas of Focus

- Boyle/Tower Grove/ Vandeventer
- Grand/Market

Three Corridor Alternatives

- Elements from each alternative that best meet the needs and goals of the project will be recommended for analysis in the decision phase



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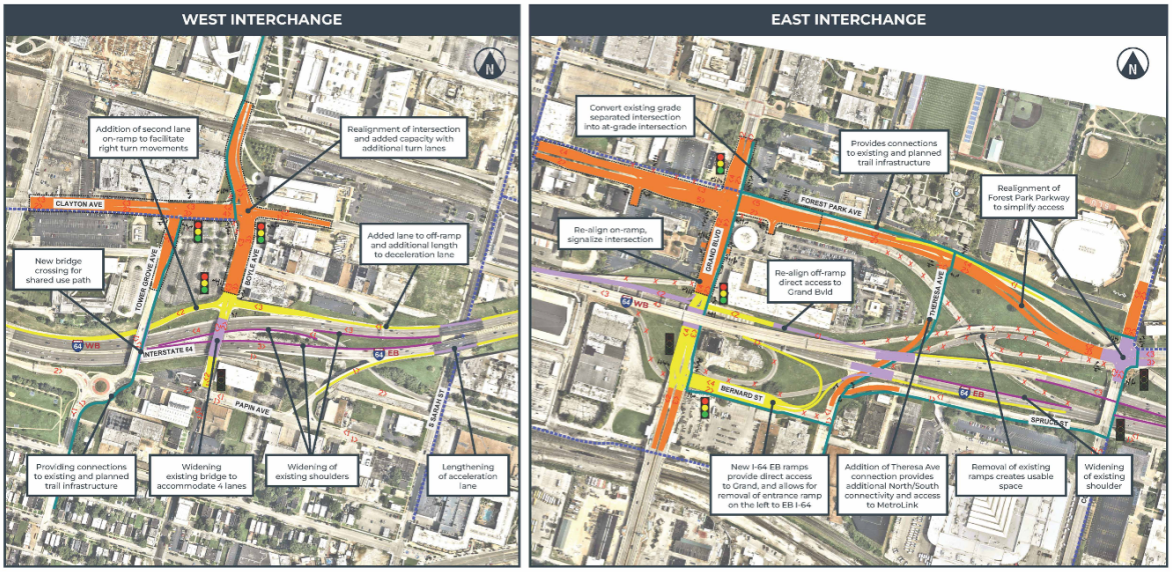
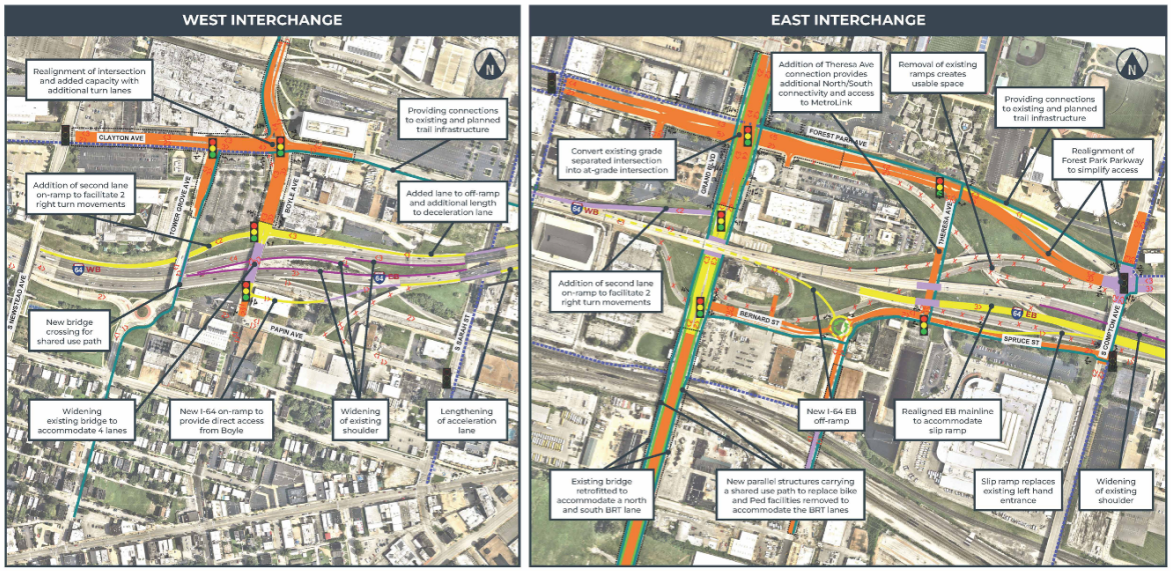
Alternative 1 (Analysis Phase)



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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Alternative 2 (Analysis Phase)



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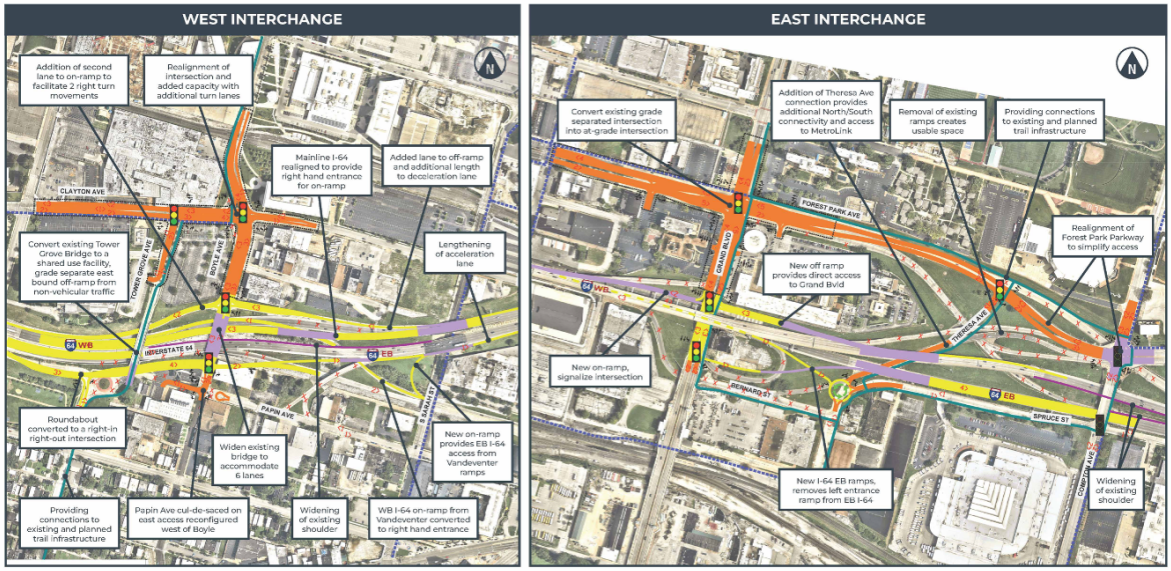
Alternative 3 (Analysis Phase)



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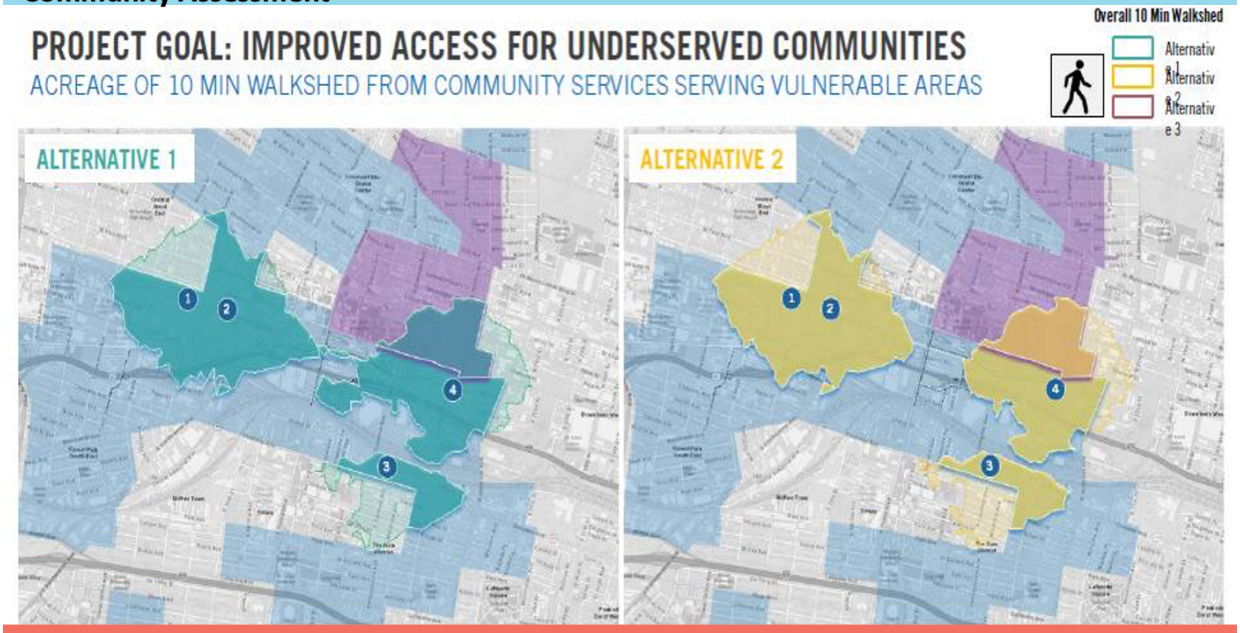
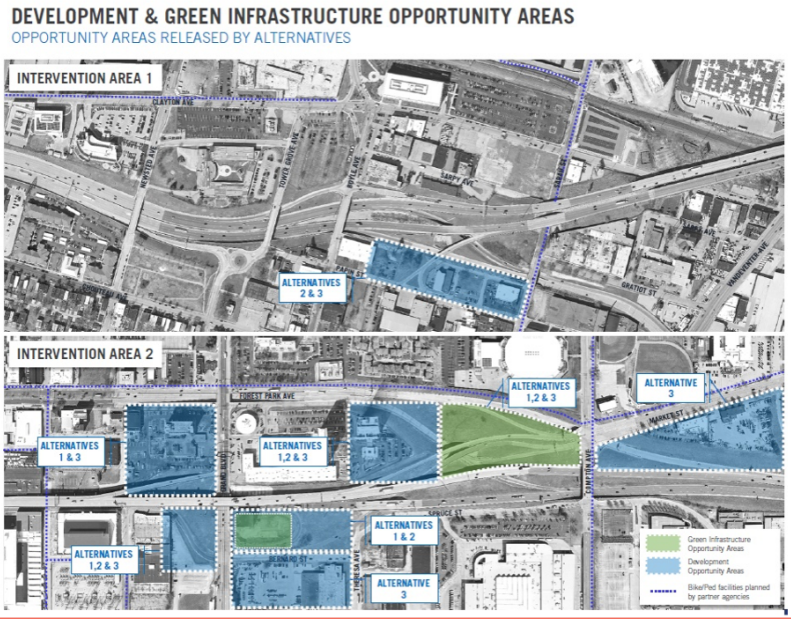
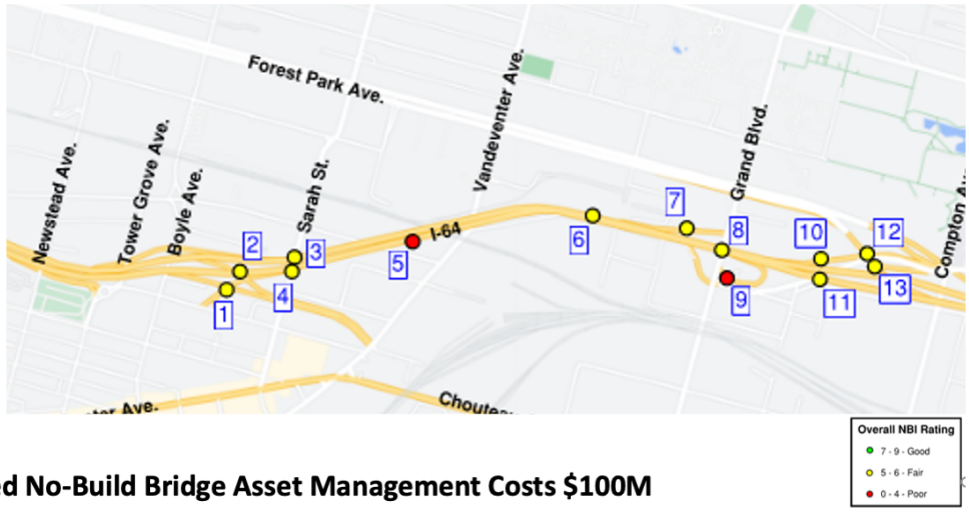
Community Assessment



Community Assessment

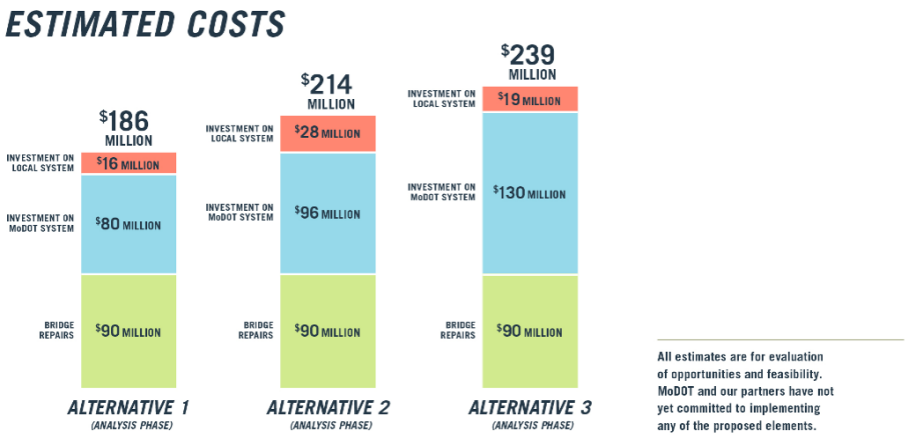


Necessary Bridge Maintenance



Estimated No-Build Bridge Asset Management Costs $100M

Implementation and Cost

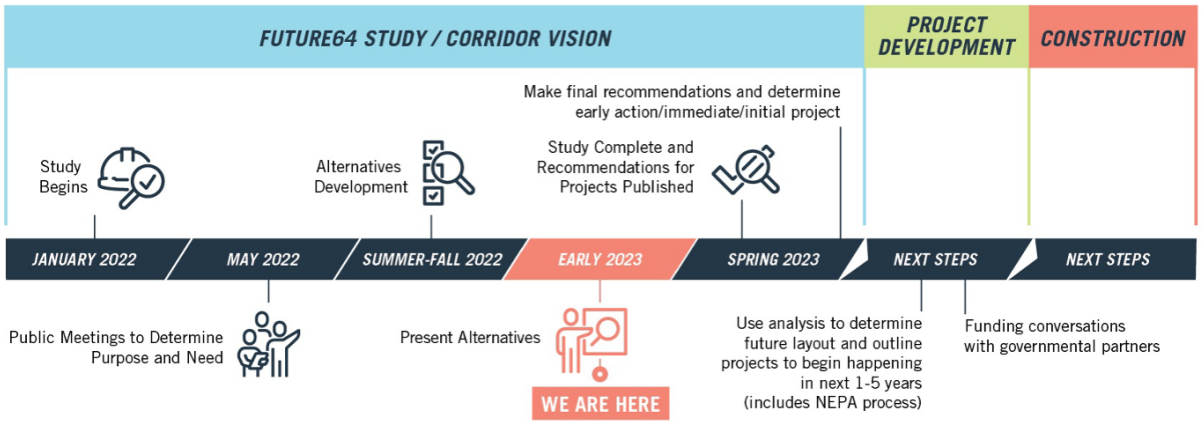


Next Steps

Elected Officials Briefings – January 13th

Public Meeting – January 18th
- **In-person and On-line**
- **Video for promoting engagement**

Decision Making Phase
- **Who do you want involved**
- **MoDOT Actions and Local Government Actions**



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Q&A

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MoDOT

Boneyard

Alternatives

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COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

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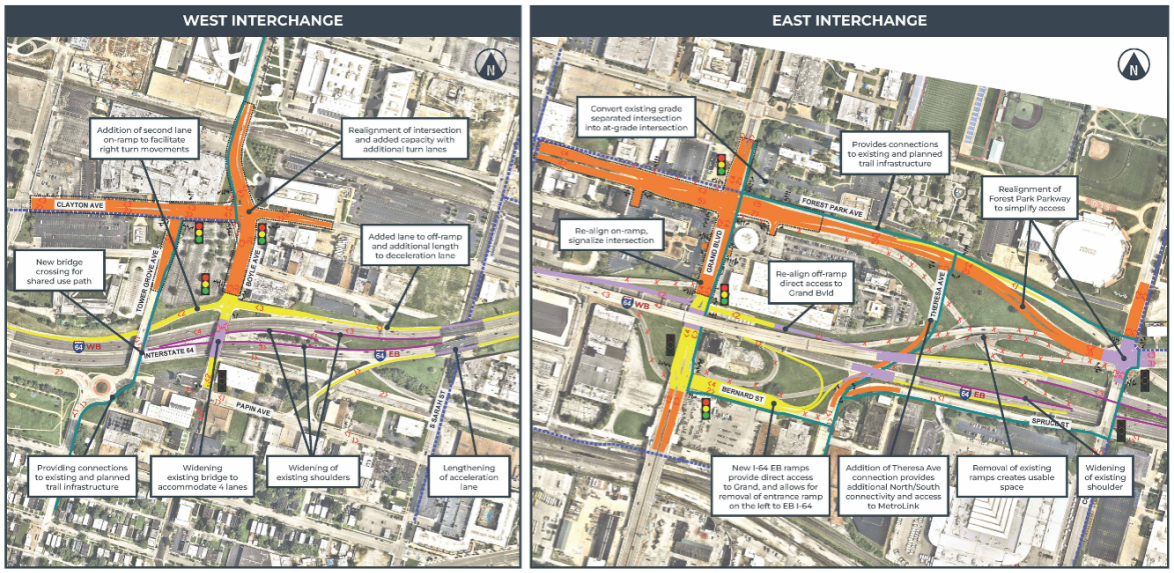
Alternative 1



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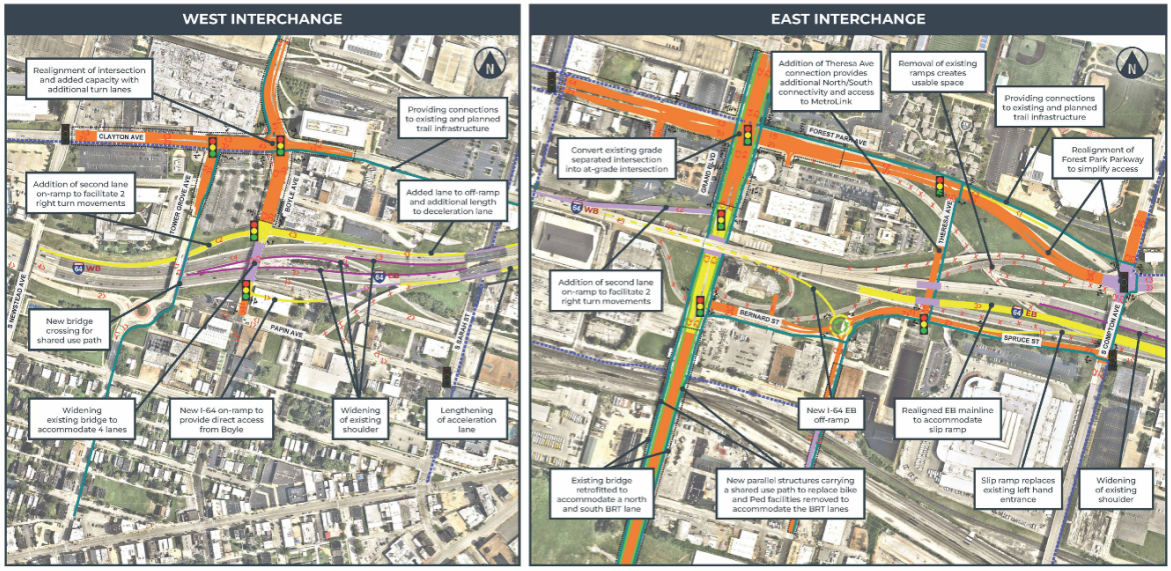
HDR | MoDOT

Alternative 2



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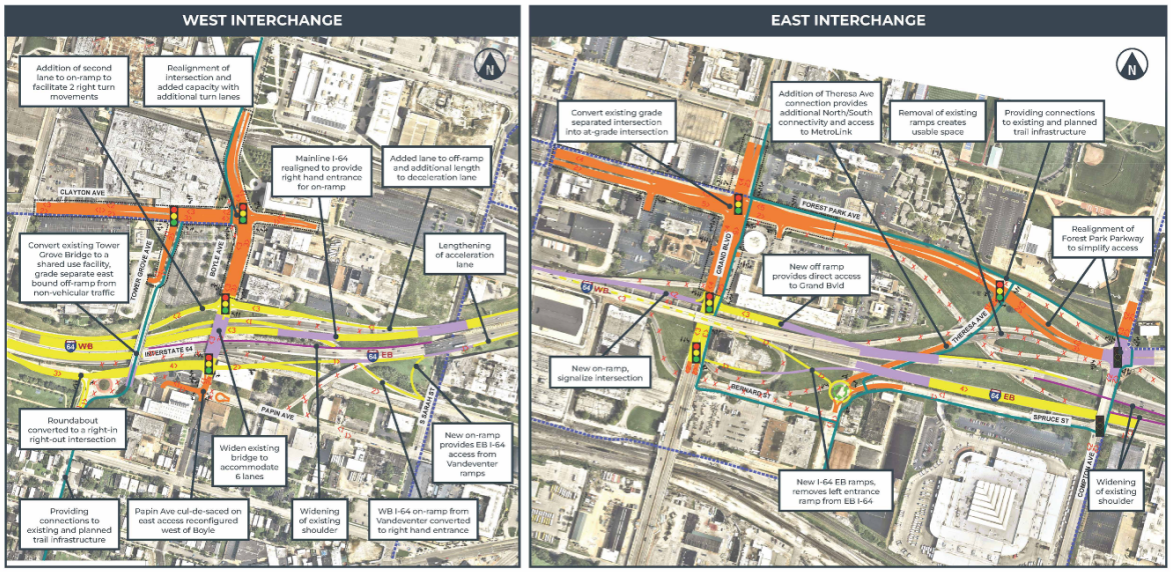
Alternative 3



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Cost Estimates

Future I-64 PEL Alternative Costs

Future I-64 PEL Alternative Costs

	Proposed Bridge	Boyle/Tower Grove/Vandeventer Interchanges				Grand/Market/Compton Interchanges			
	Rehab/Replacement	Alternative 1	Alternative 2	Alternative 3	No Build (2050)	Alternative 1	Alternative 2	Alternative 3	No Build (2050*)
MoDOT Costs		$21,000,000	$18,000,000	$60,000,000	--	$59,000,000	$78,000,000	$69,000,000	--
Local Agency Costs		$6,000,000	$6,000,000	$6,000,000	--	$10,000,000	$22,000,000	$13,000,000	--
Proposed Bridge Rehabilitations or Replacements*									
EB I-64 On-Ramp from Papin over EB I-64 Ramp to Vandeventer (A3735)	50 Year Rehab	1,503,560	Removed	Removed	1,503,560				
EB I-64 over Vandeventer WB I-64 On-Ramp (L0669)	25 Year Rehab	$918,327	$918,327	$918,327	$918,327				
WB I-64 over Sarah (A3651)	25 Year Rehab	$743,998	$743,998	$743,998	$743,998				
EB I-64 over Sarah (A3893)	25 Year Rehab	$471,620	$471,620	$471,620	$471,620				
EB I-64 over Vandeventer (L0667)	Replacement	$43,984,446	$43,984,446	$43,984,446	$43,984,446				
WB I-64 over Vandeventer and EB I-64 (A3594)	25 Year Rehab	$44,344,750	$44,344,750	$44,344,750	$44,344,750				
WB I-64 On-Ramp from Grand (A3740)	25 Year Rehab					Replaced	Replaced	Replaced	$322,977
Grand over I-64 (L0638)	25 Year Rehab					Replaced	Replaced	Replaced	$2,179,533
EB I-64 Loop Off-Ramp to Grand (A0549)	Replacement					Removed	Removed	Removed	$675,769
WB I-64 On-Ramp from Market (A3741)	25 Year Rehab					Removed	Removed	Removed	$201,842
EB I-64 over Market (A0832)	25 Year Rehab					$896,643	Removed	$896,643	$896,643
WB I-64 On-Ramp from Market over Forest Park Pkwy (A3636)	25 Year Rehab					Removed	Removed	Removed	$386,205
EB I-64 Off-Ramp to Market over Forest Park Pkwy (A0835)	Replacement					Removed	Removed	Removed	$2,508,051

* The cost to extend the bridge life until at least the year 2050

Early Action Bridges - Configuration does not changes between alternatives or no build

Bridge Asset Management Costs – Latest Action

I-64 PEL No-Build Bridge Repair Costs by Year									
	Boyle/TG/Vandy	Grand/Market							
	EB I-64 On-Ramp from Papin over EB I-64 Ramp to Vandeventer	WB I-64 On-Ramp from Grand	Grand over I-64	EB I-64 Loop Off-Ramp to Grand	WB I-64 On-Ramp from Market	EB I-64 over Market	WB I-64 On-Ramp from Market over Forest Park Pkwy	EB I-64 Off-Ramp to Market over Forest Park Pkwy	
	A3735	A3740	L0638	A0549	A3741	A0832	A3636	A0835	Cumulative Total
2023									$0
2024									$0
2025									$0
2026				$675,769			$386,205		$1,061,974
2027									$1,061,974
2028									$1,061,974
2029	$1,503,560								$2,565,534
2030		$322,977				$5,174,156		$2,508,651	$10,571,318
2031									$10,571,318
2032									$10,571,318
2033									$10,571,318
2034									$10,571,318
2035			$6,335,299						$16,906,617
2036									$16,906,617
2037									$16,906,617
2038									$16,906,617
2039									$16,906,617
2040					$808,741				$17,715,358
10-Year Rehab Cost									
25-Year Rehab Cost									
50-Year Rehab Cost									
Replacement Cost									

Bridge Asset Management Costs – Earliest Action

I-64 PEL No-Build Bridge Repair Costs by Year Earliest Action									
	Boyle/TG/Vandy	Grand/Market							
	EB I-64 On-Ramp from Papin over EB I-64 Ramp to Vandeventer	WB I-64 On-Ramp from Grand	Grand over I-64	EB I-64 Loop Off-Ramp to Grand	WB I-64 On-Ramp from Market	EB I-64 over Market	WB I-64 On-Ramp from Market over Forest Park Pkwy	EB I-64 Off-Ramp to Market over Forest Park Pkwy	
	A3735	A3740	L0638	A0549	A3741	A0832	A3636	A0835	Cumulative Total
2023					$201,842	$896,643			$1,098,485
2024									$1,098,485
2025		$180,928							$1,279,413
2026			$2,179,533	$675,769			$386,205		$4,520,920
2027									$4,520,920
2028									$4,520,920
2029	$1,503,560								$6,024,480
2030								$2,508,651	$8,533,131
2031									$8,533,131
2032									$8,533,131
2033									$8,533,131
2034									$8,533,131
2035		$322,977							$8,856,108
10-Year Rehab Cost									
25-Year Rehab Cost									
50-Year Rehab Cost									
Replacement Cost									

Stakeholder Interviews

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COMMUNITY » TRANSPORTATION » TOGETHER

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Listing of Stakeholder Interview Organizations

Saint Louis University Facilities Services	WashU Med. Ctr. Redevelopment. Corp
Grand Center Inc.	Park Central CDC
Harris Stowe University	Midtown Redevelopment Group
Saint Louis Hospital	City of St. Louis
Metropolitan Congregations United	Great Rivers Greenway
Shaw Neighborhood Improvement Association	Great Rivers Greenway
Freightway	St. Louis Housing Authority
Affordable Housing Commission	St. Louis Housing Authority
Washington University	Great Rivers Greenway
Washington University School of Medicine	City of St. Louis
BJC HealthCare	City of St. Louis
Enterprise Holdings	City of St. Louis
Urban League	Office of the Disabled, City of St. Louis
Green Street St. Louis	City of St. Louis
New + Found	Watco Terminal & Port Services
Green Street St. Louis	BJC HealthCare
	IKEA
	Wells Fargo Advisors
	National Association for the Advancement of Colored People (NAACP)
	Cortex
	Rise Community Development
	Bi-State Development
	Trailnet

CAG and TAG Members

CAG Invites

- 100 Black Men
- Barnes Jewish Hospital
- Botanical Heights Neighborhood Association
- Cathedral Square Special Business District
- Central West End
- Central West End Association
- CID - Central Institute for the Deaf
- CORTEX
- Covenant Blu Grand Center Neighborhood Association
- CWE North CID
- Deaconess Foundation
- DeSales Community Housing Corporation
- Doorways
- Employment Connection for St. Louis
- Explore St. Louis / Visitors and Convention Bureau
- Forest Park Southeast Neighborhood Assoc
- Gate District West Association
- GirlTrek: St. Louis
- Grand Center Inc.
- Green Street St. Louis
- JeffVanderLou Neighborhood Association
- Lawrence Group
- New and Found
- Park Central CDC
- Rosati-Kain High School
- Shaw Neighborhood Improvement Association
- South Grand Community Improvement District
- St. Louis Association of Community Organizations
- St. Louis Development Corporation
- St. Louis Metropolitan Police Department, Fourth District
- Tiffany Community Association
- Urban League of Metropolitan St. Louis
- Pier Properties Group

TAG Invites

- St. Louis City, BPS
- St. Louis City, Streets Department
- St. Louis Development Corporation
- Metro/ Bi-State
- Metro ParaTransit
- MetroBus
- Great Rivers Greenway
- CMT
- Trailnet
- Paraquad
- East-West Gateway Council of Governments
- Cortex
- WUMC (Public Engagement/Strategic)
- Wash U (Tactical Transportation/Parking)
- BJC (Tactical Transportation/Parking)
- SLU Campus Operations
- Midtown Redevelopment Group
- St. Louis City Sustainability Office
- FHWA
- EPA
- SHPO

Appendix 13: Mayor's Briefing 1 Materials

See Appendix 10 for presentation materials.

I-64 Planning and Environmental Linkages Study
Missouri Department of Transportation
Friday, February 11, 2022
12:00 p.m.-1:00 p.m.
https://us02web.zoom.us/j/87937441897?pwd=Z1NiTGhHZis0UmtkeHRNRGg3MFk4dz09

I.	Welcome and Introductions	Shaun E. Tooley MoDOT Project Manager
II.	Why Central Corridor	Shaun E. Tooley
III.	PEL Study Overview	Andrew Potthast HDR Engineering
IV.	Public Involvement	Laurna Godwin Vector Communications
V.	Equitable Outcomes	Shaun E. Tooley
VI.	Corridor Infrastructure Partners	Jennifer Wade MoDOT Area Engineer
VII.	PEL Document and Action Plan	Andrew Potthast
VIII.	Q&A	Shaun E. Tooley
IX.	Next Steps	Shaun E. Tooley
X.	Adjournment	

Appendix 14: Mayor's Briefing 1 Minutes

VECTOR COMMUNICATIONS

Project: I-64 PEL (J613585) – Future64: Community. Transportation. Together
Subject: Minutes from Briefing with St. Louis City Hall Leaders
Date: Friday, February 11, 2022
Location: Zoom Meeting

Meeting Attendees

City of St. Louis Team	
Nancy Cross	Mayor's Office
Betherny Williams	Dept. of Streets
Jamie Wilson	Commissioner of Traffic
Rich Bradley	Board of Public Service
John Kohler	Board of Public Service
Scott Ogilvie	Complete Streets
Neal Richardson	SLDC
Rob Orr	SLDC

MoDOT Team	
Tom Blair	District Engineer
Shaun E. Tooley	Project Manager
Jennifer Wade	St. Louis City Engineer
Aaron J. Groff	Assistant Project Manager

Consultant Team	
Andrew Potthast	HDR
Laurna Godwin	Vector Communications

The meeting opened with a welcome and introductions led by Missouri Department of Transportation (MoDOT) Project Manager Shaun E. Tooley. This proceeded with an overview of the PEL study, why the I-64 central corridor, what will occur during the public involvement process, corridor infrastructure partners, the importance of equitable outcomes and the PEL document and action plan, the final deliverable.

The following points were made during the meeting's educational agenda items:

- There are 13 bridges in this corridor that will need replacing in the next 2-10 years.
- Asset management means replacing bridges. At first, MoDOT was solely focusing on asset management for this corridor. But thanks to the increase in the state gas tax (Last year, Missouri legislators for the first time in two decades voted to increase the gas tax effective October 1, 2021), MoDOT can look at what else it can do to improve the corridor's infrastructure and compliment future planning projects. Hence this PEL.
- I-64 has created barriers to crossing safely the interstate and to connecting neighborhoods

- A PEL expedites project development. It allows MoDOT to engage people now before developing any proposed solutions. The agency wants to make sure that what it builds for the next generation will work and be safe.
- MoDOT wants to "co-imagine" with its partners what is right for this corridor.
- This PEL will result in "three reasonable alternatives" that can be advanced into projects. During the study, MoDOT will:
    - Prioritize projects that fit within the reasonable alternatives and identify the next steps for them
    - Identify project specific funding opportunities
    - Define next steps for the NEPA process
- The Community Assessment that Development Strategies is doing will help the technical team make more informed decisions:
    - Collect information such as public health data, demographics, land use, etc. to create a picture of what the community currently looks like. This will help ensure that any recommendations that are developed meet the community's needs. How can this study benefit the community, the environment, economic development, etc.?

The meeting included a question-and-answer section:

- The City asked how its departments will be involved in the study. The project team provided an overview which included:
    - Staff from several departments participating in the Technical Advisory Committee
    - Scott Ogilvie serving on the Steering Committee
    - John Kohler and Scott Ogilvie participating in the monthly Core Team Meetings

  MoDOT mentioned that it would like to provide an additional briefing to the Mayor's office later in the study.
- John Kohler asked if there would be opportunity for MoDOT to provide funding for additional aesthetics for this corridor as it moves forward. Tom Blair responded that while funding is increasing, it means more projects to address, and it is likely that MoDOT continues their policy of baseline aesthetics with additional contributions by the City.
- It was discussed how to engage the mayor's office later in the study. Nancy Cross asked that the team provide monthly updates to Betherny Williams and consider scheduling monthly meetings with the entire group.
    - Neal Richardson said that Mayor Jones wants this project to look at opportunities for aesthetic treatments that acknowledges the history of Black people in the corridor to be incorporated into the transportation monuments. (i.e. Mill Creek Valley and the MLS stadium). It was recommended that the consultant team interview Dr. Vernon Mitchell – Mayor Jones' new Chief Equity and Diversity Officer.
    - Nancy Cross suggested that one of the first people the consultant team should interview is Alderwoman Tina Pihl because residents living along Kingshighway near Forest Park and Lindell are complaining about the increase in traffic.

The meeting adjourned at 1:00 p.m.

Appendix 15: Mayor's Briefing 2 Materials

Future64 Study

St. Louis City Mayor's Briefing
January 12, 2023

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Agenda

- Introductions
- Project Objectives
- Public and Stakeholder Engagement
- Purpose and Need
- Corridor Alternatives
- Community Assessment
- Study Funding
- Next Steps

KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Study Area



THE COMMON SEAL OF THE CITY OF ST. LOUIS

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

MoDOT

Great Rivers Greenway

metro

Making the Case: MoDOT Needs



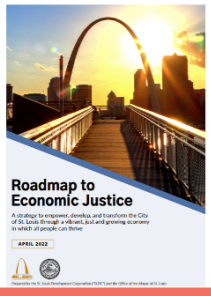
FUTURE 64 — KINGSHIGHWAY TO JEFFERSON — COMMUNITY + TRANSPORTATION + TOGETHER

MoDOT

Responsive to local needs & visions





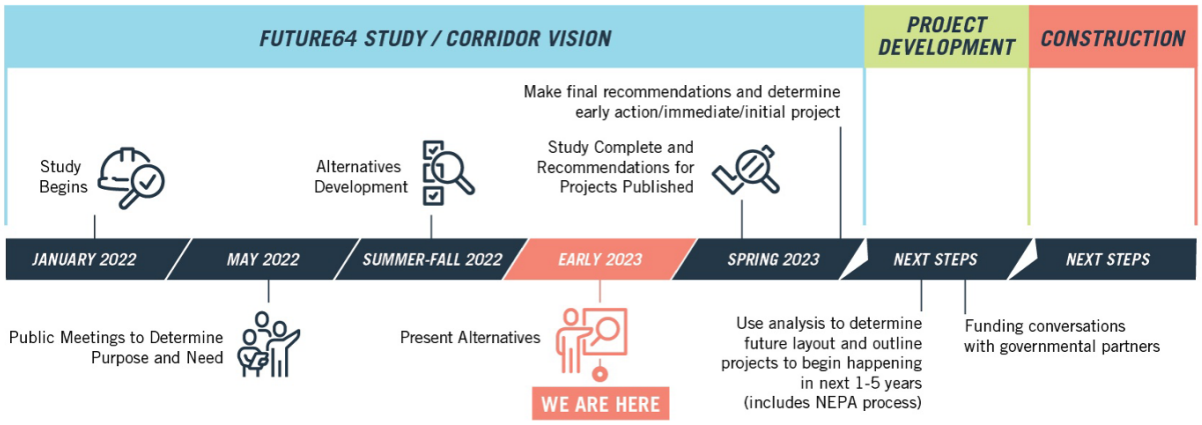


- **Land use redevelopment:** Shift from industrial to mixed use & transit-oriented development (left & right)
- **Great Rivers Greenway's** Brickline Greenway Framework Plan. Published 2019. (top right) & Gateway Bike Plan network update. 2021. (center right)
- **St. Louis Development Corporation's** Roadmap to Economic Justice. Published 2022. (left)
- **Bi-State Development Agency's**
  - Two MetroLink lines
  - Three MetroBus routes crossing I-64 with 15 minutes or better frequency
- **Urban Land Institute** Technical Assistance Panel reports for Grand MetroLink Station









KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Public and Stakeholder Engagement Summary to Date

- Relationship building with the community is crucial to the success of the study
- Outreach provides an opportunity to meet the public and listen to their feelings
- Talking to the community about present-day conditions helps to achieve support for future interstate enhancements

1307 COMMUTER SURVEY RESPONSES

6 TECHNICAL & COMMUNITY ADVISORY GROUP MEETINGS

3 POP UP MEETINGS

8 NEIGHBORHOOD PRESENTATIONS

42 STAKEHOLDER OUTREACH MEETINGS

MAY 18, 2022 PUBLIC MEETING — **70** ATTENDEES

1007 TOTAL ONLINE VIEWS

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Purpose and Need

Safety for All Users

- Crash rates above statewide average area
- Crashes involving bicycles and pedestrians
  - Over 120 crashes, 90% resulting in injury
- 2016 – 2020
  - 71 serious injury and fatal crashes



Purpose and Need

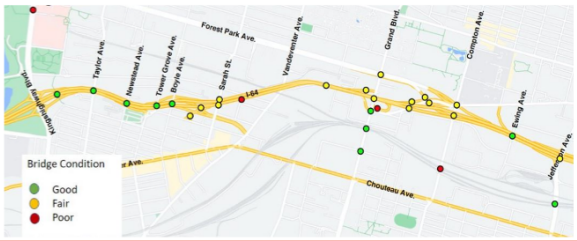
Provide Intuitive Navigation

- Exits are out of order
- Partial interchanges inside full interchanges
- Interchanges connecting to multiple roadways



Improve Structural Conditions and Maintain Good State of Repair

- 22 bridges - 2 Poor, 11 Fair condition
- Many do not meet current design standards
- 13 major rehabilitations or replacements needed to extend life past 2050

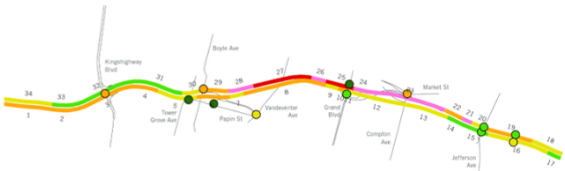


Purpose and Need

Maintain Interstate Function and Capacity for Future

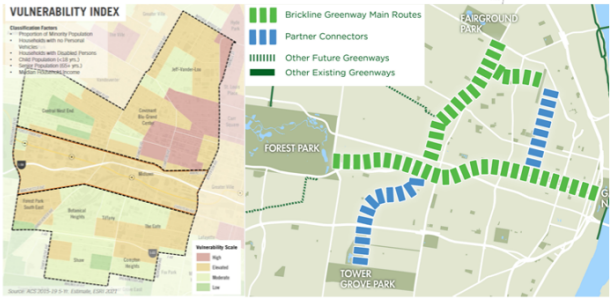


- Growth in the central corridor
- Poor levels of service in AM peak of No-Build
- Interchanges connecting to multiple roadways



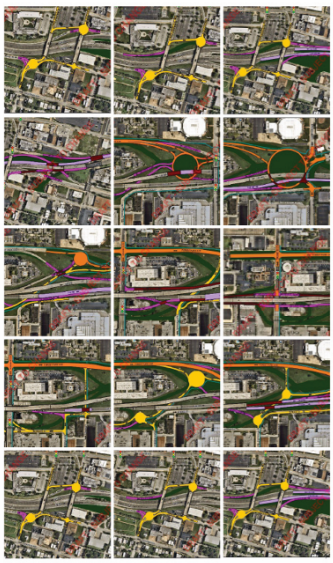
Reduce Barrier Effect of I-64

- High priority of stakeholders and public
- Supports regional planned network
- Removing barriers to connections addresses equity
- Crossings limited east of Sarah Street



Corridor Alternatives

BRAINSTORMING PHASE



ANALYSIS PHASE

REMOVE ELEMENTS THAT ARE NOT PHYSICALLY POSSIBLE OR DO NOT MEET NEEDS

3 CORRIDOR POSSIBILITIES

USED DATA & RESULTS OF ANALYSIS TO RECONFIGURE INTO A PREFERRED ALTERNATIVE

DECISION PHASE

PREFERRED ALTERNATIVE/ MAKE FUNDING DECISIONS

THIS IS WHERE WE ARE IN THE PROJECT

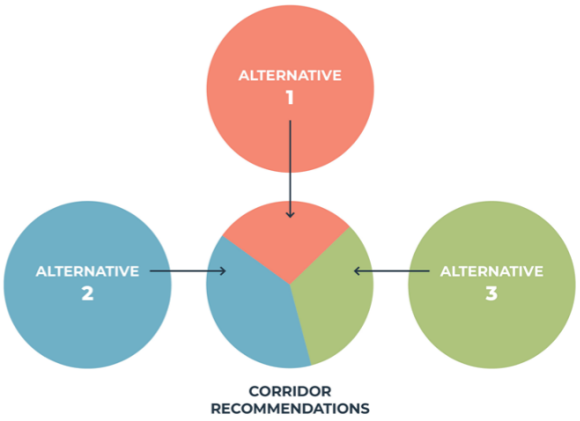
Corridor Alternatives

Two Primary Areas of Focus

- Boyle/Tower Grove/ Vandeventer
- Grand/Market

Three Corridor Alternatives

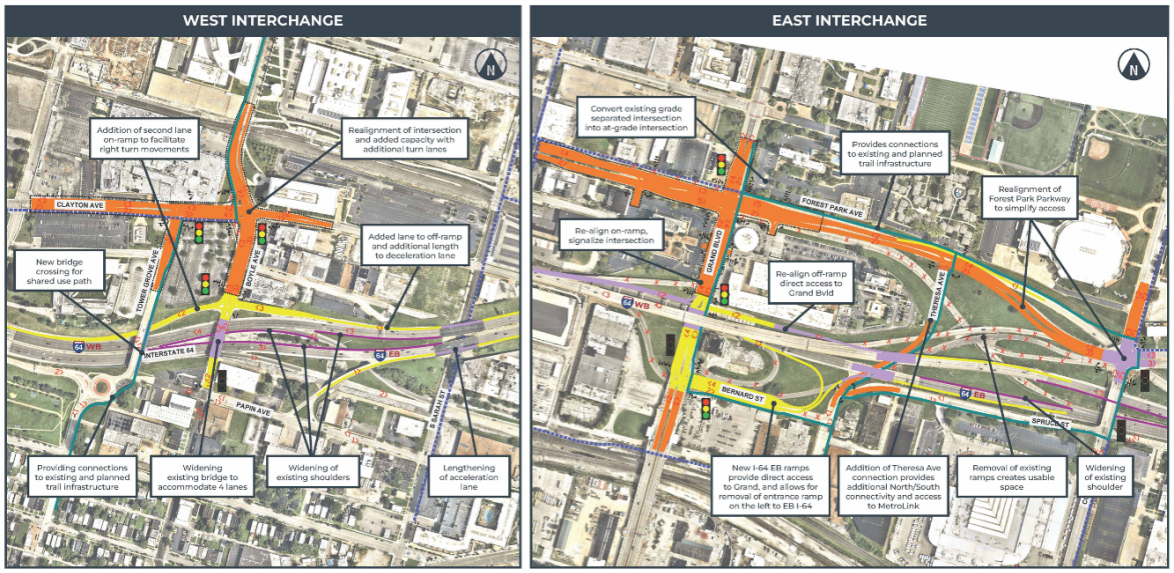
- Elements from each alternative that best meet the needs and goals of the project will be recommended for analysis in the decision phase



KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

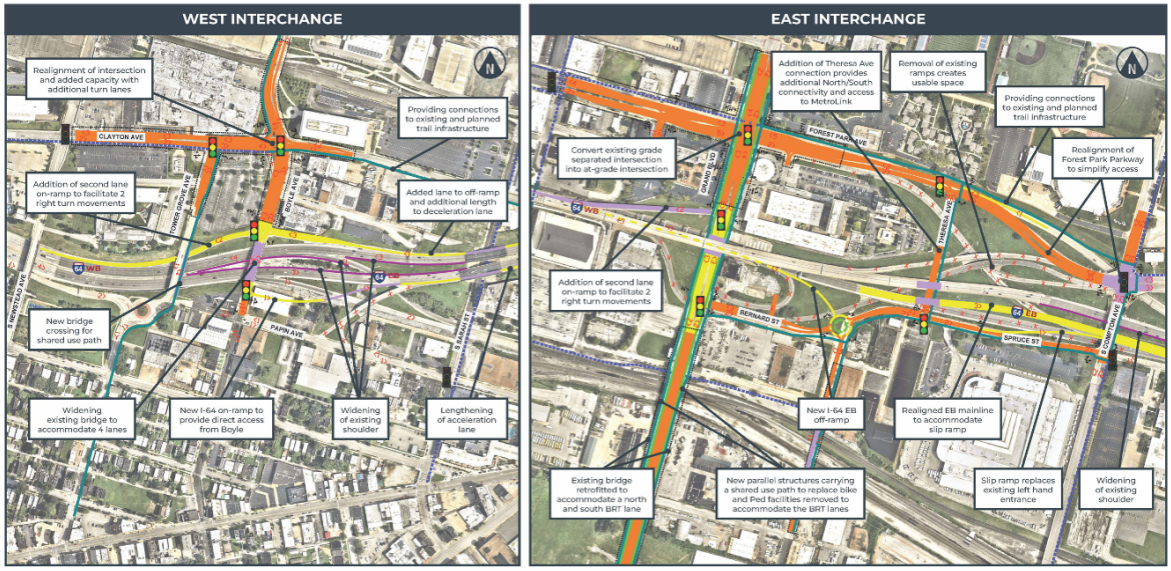
Alternative 1 (Analysis Phase)



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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

HDR | MoDOT

Alternative 2 (Analysis Phase)



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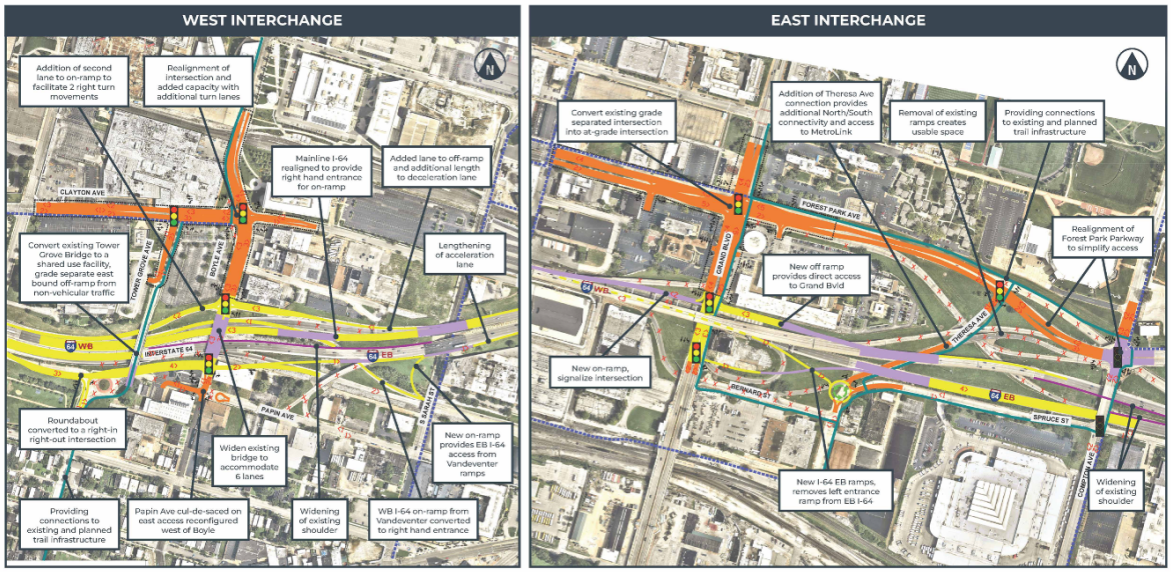
Alternative 3 (Analysis Phase)



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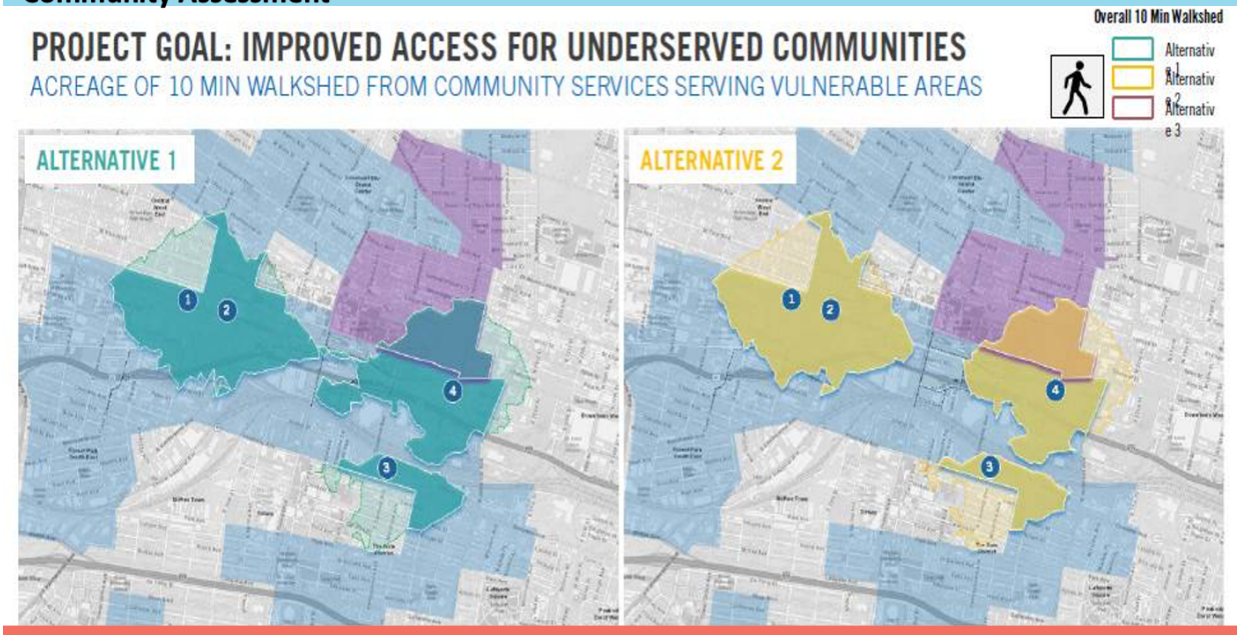
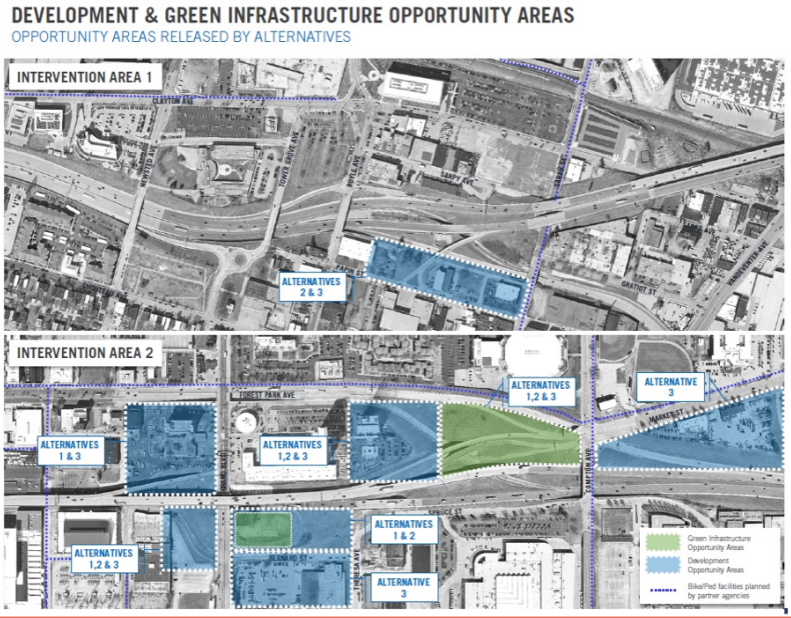
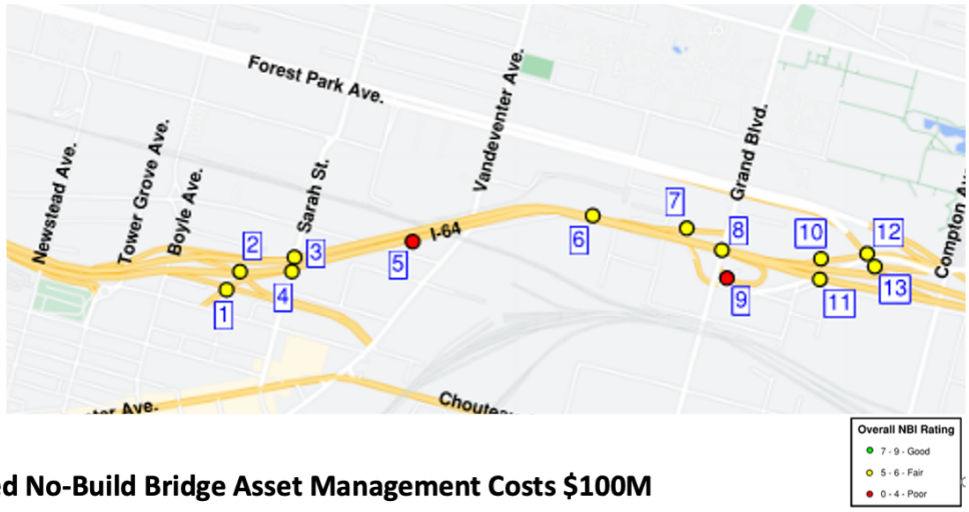
Community Assessment



Community Assessment

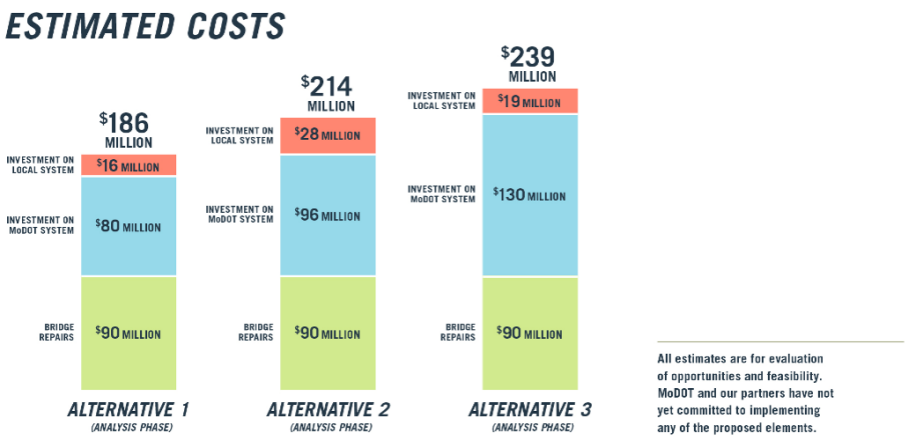


Necessary Bridge Maintenance



Estimated No-Build Bridge Asset Management Costs $100M

Implementation and Cost

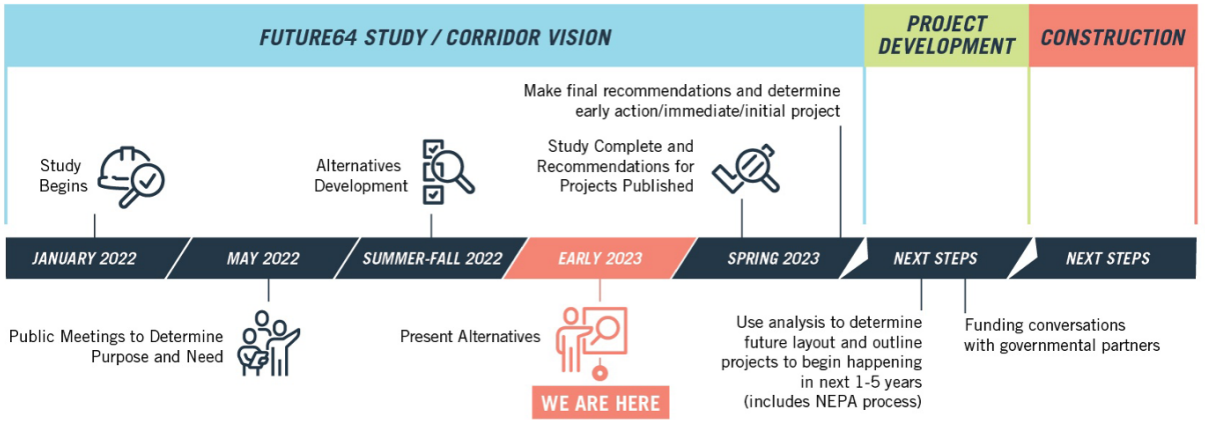


Next Steps

Elected Officials Briefings – January 13th

Public Meeting – January 18th
- **In-person and On-line**
- **Video for promoting engagement**

Decision Making Phase
- **Who do you want involved**
- **MoDOT Actions and Local Government Actions**



Q&A

Boneyard



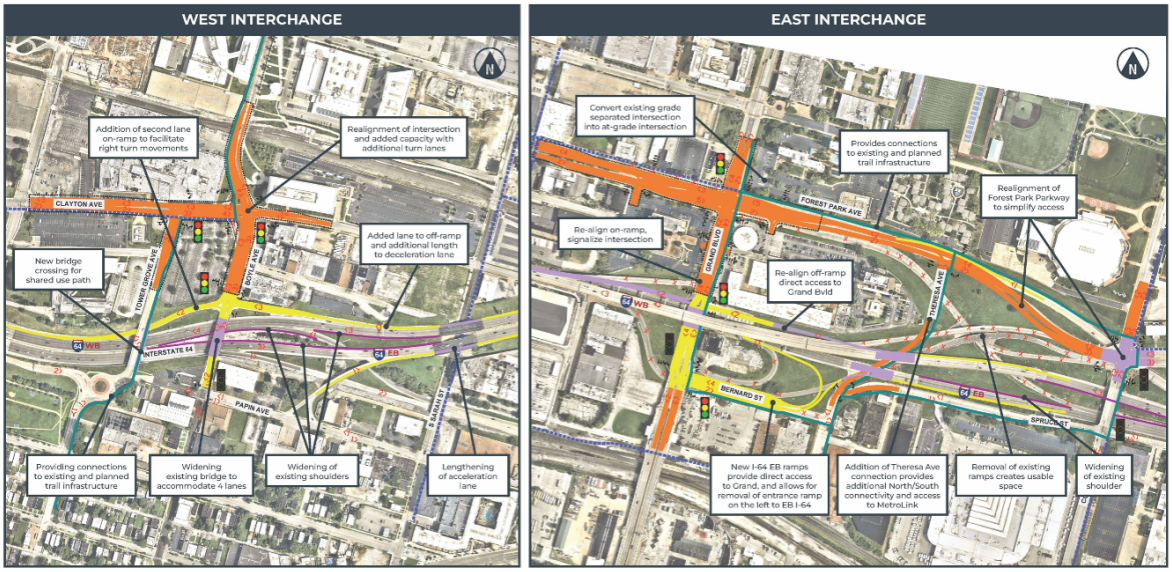


Alternatives





Alternative 1



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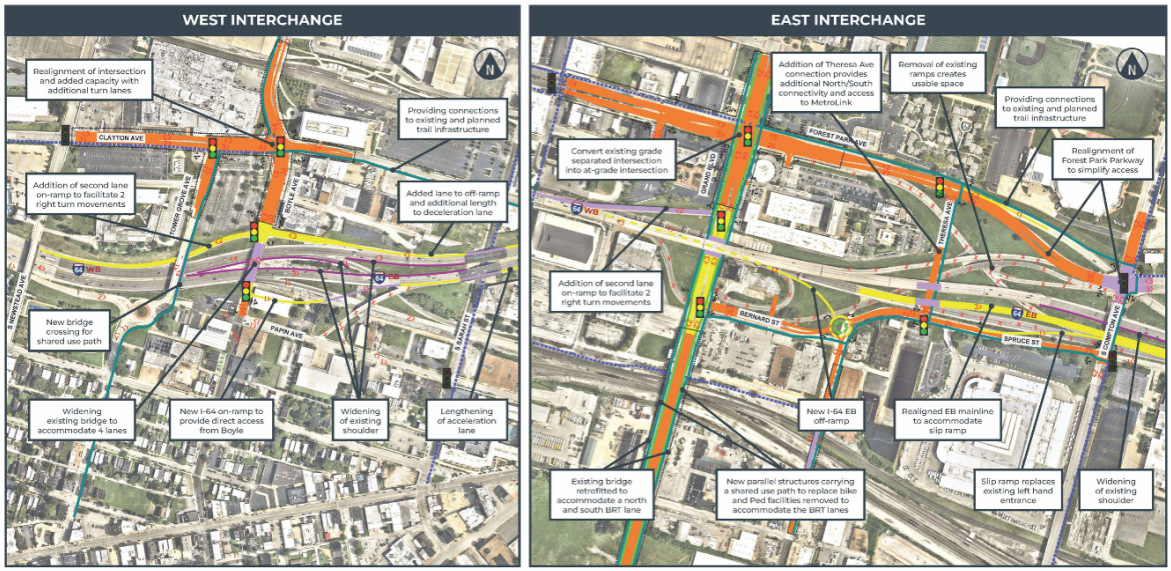
Alternative 2



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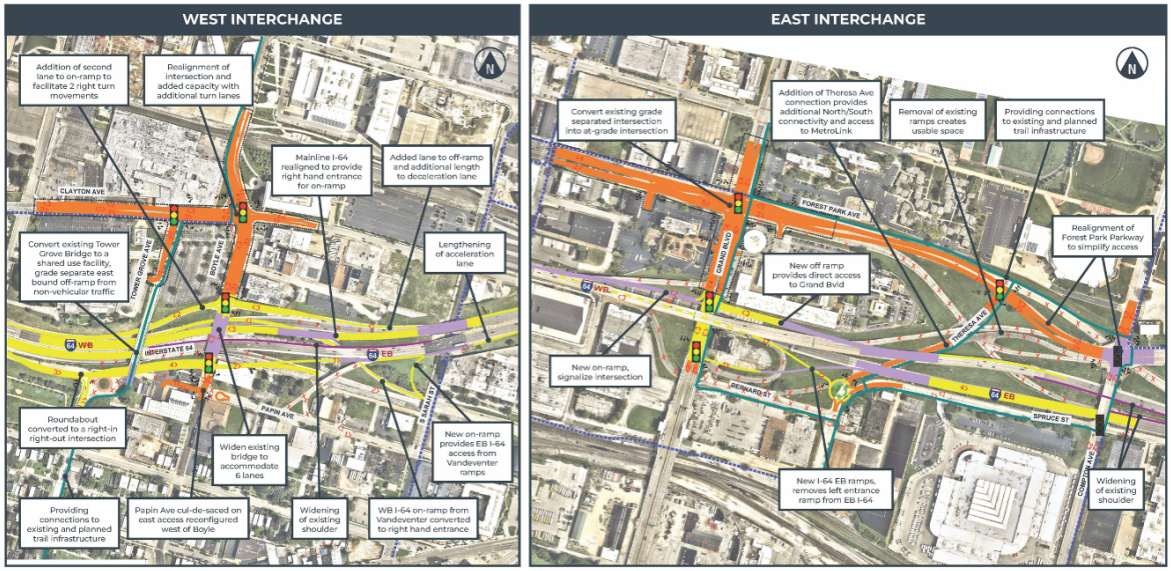
Alternative 3



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Cost Estimates

Future I-64 PEL Alternative Costs

Future I-64 PEL Alternative Costs

	Proposed Bridge	Boyle/Tower Grove/Vandeventer Interchanges				Grand/Market/Compton Interchanges			
	Rehab/Replacement	Alternative 1	Alternative 2	Alternative 3	No Build (2050)	Alternative 1	Alternative 2	Alternative 3	No Build (2050*)
MoDOT Costs		$21,000,000	$18,000,000	$60,000,000	--	$59,000,000	$78,000,000	$69,000,000	--
Local Agency Costs		$6,000,000	$6,000,000	$6,000,000	--	$10,000,000	$22,000,000	$13,000,000	--
Proposed Bridge Rehabilitations or Replacements*									
EB I-64 On-Ramp from Papin over EB I-64 Ramp to Vandeventer (A3735)	50 Year Rehab	1,503,560	Removed	Removed	1,503,560				
EB I-64 over Vandeventer WB I-64 On-Ramp (L0669)	25 Year Rehab	$918,327	$918,327	$918,327	$918,327				
WB I-64 over Sarah (A3651)	25 Year Rehab	$743,998	$743,998	$743,998	$743,998				
EB I-64 over Sarah (A3893)	25 Year Rehab	$471,620	$471,620	$471,620	$471,620				
EB I-64 over Vandeventer (L0667)	Replacement	$43,984,446	$43,984,446	$43,984,446	$43,984,446				
WB I-64 over Vandeventer and EB I-64 (A3594)	25 Year Rehab	$44,344,750	$44,344,750	$44,344,750	$44,344,750				
WB I-64 On-Ramp from Grand (A3740)	25 Year Rehab					Replaced	Replaced	Replaced	$322,977
Grand over I-64 (L0638)	25 Year Rehab					Replaced	Replaced	Replaced	$2,179,533
EB I-64 Loop Off-Ramp to Grand (A0549)	Replacement					Removed	Removed	Removed	$675,769
WB I-64 On-Ramp from Market (A3741)	25 Year Rehab					Removed	Removed	Removed	$201,842
EB I-64 over Market (A0832)	25 Year Rehab					$896,643	Removed	$896,643	$896,643
WB I-64 On-Ramp from Market over Forest Park Pkwy (A3636)	25 Year Rehab					Removed	Removed	Removed	$386,205
EB I-64 Off-Ramp to Market over Forest Park Pkwy (A0835)	Replacement					Removed	Removed	Removed	$2,508,051

* The cost to extend the bridge life until at least the year 2050

Early Action Bridges - Configuration does not changes between alternatives or no build

Bridge Asset Management Costs – Latest Action

I-64 PEL No-Build Bridge Repair Costs by Year

	Boyle/TG/Vandy	Grand/Market							
	EB I-64 On-Ramp from Papin over EB I-64 Ramp to Vandeventer	WB I-64 On-Ramp from Grand	Grand over I-64	EB I-64 Loop Off-Ramp to Grand	WB I-64 On-Ramp from Market	EB I-64 over Market	WB I-64 On-Ramp from Market over Forest Park Pkwy	EB I-64 Off-Ramp to Market over Forest Park Pkwy	
	A3735	A3740	L0638	A0549	A3741	A0832	A3636	A0835	Cumulative Total
2023									$0
2024									$0
2025									$0
2026				$675,769			$386,205		$1,061,974
2027									$1,061,974
2028									$1,061,974
2029	$1,503,560								$2,565,534
2030		$322,977				$5,174,156		$2,508,651	$10,571,318
2031									$10,571,318
2032									$10,571,318
2033									$10,571,318
2034									$10,571,318
2035			$6,335,299						$16,906,617
2036									$16,906,617
2037									$16,906,617
2038									$16,906,617
2039									$16,906,617
2040					$808,741				$17,715,358

10-Year Rehab Cost

25-Year Rehab Cost

50-Year Rehab Cost

Replacement Cost

Bridge Asset Management Costs – Earliest Action

I-64 PEL No-Build Bridge Repair Costs by Year Earliest Action									
	Boyle/TG/Vandy	Grand/Market							
	EB I-64 On-Ramp from Papin over EB I-64 Ramp to Vandeventer	WB I-64 On-Ramp from Grand	Grand over I-64	EB I-64 Loop Off-Ramp to Grand	WB I-64 On-Ramp from Market	EB I-64 over Market	WB I-64 On-Ramp from Market over Forest Park Pkwy	EB I-64 Off-Ramp to Market over Forest Park Pkwy	
	A3735	A3740	L0638	A0549	A3741	A0832	A3636	A0835	**Cumulative Total**
2023					$201,842	$896,643			$1,098,485
2024									$1,098,485
2025		$180,928							$1,279,413
2026			$2,179,533	$675,769			$386,205		$4,520,920
2027									$4,520,920
2028									$4,520,920
2029	$1,503,560								$6,024,480
2030								$2,508,651	$8,533,131
2031									$8,533,131
2032									$8,533,131
2033									$8,533,131
2034									$8,533,131
2035		$322,977							$8,856,108
10-Year Rehab Cost									
25-Year Rehab Cost									
50-Year Rehab Cost									
Replacement Cost									

Stakeholder Interviews

Listing of Stakeholder Interview Organizations

Saint Louis University Facilities Services	WashU Med. Ctr. Redevelopment. Corp
Grand Center Inc.	Park Central CDC
Harris Stowe University	Midtown Redevelopment Group
Saint Louis Hospital	City of St. Louis
Metropolitan Congregations United	Great Rivers Greenway
Shaw Neighborhood Improvement Association	Great Rivers Greenway
Freightway	St. Louis Housing Authority
Affordable Housing Commission	St. Louis Housing Authority
Washington University	Great Rivers Greenway
Washington University School of Medicine	City of St. Louis
BJC HealthCare	City of St. Louis
Enterprise Holdings	City of St. Louis
Urban League	Office of the Disabled, City of St. Louis
Green Street St. Louis	City of St. Louis
New + Found	Watco Terminal & Port Services
Green Street St. Louis	BJC HealthCare
	IKEA
	Wells Fargo Advisors
	National Association for the Advancement of Colored People (NAACP)
	Cortex
	Rise Community Development
	Bi-State Development
	Trailnet

CAG and TAG Members

CAG Invites

- 100 Black Men
- Barnes Jewish Hospital
- Botanical Heights Neighborhood Association
- Cathedral Square Special Business District
- Central West End
- Central West End Association
- CID - Central Institute for the Deaf
- CORTEX
- Covenant Blu Grand Center Neighborhood Association
- CWE North CID
- Deaconess Foundation
- DeSales Community Housing Corporation
- Doorways
- Employment Connection for St. Louis
- Explore St. Louis / Visitors and Convention Bureau
- Forest Park Southeast Neighborhood Assoc
- Gate District West Association
- GirlTrek: St. Louis
- Grand Center Inc.
- Green Street St. Louis
- JeffVanderLou Neighborhood Association
- Lawrence Group
- New and Found
- Park Central CDC
- Rosati-Kain High School
- Shaw Neighborhood Improvement Association
- South Grand Community Improvement District
- St. Louis Association of Community Organizations
- St. Louis Development Corporation
- St. Louis Metropolitan Police Department, Fourth District
- Tiffany Community Association
- Urban League of Metropolitan St. Louis
- Pier Properties Group

TAG Invites

- St. Louis City, BPS
- St. Louis City, Streets Department
- St. Louis Development Corporation
- Metro/ Bi-State
- Metro ParaTransit
- MetroBus
- Great Rivers Greenway
- CMT
- Trailnet
- Paraquad
- East-West Gateway Council of Governments
- Cortex
- WUMC (Public Engagement/Strategic)
- Wash U (Tactical Transportation/Parking)
- BJC (Tactical Transportation/Parking)
- SLU Campus Operations
- Midtown Redevelopment Group
- St. Louis City Sustainability Office
- FHWA
- EPA
- SHPO

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Subject: Minutes from Briefing with St. Louis City Hall Leaders
Date: January 12, 2023
Location: City Hall

Meeting attendees:

- Nancy Cross, Mayor's Office
- Rich Bradley, Board of Public Service

Notes from the January 12, 2023, meeting at St. Louis City Hall Leaders are below:

- As you come off Grand to Forest Park, there is a conversion of a lot of signals and traffic. Nancy Cross wanted to know if this project would fix this or keep this as an issue.
- Nancy said it was not in the best interest of the City of St. Louis for the Grand/Forest Park intersection to remain and said the area needs less congestion, not more.
- Nancy shared the City hears, understands and appreciates MoDOT's concerns about how this will all be paid for.
- MoDOT asked who should be at the table moving forward. Nancy Cross said Rich Bradley or someone on his staff, Scott Ogilvie from planning, Betherny Williams, someone from SLC (Nancy will share a name with MoDOT, Alderman Shane Cohen – Chair of the Transportation and Commerce Committee.
- Nancy suggested personally inviting the ward alderperson to the public meeting and future meetings.
- Rich asked that a link to the presentation be sent out.

Appendix 17: Community Advisory Group Roster

First Name	Last Name	Organization
Abdul-Kaba	Abdullah	Park Central CDC
Dr. Pat	Adegboyega	Gate District West Association
Miguel Carla	Alexander	JeffVanderLou Neighborhood Association
Jesse	Arevalo	Barnes Jewish Hospital
Mecca	Baker	Gate District West Association
Matt	Bauer	Green Street St. Louis
Deidre	Brown	GirlTrek: St. Louis
Darius	Chapman	100 Black Men
Tony	Chumbley	CORTEX
Dan	Doelling	Forest Park Southeast Neighborhood Assoc
Audrey	Ellermann	Covenant Blu Grand Center Neighborhood Association
Robin	Feder	CID - Central Institute for the Deaf
Elizabeth	Goodwin	Rosati-Kain High School
Kate	Haher	CWE North CID
Michael	Hamberg	Pier Properties Group
Imran	Hanafi	Cathedral Square Special Business District
James	Harris	St. Louis Metropolitan Police Department, Fourth District
Bob	Hilgemann	Botanical Heights Neighborhood Association
Opal	Jones	Doorways
Lance	Knuckles	St. Louis Development Corporation
Sal	Martinez	Employment Connection for St. Louis
Karen	Meirink	Explore St. Louis / Visitors and Convention Bureau
David	Nehrt-Flores	Deaconess Foundation
Linda	Ngyuen	Tiffany Community Association
Joel	Oliver	Green Street St. Louis
Becky	Reinhart	DeSales Community Housing Corporation
Brandon	Robnett	Shaw Neighborhood Improvement Association
Steve	Smith	Lawrence Group
Will	Smith	New and Found
Will	Strang	Grand Center Inc.
Kate	Walter	Central West End Association
Sundy	Whiteside	St. Louis Association of Community Organizations
Monique	Williams-Moore, MBA	Urban League of Metropolitan St. Louis
Rachel	Witt	South Grand Community Improvement District

Appendix 18: Community Advisory Group Minutes – Meeting 1

Future64 Study
Community Advisory Group Meeting #1
Tuesday, May 10, 2022
Prepared by Chandra Taylor, Vector Communications

Attendees
Committee Members Present:
Jesse Arevalo
Mecca Baker
Matt Bauer
Deidre Brown
Dan Dooling
Audrey Ellermann
Michael Hamburg
Iman Hanafi
Lance Knuckles
Becky Reinhart
Sundy Whiteside
Rachel Witt

Meeting Agenda
1. Welcome & Introductions
2. What is a PEL
3. Why Future64 Study
4. Corridor Partners
5. Role of CAG
6. Group Exercise #1
7. Corridor Findings
8. Engagement
9. Purpose, Need, and Goals
10. Group Exercise #2
11. Q&A
12. Adjournment

Minutes

The hybrid meeting started at 5:00 p.m. Jennifer Wade, Area Engineer for the Missouri Department of Transportation, opened the meeting by welcoming the committee members to their first Community Advisory Group (CAG) meeting. She then went on to explain their input is necessary to determine the Purpose and Need and the future of the study. Then Tom Blair, St. Louis District Engineer, also welcomed the CAG and encouraged them to work with MoDOT on the planning effort for I-64. Twelve CAG members attended.

Chandra Taylor, the public engagement lead, described the materials that were distributed to each in person participant. Attendees were given a corridor map, a fact sheet, a meeting presentation, a draft purpose and need, and an invitation to a public meeting.

All present consultant teams and client group introduced themselves and shared their names, organization, and roles.

Andy Potthast, Project Manager at HDR, Inc., provided an overview of the agenda.

The study's PEL lead, Jason Longsdorf, then explained what a Planning and Environmental Linkages Study is.

Next, Andy highlighted the study area, the goal of the project, and a need for examining the immediate and long-term impacts of transportation improvements along I-64. The names of the study partners were given, and the 13-month study timeline was revealed.

Study Timeline:



Group Exercise #1

Following that, Jason presented a Mentimeter word bubble activity to answer two questions: what are the biggest needs in the corridor and what would you like to see improved in the corridor. Everyone was given the opportunity to contribute words or phrases to the word cloud.

What are the biggest needs in the corridor?



What would you like to see improved in the corridor?



After that, CAC members were given an opportunity to introduce themselves to the group. All members stated their names and organization.

Following introductions, the consultant team presented the corridor findings. Key metrics were discussed.

- Employment;
- Growth;
- Commuting Patterns;
- North-South Travel Patterns;
- Transportation Equity;

- Existing Traffic Operations;
- Safety;
- Crash Frequency;
- Challenges to Access;
- Bridge Conditions;
- Bike and Pedestrian Infrastructure;
- Transit Access; and
- Environmental Resources Assessed.

Then, Chandra spoke about engagement. The committee was presented with key comments gleaned from the study's stakeholder interviews. The most current commuter survey findings were also looked at.

Afterwards, Jason provided an overview of the Purpose, Need, and Goals of the study.

Purpose and Need

Purpose

- The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities forall users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
  - Provide safe regional through movements
    - Provide adequate spacing between interchanges
    - Reduce conflict points and improve access in MoDOT's ROW
    - Address other substandard roadway geometry where possible
  - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
    - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
  - Accommodate auto access to regional employment and entertainment destinations
  - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
  - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
  - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

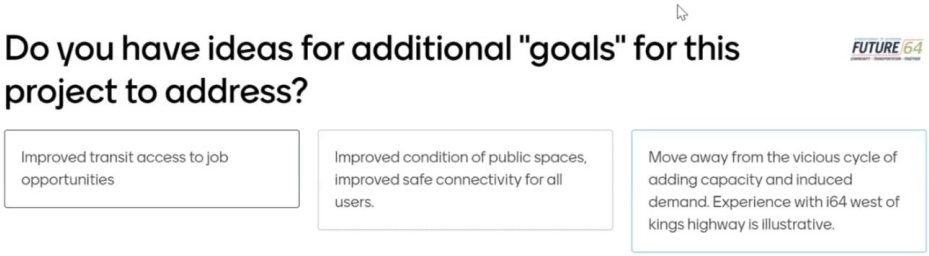
Goals

- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions
- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Group Exercise #2

A second Mentimeter poll was presented to attendees to provide additional needs and goals for this project to address.




Do you have ideas for additional "goals" for this project to address?
FUTURE 64
Improved transit access to job opportunities
Improved condition of public spaces, improved safe connectivity for all users.
Move away from the vicious cycle of adding capacity and induced demand. Experience with i64 west of kings highway is illustrative.

- Elected representatives should be invited to meetings attended by their constituents.
- It's great that MoDOT is collaborating.

Appendix 19: Community Advisory Group Minutes – Meeting 2

Future64 Study
Community Advisory Group (CAG) Meeting #2
Thursday, July 28, 2022
Virtual meeting via Zoom
Prepared by Taylor Bardsley, Vector Communications

Overview

On July 28, 2022, the Missouri Department of Transportation hosted the second of three Community Advisory Group meetings for the Future64 Study.

Communication

An email was sent on July 11, 2022 to invite participants to the meeting. That email was followed up by a calendar invitation. The committee received phone calls the week of the meeting to confirm attendance. Three reminder emails were sent to meeting attendees with the pre-meeting documents, instructions on how to access the Mural Board, and Mentimeter during the meeting.

After the meeting, on July 29, 2022, the committee received a follow-up email with meeting documents.

See all email correspondences to invite, remind, and follow up with CAG members in Appendix A.

Please find pre-meeting documents in Appendix B.

Meeting Attendees

Name	Organization
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Bob Hilgeman	Botanical Heights Neighborhood Association
Bryan Rogers	Bi-State/Metro Transit
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Deidre Brown	GirlTrek: St. Louis
Imran Hanafi	Cathedral Square Special Business District
James Harris	St. Louis Metropolitan Police Department, Fourth District
Jesse Arevalo	Barnes Jewish Hospital
Lance Knuckles	St. Louis Development Corporation
Mecca Baker	Gate District West Association
Rachel Witt	South Grand Community Improvement District
Will Strang	Grand Center Inc.

CONSULTANTS	
Name	**Organization**
Justin Carney	Development Strategies
Lou Kuelker	HDR Inc.
Jason Longsdorf	HDR Inc.
Andy Potthast	HDR Inc.
Ylana Padgett	HDR Inc.
Kevin Neill	Lochmueller Group
Julie Nolfo	Lochmueller Group
Tom Blair	MoDOT

Andrew Gates	MoDOT
Tyler Lehde	MoDOT
James Smith	MoDOT
Shaun Tooley	MoDOT
Jen Wade	MoDOT
Gabriela Bloom	Vector Communications
Taylor Bardsley	Vector Communications

INVITED STAKEHOLDERS	
Name	**Organization**
Abdul-Kaba Abdullah	Park Central CDC
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Becky Reinhart	DeSales Community Housing Corporation
Bob Hilgemann	Botanical Heights Neighborhood Association
Brandon Robnett	Shaw Neighborhood Improvement Association
Bryan Rogers	Bi-State/Metro Transit
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Darius Chapman	100 Black Men
David Nehrt-Flores	Deaconess Foundation
Debra Bagby	Barnes Jewish Hospital
Deidre Brown	GirlTrek: St. Louis
Dr. Pat Adegboyega	Gate District West Association
Elizabeth Goodwin	Rosati-Kain High School
Imran Hanafi	Cathedral Square Special Business District
James Harris	St. Louis Metropolitan Police Department, Fourth District
Jesse Arevelo	Barnes Jewish Hospital
Joel Oliver	Green Street St. Louis
Karen Meirink	Explore St. Louis / Visitors and Convention Bureau
Kate Haher	CWE North CID
Kate Walter	Central West End Association
L. Criss	City of Saint Louis

Lance Knuckles	St. Louis Development Corporation
Linda Ngyuen	Tiffany Community Association
Matt Bauer	Green Street St. Louis
Mecca Baker	Gate District West Association
Michael Hamberg	Pier Properties Group
Miguel & Carla Alexander	JeffVanderLou Neighborhood Association
Monique Williams-Moore	Urban League of Metropolitan St. Louis
Opal Jones	Doorways
Patti Hill	Central West End Association
Rachel Witt	South Grand Community Improvement District
Sal Martinez	Employment Connection for St. Louis
Steve Smith	Lawrence Group
Sundy Whiteside	St. Louis Association of Community Organizations

Minutes

The virtual meeting started at 5:00 p.m. Andy Potthast of HDR opened the meeting by welcoming the attendees and inviting them to introduce themselves in the chat box, and gave an overview of the agenda. Andy provided PEL Study updates and the project timeline, and a review of the May 2022 Community Advisory Group (CAG) meeting, which included a presentation of the existing conditions of the corridor, the refined draft goals, and the documents shared prior to the meeting. He described the Level 1 Alternatives, which are high-level concepts for interchange improvements, in contrast with Level 2 Alternatives, which will explore and develop the concepts in increased detail. Andy introduced the Mentimeter poll and the Mural Board link and explained their functions.

Andy then explained the Level 1 considerations, which included broad efforts to improve the corridor, and Level 2 considerations, which would take a more detailed approach, and NEPA considerations for environmental impact, which will be studied after the PEL Study is complete.

Next, Jason Longsdorf of HDR presented on the Level 1 alternatives and the visual legends and gave a detailed overview of the four concepts for Boyle/Tower Grove/Papin, and the eleven concepts for Market/Grand.

Full CAG presentation is attached in Appendix C.

Lou Kuelker of HDR solicited questions and comments from attendees on the Market/Grand Concepts. Several committee members offered thoughts and questions.

Questions and Comments can be found in Appendix D.

Group Exercise #1: Mentimeter Poll

Jason presented four Mentimeter polls with the following questions:

- Which two alternatives at I-64/Market/Grand would you like to discuss further?
- Which one alternative at Boyle/Tower Grove/Papin would you like to discuss further?
- Out of all the alternatives shown, what features do you like the most?
- Out of all the alternatives shown, what features do you like the least?

Results from the Mentimeter polls can be found in Appendix E.

The HDR and MODOT teams then answered questions about the concepts for I-64/Market/Grand and Boyle/Tower Grove/Papin. Lou shared the Mural Board on the screen, which participants could use to examine concepts more closely and leave "sticky note" comments.

Questions and comments from this discussion can be found in Appendix F.

Andy closed the meeting by reminding CAG members of the shared exhibits, which detail the high, medium and low ratings, and that tonight's discussion will add context to those documents. Andy shared that the PowerPoint would be distributed to CAG members after the meeting and questions and comments could be submitted via the Mural Board and via email to Chandra Taylor of Vector Communications at ctaylor@vectorstl.com. If questions or comments are emailed, participants are asked to include the concept number and name. The next CAG meeting will occur in Fall 2022.

Jen Wade of MoDOT thanked everyone for their participation and time, and reflected upon the CAG discussions.

Andy adjourned the meeting at 7:00 p.m.

Appendix

Appendix A: Meeting invitations, reminders, and follow up correspondences

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Future64 CAG Meeting #2

Chandra Taylor <ctaylor@vectorstl.com> Mon, Jul 11, 2022 at 4:14 PM
To: Abdul-Kaba <abdul@pcd-stl.org>, achumbley@cortexstl.com, becky@desalescd.com, botanicalheightsneighborhood@gmail.com, brodei225 <brodei225@aol.com>, crissl@stlouis-mo.gov, "David Nehrt-Flores (davidn@deaconess.org)" <davidn@deaconess.org>, Debra Bagby <debra.bagby@bjc.org>, downstairsmeeting@grgstl.org, drpat555@gmail.com, egoodwin@rosati-kain.org, Forest Park Southeast <forestparksoutheast@gmail.com>, Imran Hanafi <ihanafi@yahoo.com>, info@100blackmenstl.com, info@doorwayshousing.org, jaharris@slmpd.org, jesse.arevalo@bjc.org, joel@greenstreetstl.com, kate.haher@cwenorthcid.com, kmeirink@explorestlouis.com, knucklesl@stlouis-mo.gov, Sal <martinezs@employmentstl.org>, Mecca Baker <meccawov@gmail.com>, "Starkey, Melinda" <melinda.starkey@thelawrencegroup.com>, michael@pierpropertygroup.com, mwilliams@urbanleague-stl.org, Audrey Ellermann <nurseauby@gmail.com>, Patti Hill <pdh@pattidhill.com>, Rachel Witt <rachel@southgrand.org>, rfeder@cid.edu, sew92@yahoo.com, "Smith, Steve" <steve.smith@thelawrencegroup.com>, swhiteside@slaco-mo.org, tiffanycommassoc@gmail.com, MiguelCarla Alexander <tilliescorner@gmail.com>, "Smith, Will" <will.smith@newandfound.com>, Will Strang <will@grandcenter.org>
Cc: Aaron J Groff <aaron.groff@modot.mo.gov>, ANDREW M GATES <andrew.gates@modot.mo.gov>, James E Smith <james.smith@modot.mo.gov>, "Longsdorf, Jason" <jason.longsdorf@hdrinc.com>, Justin Carney <jcarney@development-strategies.com>, "Jennifer A. Wade" <jennifer.wade@modot.mo.gov>, "Hochlan, Jessica" <jessica.hochlan@hdrinc.com>, Julie Nolfo <jnolfo@lochgroup.com>, Kevin Neill <kneill@lochgroup.com>, "Kyle E. Grayson" <kyle.grayson@modot.mo.gov>, "Kuelker, Lou" <lou.kuelker@hdrinc.com>, Melissa Scheperle <melissa.scheperle@modot.mo.gov>, Rojan Thomas Joseph <rjoseph@development-strategies.com>, "Shaun E. Tooley" <shaun.tooley@modot.mo.gov>, THOMAS K BLAIR <thomas.blair@modot.mo.gov>, THOMAS J EVERS <thomas.evers@modot.mo.gov>, "Potthast, Andrew" <Andrew.Potthast@hdrinc.com>, Gabriela Bloom <gbloom@vectorstl.com>

Hello, Community Advisory Group:

We listened to what you had to say, and it helped shape the findings of the Purpose and Need. Now we want to discuss the first-level strategies that resulted, as well as how we're building alternatives and the screening process. Our next Zoom meeting is scheduled for **July 28, 2022, from 5:00 to 7:00pm**. Prepare to hear what's going on and to provide comments.

If you plan to be there, please RSVP to ctaylor@vectorstl.com and gbloom@vectorstl.com. Meeting details below.

Future64 Community Advisory Group Meeting #2
July 28 5-7 PM CT
https://us06web.zoom.us/j/84588600617?pwd=ZHR0b241RnpBcXJvemY0Vk9OS04xZz09
Meeting ID: 845 8860 0617
Passcode: 2022
Dial in: +1 312 626 6799, enter Meeting ID and Passcode when prompted

Thank you and we look forward to seeing you.

Chandra

--
Chandra Z. Taylor
Consultant
Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x102
(fax) 314.621.5599
ctaylor@vectorstl.com
http://www.vectorstl.com

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Invitation: Future64 CAG Meeting #2 @ Thu Jul 28, 2022 5pm - 7pm (CDT) (gbloom@vectorstl.com)

Gabriela Bloom <gbloom@vectorstl.com> Tue, Jul 26, 2022 at 3:19 PM
Cc: Chandra Taylor <ctaylor@vectorstl.com>, Taylor Bardsley <tbardsley@vectorstl.com>
Bcc: rfeder@cid.edu, egoodwin@rosati-kain.org, Pat Adegboyega <drpat555@gmail.com>, jaharris@slmpd.org, brodei225 <brodei225@aol.com>, jesse.arevalo@bjc.org, botanicalheightsneighborhood@gmail.com, Forest Park Southeast <forestparksoutheast@gmail.com>, Patti Hill <pdh@pattidhill.com>, joel@greenstreetstl.com, becky@desalescd.com, crissl@stlouis-mo.gov, Abdul-Kaba <abdul@pcd-stl.org>, Sundy Whiteside <swhiteside@slaco-mo.org>, info@100blackmenstl.com, Imran Hanafi <ihanafi@yahoo.com>, "David Nehrt-Flores (davidn@deaconess.org)" <davidn@deaconess.org>, Rachel Witt <rachel@southgrand.org>, knucklesl@stlouis-mo.gov, kmeirink@explorestlouis.com, Kate Haher <kate.haher@cwenorthcid.com>, Audrey Ellermann <nurseauby@gmail.com>, tiffanycommassoc@gmail.com, Monique Williams <mwilliams@urbanleague-stl.org>, Mecca Baker <meccawov@gmail.com>, "Starkey, Melinda" <melinda.starkey@thelawrencegroup.com>, Sal <martinezs@employmentstl.org>, michael@pierpropertygroup.com, "Smith, Steve" <steve.smith@thelawrencegroup.com>, Will Strang <will@grandcenter.org>, sew92@yahoo.com, "Smith, Will" <will.smith@newandfound.com>, MiguelCarla Alexander <tilliescorner@gmail.com>, Debra Bagby <debra.bagby@bjc.org>, achumbley@cortexstl.com, info@doorwayshousing.org

Good afternoon,

We look forward to seeing you at the Future64 Community Advisory Group Meeting on **Thursday, July 28 at 5:00 p.m.** This meeting will be remote. **Please RSVP by responding to this email or calling 314-621-5566 x7 prior to July 28.**

Future64 Community Advisory Group Meeting #2
July 28 5-7 PM CT

https://us06web.zoom.us/j/84588600617?pwd=ZHR0b241RnpBcXJvemY0Vk9OS04xZz09

Meeting ID: 845 8860 0617
Passcode: 2022

Dial in: +1 312 626 6799, enter Meeting ID and Passcodewhen prompted

Kind regards,

Gabriela Bloom
Associate Consultant

Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x 7
(c) 609.658.0494
gbloom@vectorstl.com
http://www.vectorstl.com

[Quoted text hidden]

Hello,

This is just a reminder that our second Future64 Community Advisory Group (CAG) is scheduled for **tomorrow** (July 28) from 5:00-7:00 p.m. You should have received a separate calendar invite with a Zoom link. Please let me know if you do not have this link.

This meeting will focus on Initial Alternative Development and Evaluation. This will be a virtual only meeting.

Below is a link to download some of the material we plan to discuss tomorrow. Since we have a lot of information to present, it would be beneficial if you familiarize yourself with the material ahead of the meeting. The documents include the finalized Purpose and Need flyer, a draft of the Initial Level 1 Alternatives and Evaluation. Please let me know if you have trouble accessing the Dropbox link.

https://www.dropbox.com/sh/8edm3el2o8cd90e/AADRFWTBjZRLt-LVn7p1DT6Ga?dl=0

We will also be collaborating on a "Mural" Board during the meeting. You will need to have a free Mural account in order to collaborate. **Please take 5 minutes to confirm your access prior to the meeting so you will be able to collaborate and let us know if you have any questions.** The Mural link for the meeting is below:

https://app.mural.co/invitation/mural/hdrsandbox9982/1658866617525?sender=u2f083869fd58cb5cf8be6219&key=f8099532-99c9-4310-a4b2-76f1fbd59325

- **If you have a Mural account already,** all you need to do is click the link above and then you should see the mural board titled "Future64 CAG Meeting #2" on your dashboard, you may then edit and add comments using the tools provided on the left side of the board.
- **If you do not have a Mural account,** click the link above and please follow the instructions below to create a free account prior to the meeting. Once you create an account you should see a board with the title **"Future64 CAG Meeting #2"** on your dashboard. If you click on that board, it will bring you to the collaboration space. Now that you are in the mural board you can add sticky notes and type onto them, add symbols, or make comments using the tools provided on the left side of the mural board.

If you run into any issues, or have any questions please do not hesitate to reach out.

This is the second of three CAG meetings that will be held as part of the Future64 Study. A third, and final meeting, will be held in the fall.

Thank you for your consideration and we hope to see you at tomorrow's CAG meeting.

Sincerely,

The Future64 Study Team

Gabriela Bloom
Associate Consultant

Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x 7
(c) 609.658.0494
gbloom@vectorstl.com
http://www.vectorstl.com

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Important Information & Action Items for TODAY's Future64 CAG Meeting

Gabriela Bloom <gbloom@vectorstl.com> Thu, Jul 28, 2022 at 3:39 PM
To: info@100blackmenstl.com, jesse.arevalo@bjc.org, Debra Bagby <debra.bagby@bjc.org>, botanicalheightsneighborhood@gmail.com, Imran Hanafi <ihanafi@yahoo.com>, Patti Hill <pdh@pattidhill.com>, rfeder@cid.edu, crissl@stlouis-mo.gov, achumbley@cortexstl.com, Audrey Ellermann <nurseauby@gmail.com>, Kate Haher <Kate.Haher@cwenorthcid.com>, David Nehrt-Flores <davidn@deaconess.org>, becky@desalescd.com, jcarney@development-strategies.com, rjoseph@development-strategies.com, info@doorwayshousing.org, Sal <martinezs@employmentstl.org>, kmeirink@explorestlouis.com, Forest Park Southeast <forestparksoutheast@gmail.com>, Pat Adegboyega <drpat555@gmail.com>, Mecca Baker <meccawov@gmail.com>, brodei225 <brodei225@aol.com>, Will Strang <will@grandcenter.org>, mbauer@greenstreetstl.com, joel@greenstreetstl.com, "Kuelker, Lou" <lou.kuelker@hdrinc.com>, "Longsdorf, Jason" <Jason.Longsdorf@hdrinc.com>, MiguelCarla Alexander <tilliescorner@gmail.com>, kneill@lochgroup.com, jnolfo@lochgroup.com, andrew.gates@modot.mo.gov, kyle.grayson@modot.mo.gov, Aaron J Groff <Aaron.Groff@modot.mo.gov>, melissa.scheperle@modot.mo.gov, james.smith@modot.mo.gov, "Shaun E. Tooley" <shaun.tooley@modot.mo.gov>, Abdul-Kaba Abdullah <abdul@pcd-stl.org>, michael@pierpropertygroup.com, egoodwin@rosati-kain.org, Shaw Neighborhood Improvement Association <snia@shawstlouis.org>, Rachel Witt <rachel@southgrand.org>, Sundy Whiteside <swhiteside@slaco-mo.org>, knucklesl@stlouis-mo.gov, jaharris@slmpd.org, "Starkey, Melinda" <melinda.starkey@thelawrencegroup.com>, tiffanycommassoc@gmail.com, Monique Williams <mwilliams@urbanleague-stl.org>, rhilgemann@yahoo.com
Cc: Chandra Taylor <ctaylor@vectorstl.com>, Taylor Bardsley <tbardsley@vectorstl.com>, "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>, Laurna Godwin <lgodwin@vectorstl.com>, "Potthast, Andrew" <Andrew.Potthast@hdrinc.com>

Good afternoon,

We are looking forward to seeing you tonight at **5:00 p.m**. for the Future64 CAG Meeting #2.

We will be using a mural board during the meeting. **Please click on the link below to ensure you can access the mural board prior to the meeting.** If you are unable to access the site with your work email, try logging in/creating a free account with a personal email – this seemed to resolve the access issue. If you continue to have trouble accessing it, please let me know.

Here is the link to the mural board for the CAG meeting this afternoon: https://app.mural.co/invitation/mural/hdrsandbox9982/1658866617525?sender=u2f083869fd58cb5cf8be6219&key=f8099532-99c9-4310-a4b2-76f1fbd59325

For your convenience, the Zoom information is listed below. Please reach out if you have any questions.

https://us06web.zoom.us/j/84588600617?pwd=ZHR0b241RnpBcXJvemY0Vk9OS04xZz09
Meeting ID: 845 8860 0617
Passcode: 2022

Kind regards,

Gabriela Bloom
Associate Consultant

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(c) 609.658.0494
gbloom@vectorstl.com
http://www.vectorstl.com

On Wed, Jul 27, 2022 at 2:03 PM Gabriela Bloom <gbloom@vectorstl.com> wrote:

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Future64 CAG Meeting #2 Follow-Up

Taylor Bardsley <tbardsley@vectorstl.com> Fri, Jul 29, 2022 at 11:12 AM
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Cc: "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>, Gabriela Bloom <gbloom@vectorstl.com>, "tbardsley@vectorstl.com" <tbardsley@vectorstl.com>, ctaylor <ctaylor@vectorstl.com>, Laurna Godwin <lgodwin@vectorstl.com>, Andrew.Potthast@hdrinc.com

Hello TAG & CAG Members,

Thank you all for your participation in the 7.28.22 Community Advisory Group meeting for the Future64 Project!

- **Additional or general feedback** can be sent through **Wednesday, August 2nd:**
  - Use the **Mural Board** to submit feedback - see the link here: https://bit.ly/3bj64SP. To use Mural Board, create a free account using your work email.
  - You can also send **feedback via email** to Chandra Taylor at ctaylor@vectorstl.com.
- The **PowerPoint** for the meeting is attached to this email as a PDF. It can also be found here: https://bit.ly/3zac3Bi
- Please see the following link to access the finalized Purpose and Need flyer and a draft of the Initial Level 1 Alternatives and Evaluation: https://bit.ly/3oCpVzy

The Future64 website can be found here: http://future64.com/

Please reach out with questions or issues accessing the above information, and thank you again for your participation.

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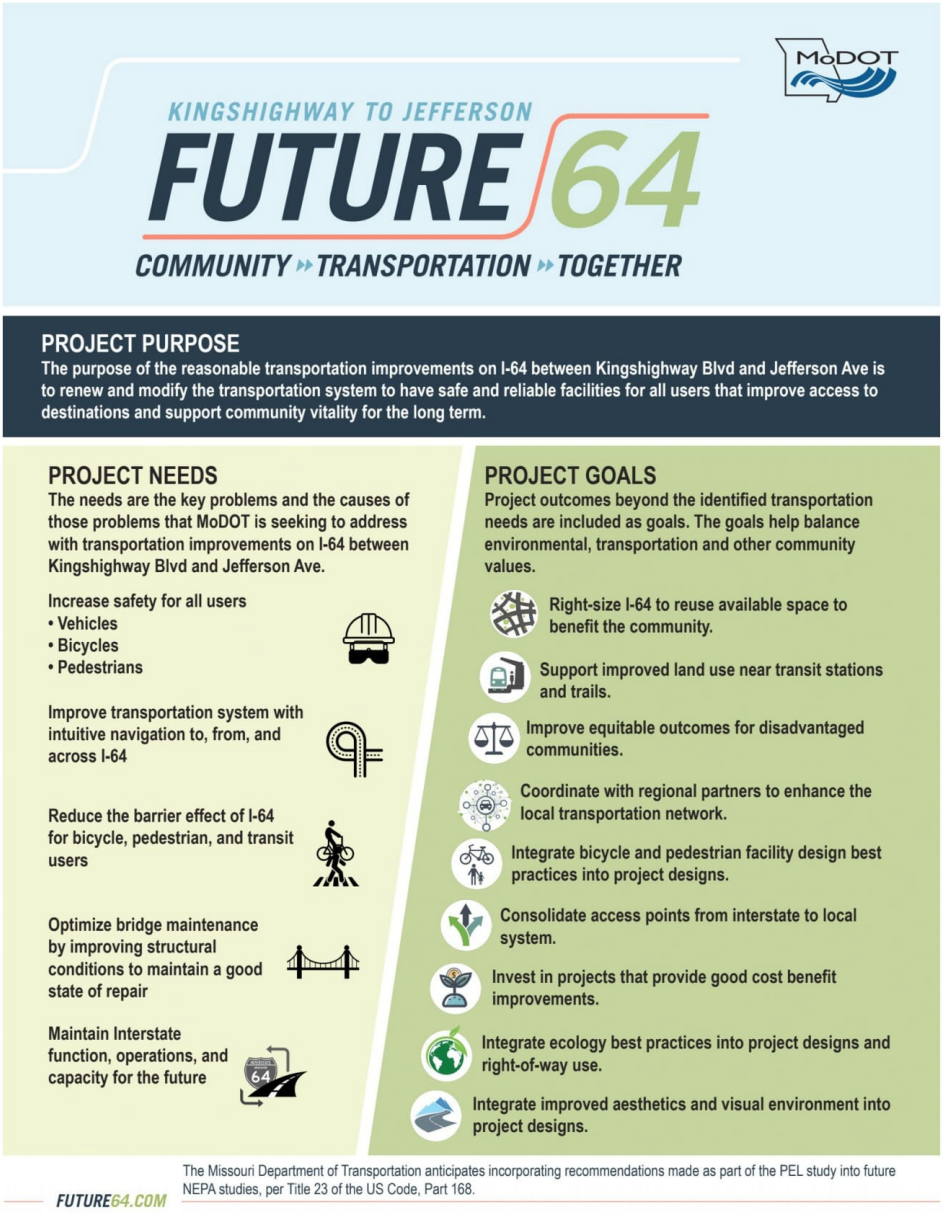
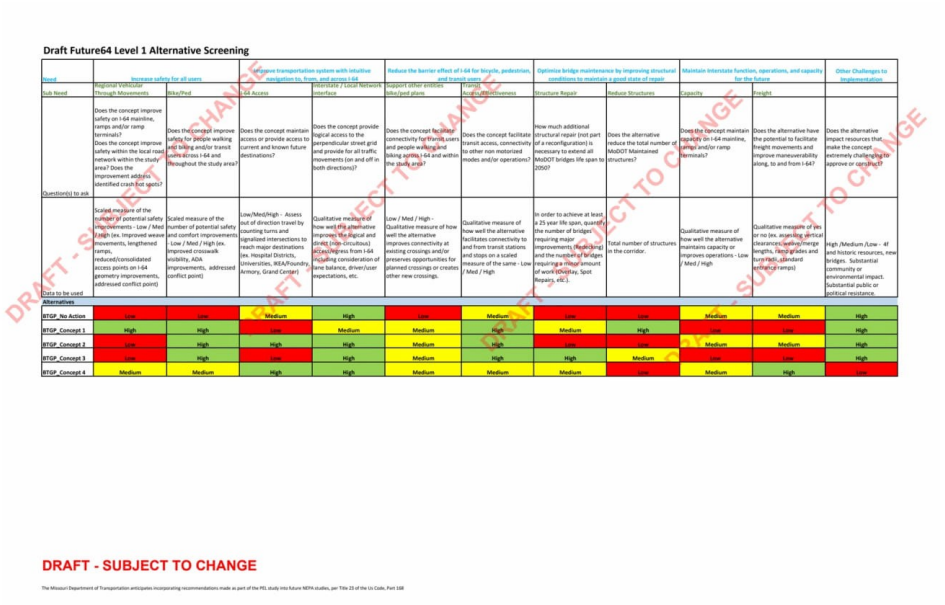
http://www.vectorstl.com

Future64 CAG-TAG Presentation 7-28-2022_CAG.pdf
4409K


KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
PROJECT PURPOSE
The purpose of the reasonable transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.
PROJECT NEEDS
The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.
Increase safety for all users
• Vehicles
• Bicycles
• Pedestrians
Improve transportation system with intuitive navigation to, from, and across I-64
Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users
Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
Maintain Interstate function, operations, and capacity for the future
64
PROJECT GOALS
Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.
Right-size I-64 to reuse available space to benefit the community.
Support improved land use near transit stations and trails.
Improve equitable outcomes for disadvantaged communities.
Coordinate with regional partners to enhance the local transportation network.
Integrate bicycle and pedestrian facility design best practices into project designs.
Consolidate access points from interstate to local system.
Invest in projects that provide good cost benefit improvements.
Integrate ecology best practices into project designs and right-of-way use.
Integrate improved aesthetics and visual environment into project designs.
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.
FUTURE64.COM

Appendix B: Pre-meeting documents



Draft Future64 Level 1 Alternative Screening

Need	Increase safety for all users		Improve transportation system with intuitive navigation to, from, and across I-64		Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users		Optimize bridge maintenance by improving structural conditions to maintain a good state of repair		Maintain Interstate function, operations, and capacity for the future		Other Challenges to Implementation
Sub Need	Regional Vehicular Through Movements	Bike/Ped	I-64 Access	Interstate / Local Network Interface	Support other entities Bike/ped plans	Transit Access/Effectiveness	Structure Repair	Reduce Structures	Capacity	Freight	
Question(s) to ask	Does the concept improve safety on I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network within the study area? Does the improvement address identified crash hot spots?	Does the concept improve safety for people walking and/or biking and/or transit users across I-64 and throughout the study area?	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?	Does the concept facilitate transit access, connectivity to other non motorized modes and/or operations?	Does the concept facilitate transit access, connectivity to other non motorized modes and/or operations?	How much additional structural repair (not part of a reconfiguration) is necessary to extend all MoDOT bridges life span to 2050?	Does the alternative reduce the total number of MoDOT Maintained structures?	Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?	Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to and from I-64?	Does the alternative impact resources that make the concept extremely challenging to approve or construct?
Data to be used	Scaled measure of the number of potential safety improvements - Low / Med / High (ex. Improved weave movements, lengthened ramps, reduced/consolidated access points on I-64 geometry improvements, addressed conflict point)	Scaled measure of the number of potential safety and comfort improvements - Low / Med / High (ex. Improved crosswalk visibility, ADA improvements, addressed conflict point)	Low/Med/High - Assess out of direction travel by counting turns and signalized intersections to reach major destinations (ex. Hospital Districts, Universities, IKEA/Foundry, Armory, Grand Center)	Qualitative measure of how well the alternative improves the logical and direct (non-circuitous) access/express from I-64 including consideration of lane balance, driver/user expectations, etc.	Low / Med / High - Qualitative measure of how well the alternative improves connectivity at existing crossings and/or preserves opportunities for planned crossings or creates other new crossings.	Qualitative measure of how well the alternative facilitates connectivity to and from transit stations and stops on a scaled measure of the same - Low / Med / High	In order to achieve at least a 25 year life span, quantify the number of bridges requiring major improvements (Redecking) and the number of bridges requiring a minor amount of work (Overlay, Spot Repairs, etc.).	Total number of structures in the corridor.	Qualitative measure of how well the alternative maintains capacity or improves operations - Low / Med / High	Qualitative measure of yes or no (ex. assessing vertical clearances, waiving merge lengths, flaring grades and turn radii, standard entrance ramps)	High /Medium /Low - 4f and historic resources, new bridges. Substantial community or environmental impact. Substantial public or political resistance.
Alternatives											
BTGP_No Action	Low	Low	Medium	High	Low	Medium	Low	Low	Medium	Medium	High
BTGP_Concept 1	High	High	Low	Medium	Medium	High	Medium	High	Low	Low	High
BTGP_Concept 2	Low	High	High	High	Medium	High	Low	Low	Medium	Medium	High
BTGP_Concept 3	Low	High	Low	High	Medium	High	High	Medium	Low	Low	High
BTGP_Concept 4	Medium	Medium	High	High	Medium	Medium	Medium	Low	Medium	High	Low

DRAFT - SUBJECT TO CHANGE

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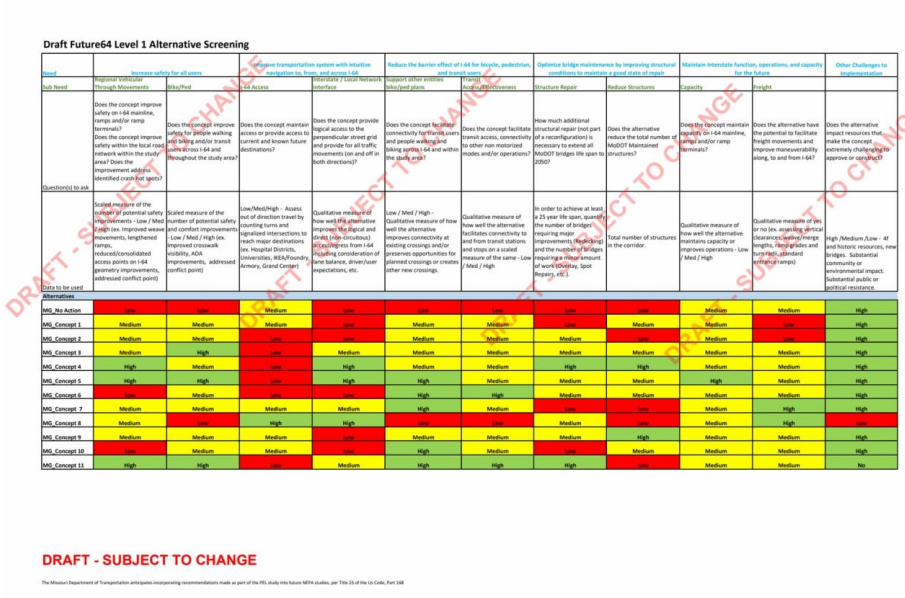

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MG_No Action	Low	Low	Medium	Low	Low	Low	Low	Low	Medium	Medium	High
MG_Concept 1	Medium	Medium	Medium	Low	Medium	Medium	Low	Medium	Medium	Low	High
MG_Concept 2	Medium	Medium	Low	Low	Medium	Medium	Medium	Low	Medium	Low	High
MG_Concept 3	Medium	High	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	High
MG_Concept 4	High	Medium	Low	High	Medium	Medium	High	High	Medium	Medium	High
MG_Concept 5	High	High	Low	High	High	Medium	Medium	Medium	High	Medium	High
MG_Concept 6	Low	Medium	Low	Low	High	High	Medium	Medium	Medium	Medium	High
MG_Concept 7	Medium	Medium	Medium	Medium	High	Medium	Low	Low	Medium	High	High
MG_Concept 8	Medium	Low	High	High	Low	Low	Medium	Low	Medium	High	Low
MG_Concept 9	Medium	Medium	Medium	Low	Medium	Medium	Medium	High	Medium	Medium	High
MG_Concept 10	Low	Medium	Medium	Low	High	Medium	Low	Medium	Medium	Medium	High
MG_Concept 11	High	High	Low	Medium	High	High	High	Low	Medium	Medium	No

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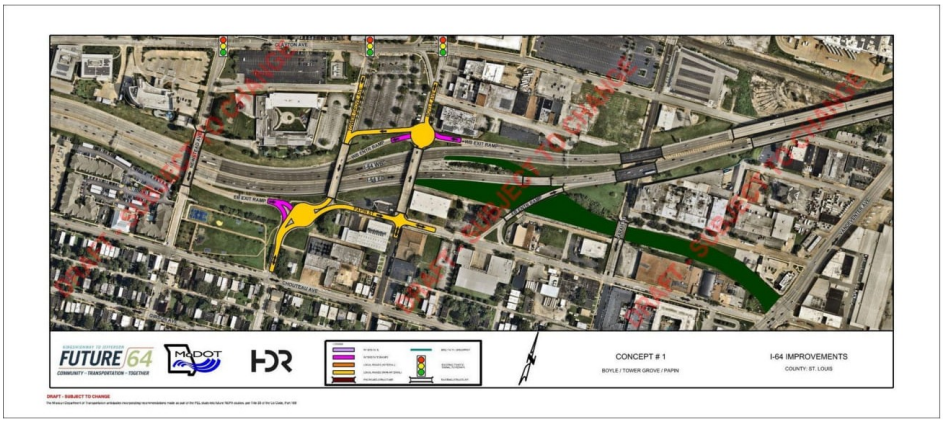
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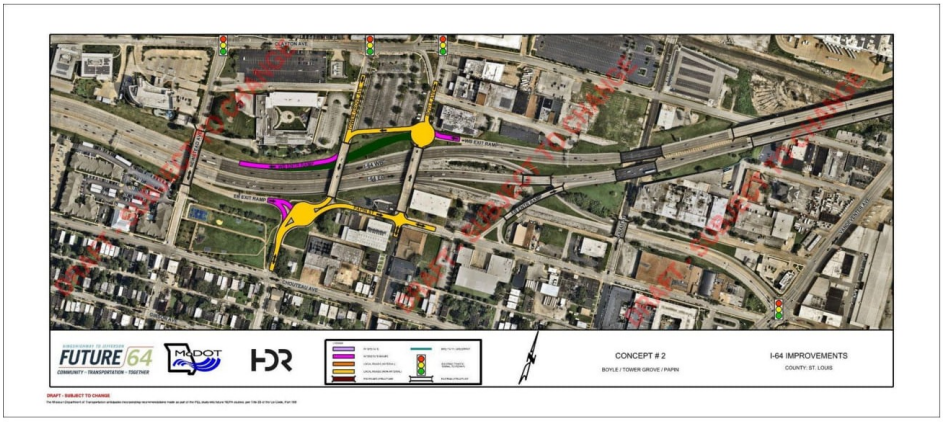
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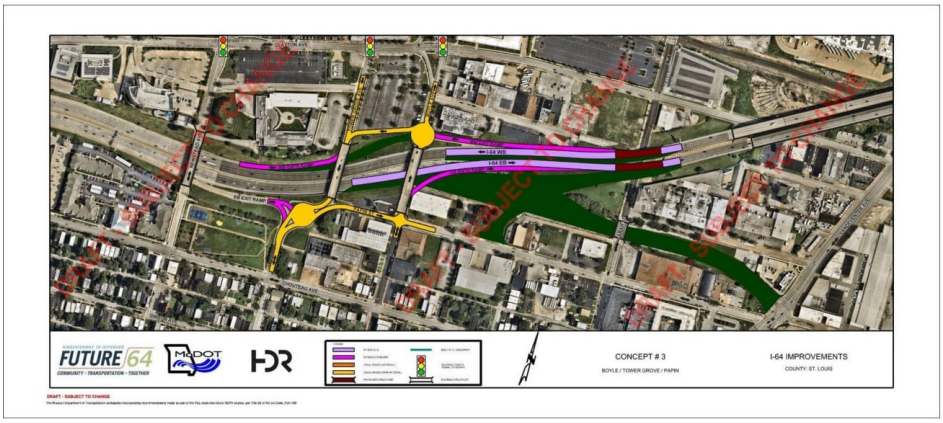
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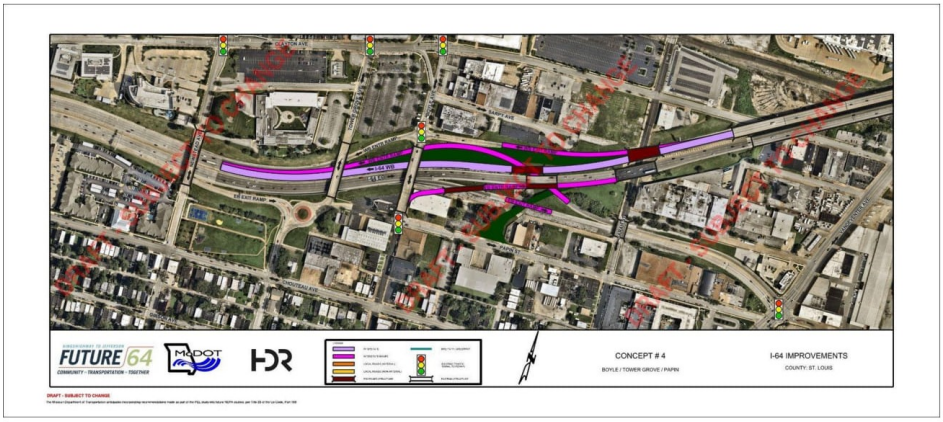
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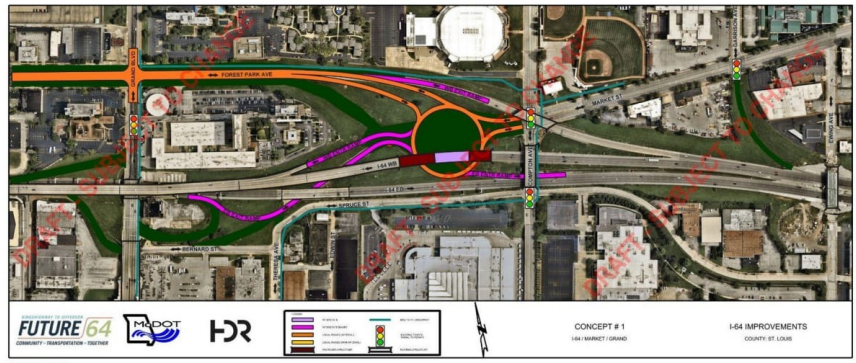
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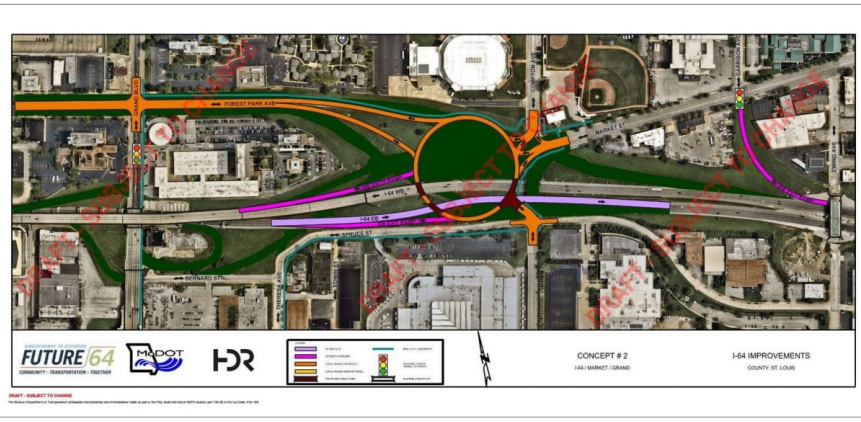
I-64 WB
I-64 EB
SPRUCE ST
BERNARD ST
MARKET ST
GRAND AVE
FUTURE 64
COMMUNITY · TRANSPORTATION · TOGETHER
MoDOT
HDR
CONCEPT # 1
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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FUTURE 64
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I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
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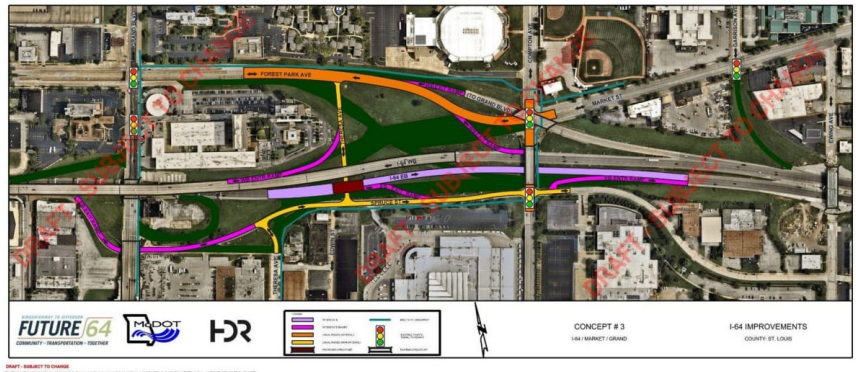
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I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
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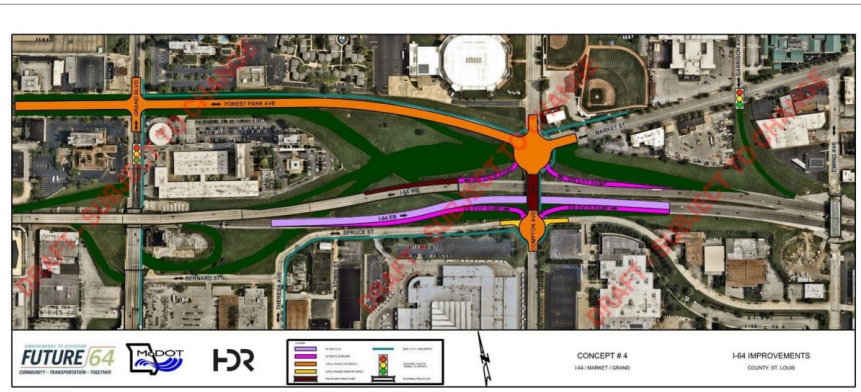
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I-64 EB
SPRUCE ST
BERNARD ST
FUTURE 64
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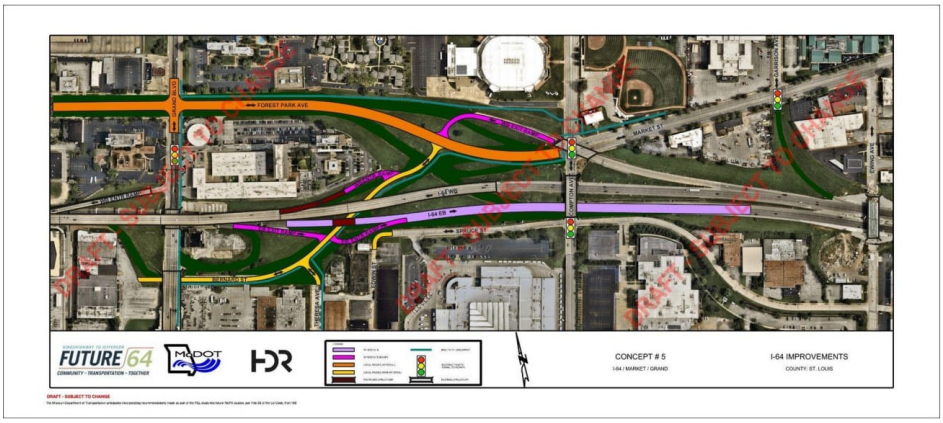
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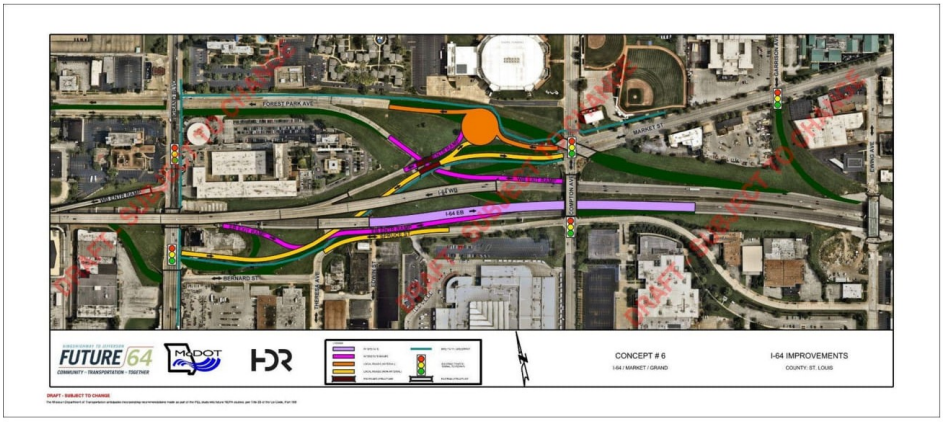
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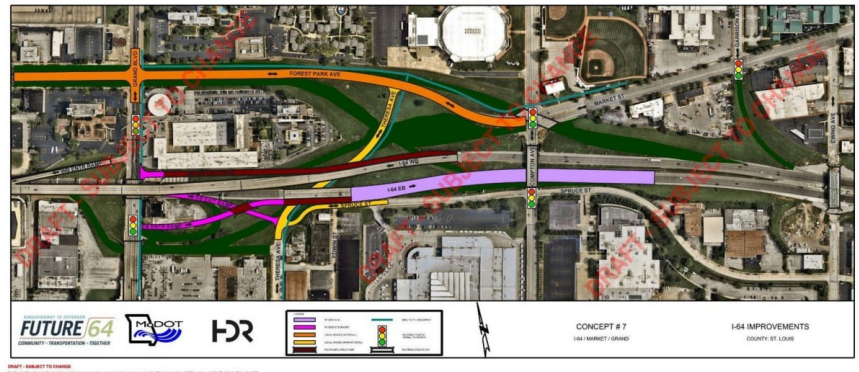
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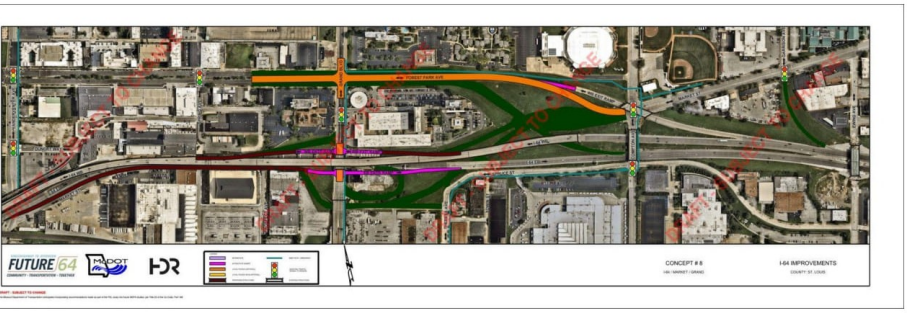
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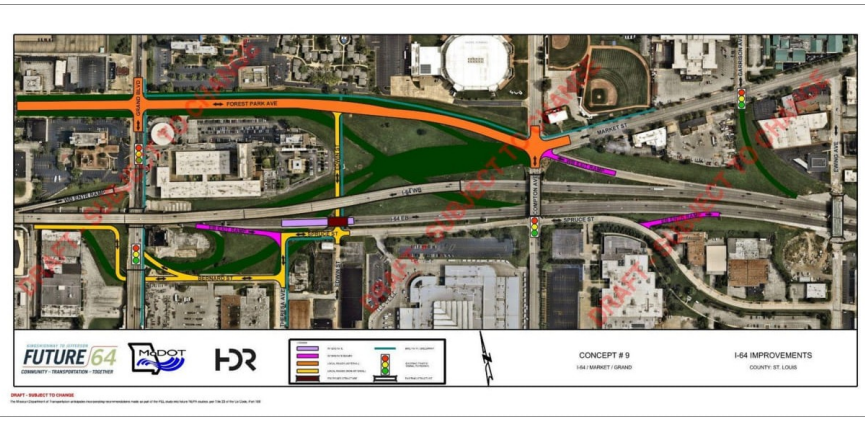
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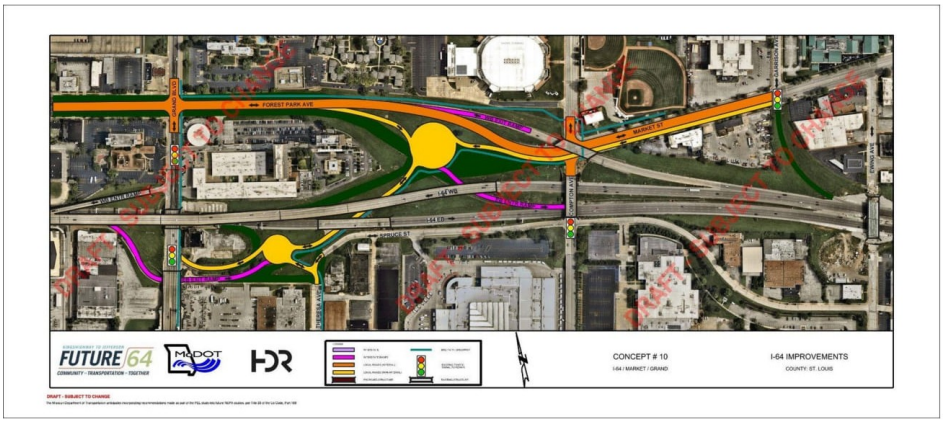
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MARKET ST
I-64 WB
I-64 EB
SPRUCE ST
FUTURE 64
COMMUNITY - TRANSPORTATION - TOGETHER
MoDOT
HDR
CONCEPT # 10
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE


FOREST PARK AVE
MARKET ST
I-64 WB
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TRUMAN PKWY
BERNARD ST
FUTURE 64
COMMUNITY - TRANSPORTATION - TOGETHER
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I-64 / MARKET / GRAND
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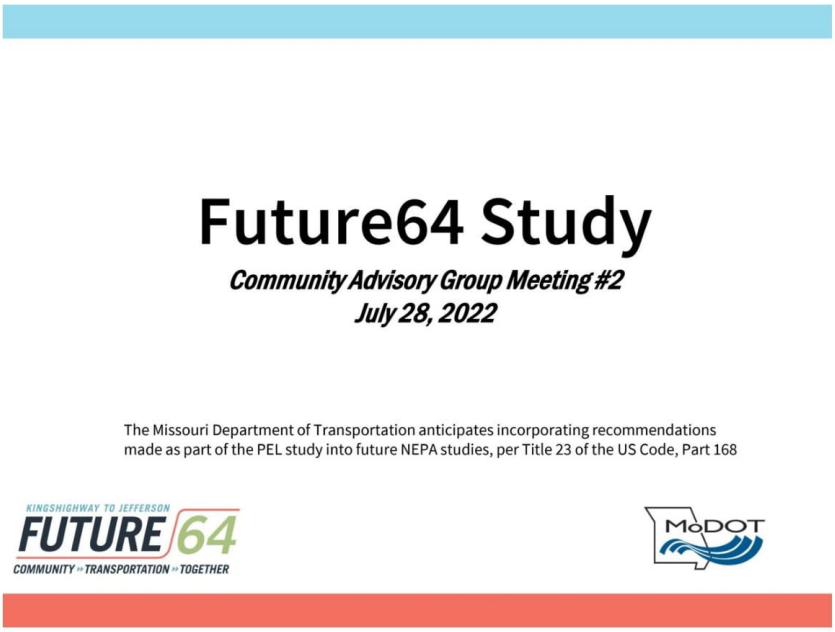


Appendix C: Presentation

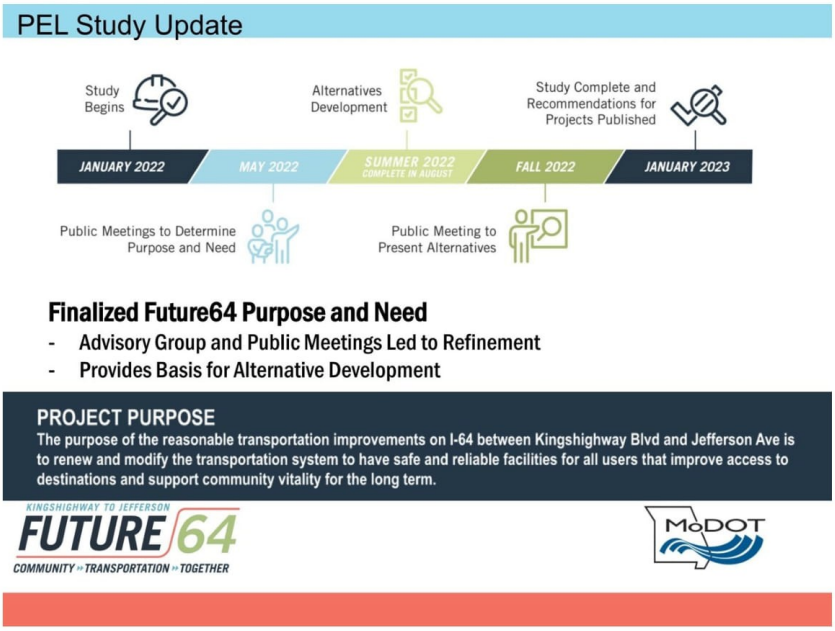
Agenda

- Introductions (via Chat)
- Study Update
- Orientation for Interactive Activities
- Overview of Corridor Strategies
- Discussion of Level 1 Alternatives
- Menti Exercise
- Detailed Discussion of Alternatives
- Mural Board Exercise
- Wrap Up

KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER

MoDOT

MoDOT Future64 CAG Meeting #2 *25*


PEL Study Update
Study Begins
Alternatives Development
Study Complete and Recommendations for Projects Published
JANUARY 2022
MAY 2022
SUMMER 2022
COMPLETE IN AUGUST
FALL 2022
JANUARY 2023
Public Meetings to Determine Purpose and Need
Public Meeting to Present Alternatives
Finalized Future64 Purpose and Need
- Advisory Group and Public Meetings Led to Refinement
- Provides Basis for Alternative Development
PROJECT PURPOSE
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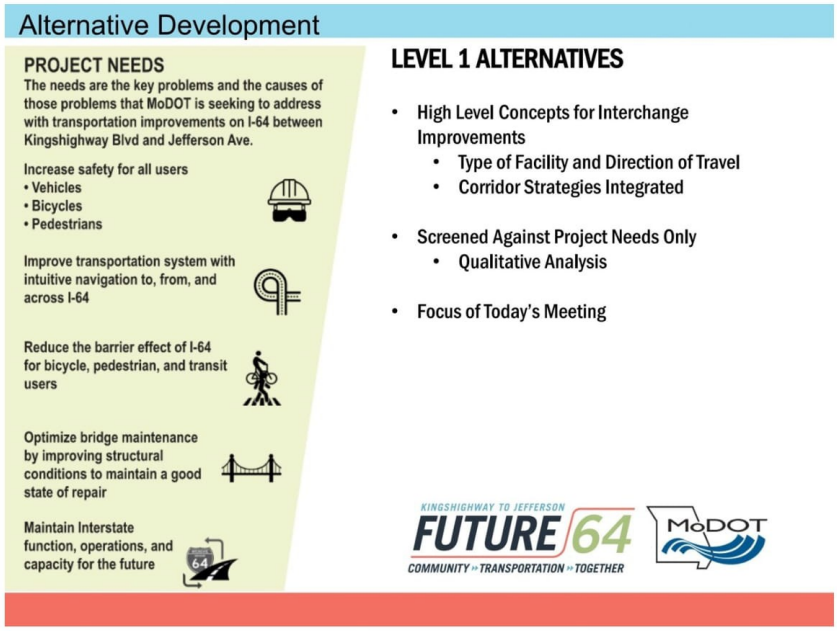
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT


Alternative Development
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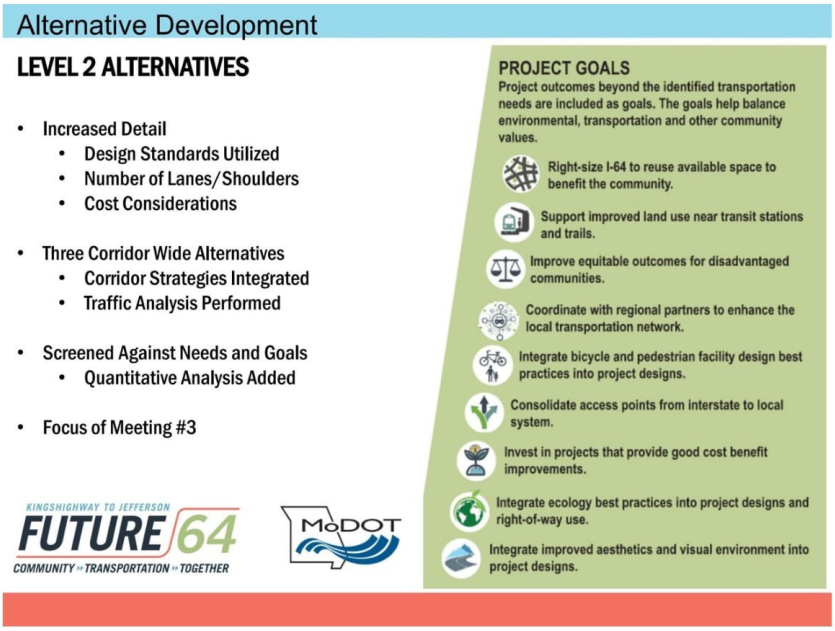
Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
Maintain Interstate function, operations, and capacity for the future
64
LEVEL 1 ALTERNATIVES
• High Level Concepts for Interchange Improvements
• Type of Facility and Direction of Travel
• Corridor Strategies Integrated
• Screened Against Project Needs Only
• Qualitative Analysis
• Focus of Today's Meeting
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT

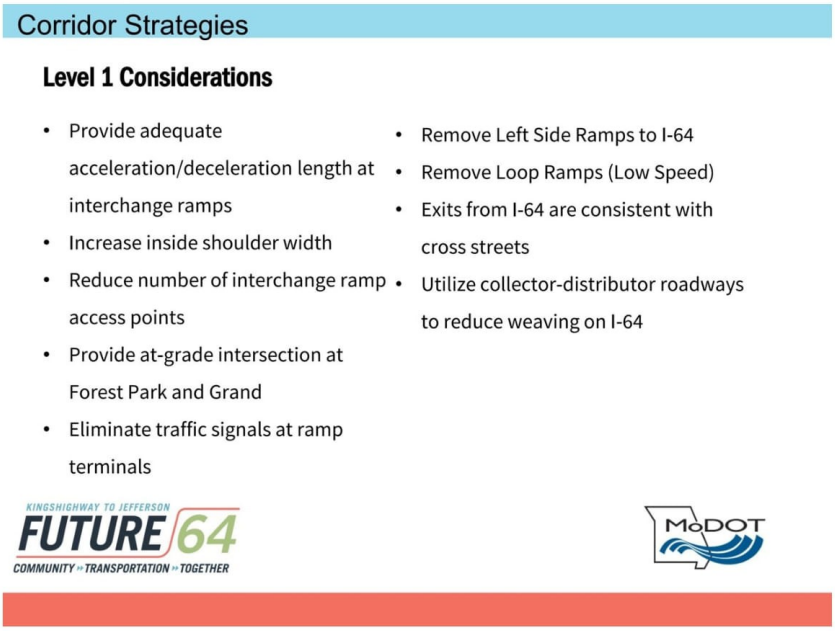

Alternative Development
LEVEL 2 ALTERNATIVES
Increased Detail
Design Standards Utilized
Number of Lanes/Shoulders
Cost Considerations
Three Corridor Wide Alternatives
Corridor Strategies Integrated
Traffic Analysis Performed
Screened Against Needs and Goals
Quantitative Analysis Added
Focus of Meeting #3
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT
PROJECT GOALS
Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.
Right-size I-64 to reuse available space to benefit the community.
Support improved land use near transit stations and trails.
Improve equitable outcomes for disadvantaged communities.
Coordinate with regional partners to enhance the local transportation network.
Integrate bicycle and pedestrian facility design best practices into project designs.
Consolidate access points from interstate to local system.
Invest in projects that provide good cost benefit improvements.
Integrate ecology best practices into project designs and right-of-way use.
Integrate improved aesthetics and visual environment into project designs.

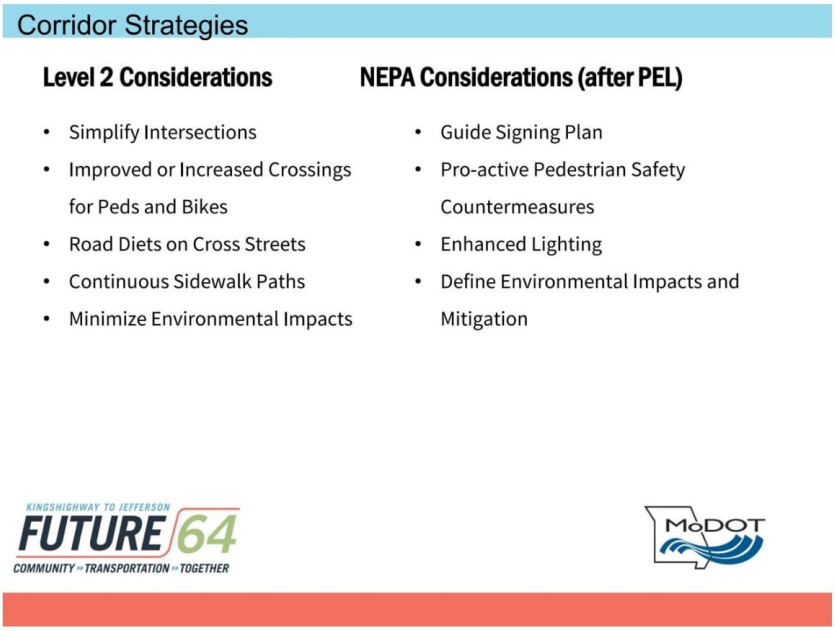
Orientation

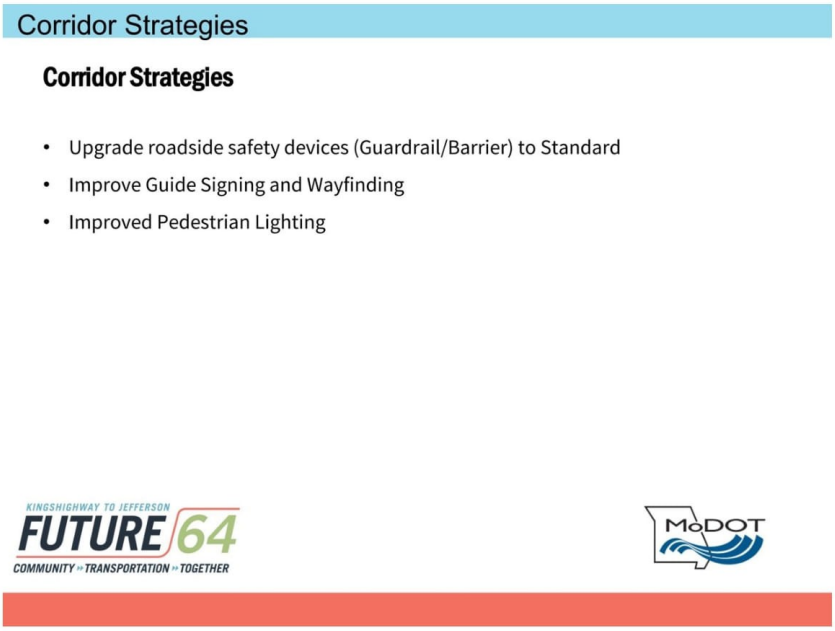
Menti Poll

Please Go to www.Menti.com

Mural Board Link and Function

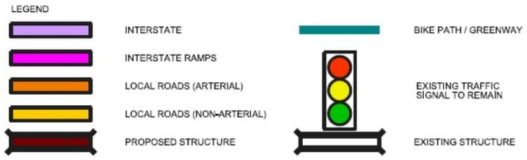

Corridor Strategies
Level 1 Considerations
Provide adequate acceleration/deceleration length at interchange ramps
Increase inside shoulder width
Reduce number of interchange ramp access points
Provide at-grade intersection at Forest Park and Grand
Eliminate traffic signals at ramp terminals
Remove Left Side Ramps to I-64
Remove Loop Ramps (Low Speed)
Exits from I-64 are consistent with cross streets
Utilize collector-distributor roadways to reduce weaving on I-64
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT


Corridor Strategies
Level 2 Considerations
Simplify Intersections
Improved or Increased Crossings for Peds and Bikes
Road Diets on Cross Streets
Continuous Sidewalk Paths
Minimize Environmental Impacts
NEPA Considerations (after PEL)
Guide Signing Plan
Pro-active Pedestrian Safety Countermeasures
Enhanced Lighting
Define Environmental Impacts and Mitigation
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT


Corridor Strategies
Corridor Strategies
• Upgrade roadside safety devices (Guardrail/Barrier) to Standard
• Improve Guide Signing and Wayfinding
• Improved Pedestrian Lighting
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT

Level 1 Alternatives

Level 1 Overview



Common Themes:

- When ramps/signals are removed from Grand, our assumption was that ped/bike facilities improvements and bus priority upgrades would improve on time performance as well as transit user access to/from Metrolink
- Roundabouts reduce severity of crashes but are not preferred by freight operators – and may be difficult for bicyclists to navigate
- When access changes require more out of direction, we documented that as a negative impact

Concept #1 – Boyle/Tower Grove/Papin



- New Boyle roundabout
  - PRO: Safer for all movements
  - CON: Not preferred for freight
- Tower Grove Ave and Boyle Ave are a one-way couplet
  - PRO: Reallocate space for bike/peds on bridges
- Removal of Vandeventer Ave ramps
  - PRO: Improved safety with removal of left-hand ramps
  - CON: Less direct access
  - CON: Volume from Vandeventer EB exit potentially shifts to Tower Grove Roundabout
  - PRO: Removes infrastructure in developable area

Please use the Teams "Reactions" to indicate your initial nonbinding response to each alternative

Concept #2 – Boyle/Tower Grove/Papin



- New Boyle roundabout
  - PRO: Safer for all movements
  - CON: Not preferred for freight
- Tower Grove Ave and Boyle Ave are a one-way couplet.
  - PRO: Reallocate space for bike/peds on bridges
- Moves WB entry ramp to split diamond location
  - CON: Shorter weave with Kingshighway
- No change to Vandeventer access
  - CON: Does not remove infrastructure in developable area

Concept #3 – Boyle/Tower Grove/Papin



- New Boyle roundabout
  - PRO: Safer for all movements
  - CON: Not preferred for freight
- Tower Grove Ave and Boyle Ave are a one-way couplet.
  - PRO: Reallocate space for bike/peds on bridges
- Moves WB entry ramp
  - CON: Shorter weave with Kingshighway
- Papin ramp moved to Boyle
  - PRO: More intuitive interchange design
  - CON: Possible property relocations needed
- Remove Vandeventer Ave ramps
  - PRO: Improved safety with removal of left-hand ramps
  - PRO: Removes infrastructure in developable area
  - CON: Less direct access

Concept #4 – Boyle/Tower Grove/Papin



- No change to Tower Grove Ave
- Changes Vandeventer to a right side entrance
  - PRO: Maintains access
  - PRO: Improved safety and intuitiveness
  - CON: Challenge with weave to WB Kingshighway off ramp
  - CON: Does not remove infrastructure in developable area
- Moves EB ramp from Papin to Tower Grove.
  - PRO: Improved safety and intuitiveness
  - CON: Property relocations needed
- Improves WB mainline operations but not EB mainline

Questions about west side recommendations

Concept #1 – Market/Grand



- Modifications to Grand
  - PRO: Removes 3 signals on Grand
  - PRO: Addresses crash hotspot
  - PRO: Improves bike /ped space along Grand
  - CON: No direct access to Grand
  - PRO: Grand and Forest Park at grade is easier for bikes and peds to navigate
- New roundabout
  - CON: Does not provide news N/S connection between Grand and Compton
- Provides more direct access to Compton
  - CON: Keeps EB I-64 left hand entry ramp

Concept #2 – Market/Grand



- Modifications to Grand
  - PRO: Removes 3 signals on Grand
  - PRO: Addresses crash hotspot
  - PRO: Improves bike/ped space along Grand
  - CON: No direct access to Grand
  - PRO: Grand and Forest Park at grade is easier for bikes and peds to navigate
  - CON: Does not provide news N/S connection between Grand and Compton
- Large roundabout to consolidate ramp movements.
  - CON: Compton traffic forced through roundabout
- Moves WB access to Market to Garrison intersection.
  - CON: Reintroduces short weave

Concept #3 – Market/Grand



Theme - Distribution Road System

- PRO: Removes 2 signals on Grand
- PRO: Assumes new pedestrian facilities along Theresa and Spruce and north of Forest Park
- PRO: Provides right hand exit and entrance ramps EB at Compton
- CON: No direct access to Grand

Concept #4 – Market/Grand



Theme - Compton Avenue Roundabout Ramp Terminals

- PRO: Removes 3 signals on Grand
- PRO: Grand and Forest Park at grade is easier for bikes and peds to navigate
- PRO: Eliminates left hand entrance
- CON: No direct access to Grand
- PRO: Creates traditional diamond interchange at Compton that facilitates access for all directions on I-64
- PRO: Removes infrastructure in large developable area
- CON: Does not provide news N/S connection between Grand and Compton

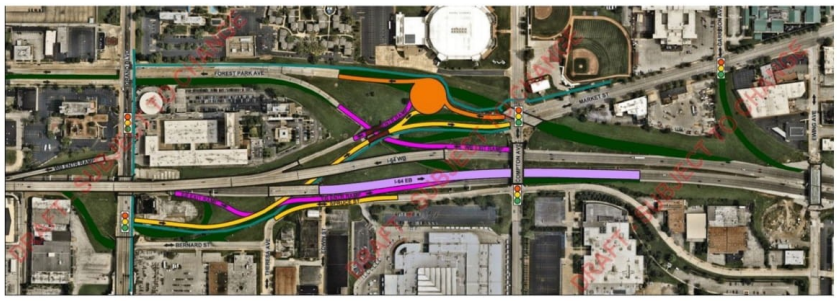
Concept #5 – Market/Grand



Theme - Distribution Road System

- PRO: More intuitive WB movement along Market and Forest Park
- CON: No direct access to Grand
- PRO: Grand and Forest Park at grade intersection is easier for bikes and peds to navigate
- PRO: Removes left side entrance ramp
- PRO: Provides N/S connection midway between Grand and Compton
- CON: Does not remove infrastructure in developable area

Concept #6 – Market/Grand



Theme - Forest Park Roundabout

- PRO: Removes left hand entrance
- CON: No direct access to Grand
- PRO: Creates connection to the area South of I-64 east of Grand
- PRO: Provides new bike/ped N/S connection between Grand and Compton
- CON: Several new and remaining structures
- CON: Does not remove infrastructure in developable area

Concept #7 – Market/Grand



Theme - Theresa Ave Extension

- PRO: New WB I-64 to Grand ramp removes freeway traffic from Forest Park
- CON: Creates challenging traffic operations on Grand
- CON: More conflict points for bike/ped on Grand
- CON: No direct access to Grand from EB I-64
- PRO: Provides a new N/S Theresa connection with bike/ped as well as bike/ped along Forest Park Ave.
- PRO: Reduced conflict points on I-64, removal of left side entrance ramp
- PRO: Improves mainline flow and freight

Concept #8 – Market/Grand



Theme - Tight Diamond at Grand

- PRO: Provides direct access from all directions to Grand with traditional diamond interchange
- CON: Creates challenging traffic operations on Grand
- CON: More conflict points for bike/ped on Grand
- CON: Maintains partial interchange by retaining exit ramp from WB I-64 to Forest Park Ave
- CON: Requires long EB off ramp and moves exit far to the west
- PRO: Removes infrastructure in large developable area
- CON: Does not provides new N/S connection between Grand and Compton

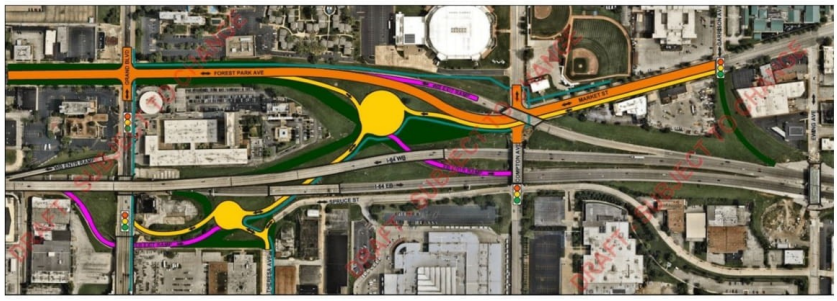
Concept #9 – Market/Grand



Theme - Bernard St Connection

- CON: Removal of loop ramp requires out of direction travel for EB 64 traffic to Grand
- PRO: Concept is well connected to local grid
- CON: Reduces logical access to and from grid
- PRO: Removal of 6 structures and construction of 1 new structure
- PRO: Removes infrastructure in large developable area
- PRO: Adds new local traffic and bike/ped N/S connection between Grand and Compton

Concept #10 – Market/Grand



Theme - Theresa to Forest Park Roundabout Connection

- PRO: Removes loop ramp
- CON: Left hand entry remains.
- PRO: Access to the street grid south of I-64 between Grand and Compton
- CON: Nontraditional intersection may not be logical for unfamiliar drivers
- PRO: Increased connectivity with new connection from Theresa to Compton & Market and along Forest Park
- CON: Still traveling parallel to what would be an interstate ramp and (traffic circle interchange)
- CON: Does not remove infrastructure in developable area

Concept #11 – Market/Grand



Theme - Brickline Enhancements

- PRO: Removes 3 signals from Grand
- PRO: Removed left side on ramp
- PRO: Roundabouts improve safety at ramp terminals, assumes bicycle friendly roundabouts
- PRO: Addresses Grand accident hotspot
- CON: No direct access to Grand
- CON: EB entrance from Compton reduces weave distance approaching Jefferson

Questions about east side recommendations

Menti Exercise

Discussion of Alternatives

Mural Board Exercise

Thank You!

For more information, visit
www.future64.com
or
Email: Chandra Taylor
ctaylor@vectorstl.com





Appendix D: Questions and comments

West side recommendations: Boyle/Tower Grove/Papin

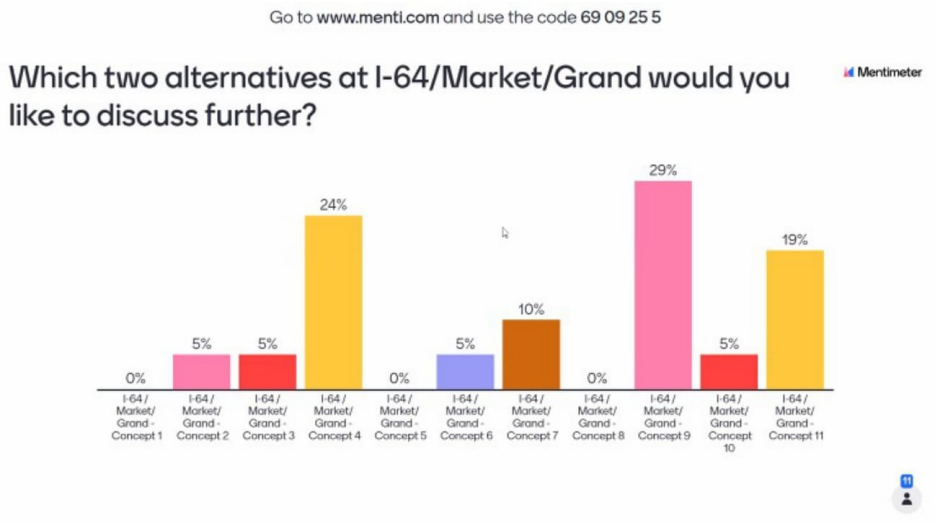
- I always cringe at one-way streets because it seems to enable speeding for motorists. Why is the couplet so prominent in the options?
    - It creates an intuitive axis for the interchange. Some options have a west-bound ramp moved over to Tower Grove, so it's a more traditional split diamond configuration. It also separates traffic so it's not all concentrated on one of the those routes, so you get the north-bound movement on Boyle and south-bound on Tower Grove to help it operate a little better. And the one way couplet allows us to reduce the number of vehicle lanes on the bridges so we can reallocate that space to bike and pedestrian crossing of I-64.
    - The intent is not to use those two lanes that go one in each direction to make two lanes of one direction. The intent is that we would only have one lane of traffic on there. And then we'd be using other areas of the bridge or the roadway to provide better facilities for multi-modal purposes. Not a big, wide-open street.
- And a follow up to that, what sorts of features would be considered to address the speeding concerns that come with one-ways?
- This is all very exciting. There's a lot of development happening in the Grove, about 115 units. How would that be with back-up with people coming and going through the grove with this? We want to have a better experience, representing a business district. We want to see traffic slow down, people going to the speed limit, fewer fatalities. How would this affect Manchester with all the new on and off ramps? How would it be to help with the flow in the Grove? Would this be something positive or would it cause back up and drive people to Kingshighway instead.
    - We can't answer it explicitly at this point. As we move into Level 2, our analysis and modeling goes all the way down to Rt 100 (Manchester) and includes everything from Kingshighway to Jefferson, so we can look for those types of situations. If that's the case, then figure out a way to address them, or it becomes a way that makes the alternative not viable. That would be part of Level 2.
- To give my input on there as somebody who uses the area a lot, I like the flexibility of bidirectional streets everywhere so if one lane has an accident, you can go a few hundred feet and there's another turn you can take. When you take away the flexibility of the grid, even if you're balancing it with bike/other modalities, is something to think about. When they put in those bridges over Boyle and Tower Grove, it reconnected those neighborhoods across the highway. Now that you have it, it seems it would be a negative when you take it away.

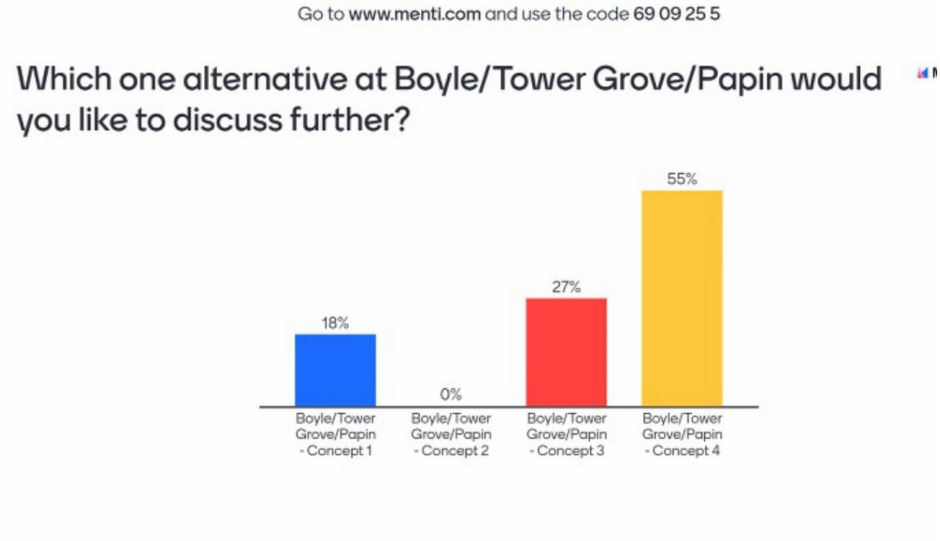
East side recommendations: Market/Grand

- Where else have you seen a design like this (Concept #2)?
    - This large rotary exists in Europe and Far East, also in Massachusetts. It is a larger, above-grade facility that people would go up to, circulate, and have a slow speed elevated facility that they would use to navigate to get on or off at multiple locations.
- Is the large roundabout (Concept #2) one lane? As someone who moved from a country that has large roundabout, they are great when there is a low amount of traffic. As traffic grows and lanes are added, you can imagine people weaving from inside to outside lane. If you put all the Compton traffic onto this rotary, it could be a problem.
    - We haven't determined the lanes for any of these. More detailed analysis in Level 2 will consider this.
- People would be really happy to see Forest Park and Grand at grade. It has worked well at Lindell and Forest Park, so looking forward to that. Any proposal that has Forest Park and Grand at grade is great.
- I like that Concept #9 has grid-like flexibility with the cross-street introduced in the middle.
- Proposals without the large roundabout open up more land and are less sprawling. Maybe other proposals will be easier to maintain in 40 to 50 years compared to the elevated superstructure. The project team needs to think about how much money it will take to maintain the system 40 years from now.
- Any design that is elegant and streamlined and opens up land gets my vote.
- Thank you for the hard work. This was a lot to mentally go through and absorb.
- I'm OK with eliminating Grand as an exit on ramp. There's a lot of synergy happening on Grand right now with Armory, City Foundry, SLU, Grand Center, three hospitals, and business district.
- There were two fatalities on Grand Blvd last week – one on South Grand, one on North Grand. I support creating a design that can help slow down traffic and make it more pedestrian-friendly. Grand is the #1 bus route in the state with three million riders a year. How can we make it safer for those taking transit and encourage people to take transit, especially with the Armory's project and City Foundry. There could be great synergy with community and visitors and those who work in the area to encourage transit.
- Grand is a great street to introduce bus rapid transit. It's something to connect all the great attractions and synergy with what's being developed on Grand, and adds to it being the #1 bus route and having Grand Viaduct there with the Metrolink – it would be

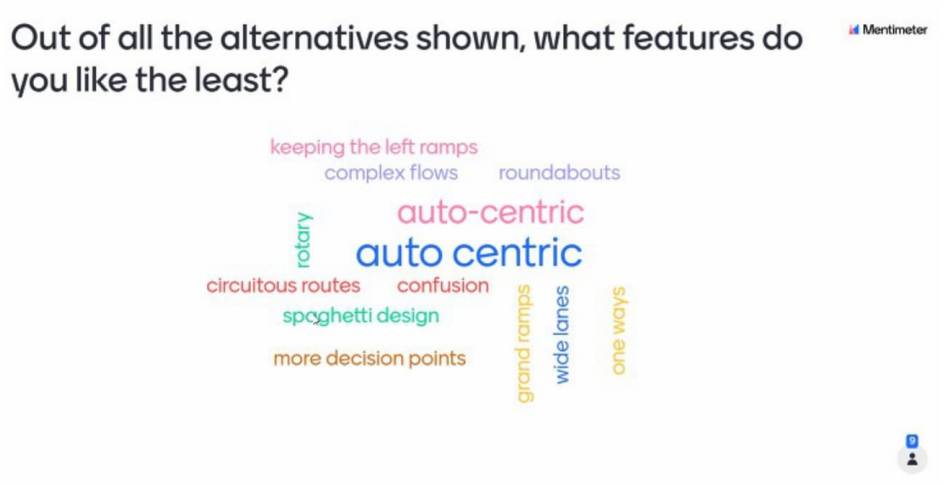
a great connector. Out of the 11 options, which one is the best approach for having bus rapid transit?
    - There are several candidates that allow for bus rapid transit.
- It would be great to eliminate the ramps at Grand. There is a lot of speeding through there. People engaging in drug transactions can jump onto Forest Park and head across the highway. Limiting the access to getting off and on is going to lessen a lot of vehicle traffic with the cars that speed up and down Grand starting at Chouteau.
- Does the large rotary design allow for easier use for commercial vehicles?
    - Having larger radius on the roadway would alleviate some of the issues that freight/tractor trailer would have on the rotary. It's probably better than a roundabout but large commercial vehicles prefer standard interchanges/intersections/turning radii. They would probably choose something else if there was another option.

Appendix E: Mentimeter polls results






Out of all the alternatives shown, what features do you like the most?
Mentimeter
intuitive flow
reduce infrastructure
connection
round-a-bouts
safety
round about
creating lid forest park
space for brickline
intuitive
traffic slowing
pedestrian friendly
safer for pedestrians
slowing traffic
at-grade
traffic
slowing
street grid
tod
at grade
additional crossings
bike and ped bridges


Out of all the alternatives shown, what features do you like the least?
Mentimeter
keeping the left ramps
complex flows
roundabouts
auto-centric
auto centric
rotary
circuitous routes
confusion
spaghetti design
more decision points
grand ramps
wide lanes
one ways

Appendix F: Mural Board activity questions and comments

West side recommendations: Boyle/Tower Grove/Papin
Concept 4

- What would happen to the building at Papin and Boyle?
    - One disadvantage about this concept is that the ramp would involve property relocation or taking.
- Can you say how bike/ped access is impacted by one-way couplets? What are the concepts that slow vehicles down? Do we have the ability to have north-south connection for bike/ped if it's on a one-way street?
    - Existing bridges have sidewalks for pedestrian use but no separate section for cyclists. In this configuration, it'd be tough to have both bike and pedestrian access in the existing structure. Some of the things mentioned to control speed on the one-ways includes having narrow lanes at the intersections, introducing bump out curb ramps, and other strategies. These can be implemented with any of these options.
- Can you hang bike structures along the sides of bridges since these are low-weight vehicles? This would give us the best of both worlds?
    - There's the option with these bridges to provide widening or a pedestrian-only structure. When you get back on to Boyle Avenue or Tower Grove, you have to make sure that you have that space to continue that facility. This would have to be investigated if we were to add a separate facility. If you're changing or reducing the lanes, you open up area in the existing ROW that is out there today.
- I basically chose this because of the the only option with the absence of the one-way couplet

Concept 3

- I struggle with providing a strong view on any one of these concepts. I think that eliminating the on and off ramp from Vandeventer makes that stretch safer. On the other hand, where that traffic goes is hard to determine. I'd imagine much of it would go down Chouteau or Papin to a degree. It's a lot to weigh right now.
    - If you take out those Vandeventer ramps, some of that traffic will filter down to Chouteau and Papin to try to get back over to Vandeventer naturally.
- Ten to fifteen years ago there were renderings and talk of adding a median on Chouteau to make that stretch a little more pedestrian friendly and calm traffic a little bit. and if we think about just the scope of just these on and off ramps here, we could still be able to put in a median on Chouteau to calm traffic. This stretch is used by a lot of people to

access Forest Park and ride their bikes. An option like this or Concept 1, which is similar, would be acceptable.
    - These alternatives focus mostly on access to 64. When we get to Level 2, we have a whole tier that's included in the modeling and study that goes all the way to Route 100, Forest Park Avenue, Kingshighway. We start here and figure out how we're diverting and changing the traffic patterns, and we make recommendations for what's necessary to offset those impacts.
- I'm for keeping the Vandeventer exit. Grand is always a little too hectic. If we take Vandeventer away, that would put a lot of stress on Grand, and Boyle, and Kingshighway to go north. I could see maybe doing something different, but I think it's important to keep the Vandeventer exit.
    - Do you have a strong feeling on the left versus right ramp?
        - The right one works for me.
    - This one pulls in the Westbound lane for the ramp to go underneath, and it currently comes up in between. We'd be pulling that in with traffic going both directions.
        - I think that could work, I could just see it getting really bottled up. Sometimes even when you go west on Kingshighway, you get that Boyle group coming in…it seems to work, but I'm not driving it everyday. I use it frequently, but I have alternative routes, too. I live right off Vandeventer, so it makes it convenient for me, but Grand is too much with the SLU students. It gets really, really heavy. And then Compton is kind of weird to go all the way down there.

East side recommendations: Market/Grand
Concept 9

- I like the simplicity of this. It's not overly complicated, you won't tear up your car trying to figure out where you're going.
- How does this impact the new Jefferson exit? Will it cause back up?
    - We haven't done operational analysis to answer this question, yet. It does cause concern. If you look at this concept as a whole, there's beauty in the simplicity of this. But the east-bound on ramp most likely won't function here. We may have to shift the exit west but retain the rest of the concept designs.
- I love the design because it's simple and you can tweak it. It takes the best of what you see here to allow for easy access from Grand. It's elegant and intuitive.
- Will the land that's being freed up in this concept, which is owned by MoDOT, be available for future development? Or will it remain a future expansion site? Keep for stormwater detention?

- Stormwater detention is always an issue and important. If it was deemed accessible and MoDOT didn't need it for our mission, we would look to sell this property as excess ROW for development.
- It's a goal of this project to see how MoDOT can minimize our footprint, reducing the barrier effect.

Concept 4

- My concern with this design is around the hospital on Grand, making sure emergency vehicles can get to and from hospital easily. There's a lot of development coming: Target, Top Golf. Traffic will increase as a result of this development and will really increase the flow of traffic on Compton.
  - We heard from City staff about north-south bike facilities being added to Compton, too. It's something to taking into consideration.
- Concept 9 had the north-south road in that area. There is a bike facility going under the EB/WB 64, as part of the roadway. Would anything preclude bike/ped facilities being put up independent of a new road there?
  - There are some minor complications because where the rebuild begins may block access to the bridge, but it could make it easier to create the underpass.
    - If the double roundabouts complicate Compton bike/ped, could you have a mirror/alt bike/ped facility.
- Compared to previous alternatives, this concept focuses all the energy on the Compton node. In terms of stress points, I think that distributing the pain is always a good idea. This one seems more lopsided to me.

Appendix 20: Community Advisory Group Minutes – Meeting 3

Future64 Study
Community Advisory Group (CAG) Meeting #3
Wednesday, December 14, 2022
In person at Great Rivers Greenway
Prepared by Gabriela Bloom, Vector Communications

Overview

On December 14, 2022, the Missouri Department of Transportation hosted the third of three Community Advisory Group meetings for the Future64 Study.

Communication

An email was sent on October 13, 2022, to inform participants about the meeting. That primary email was followed up by a calendar invitation and three additional reminder emails via MailChimp. The committee received phone calls the week of the meeting to confirm attendance. Reminder emails were sent to meeting attendees with the pre-meeting documents.

After the meeting, on December 20, 2022, the committee received a follow-up thank you email with meeting documents.

See all email correspondences to invite, remind, and follow up with CAG members in Appendix A. Please find pre-meeting documents in Appendix B. The meeting presentation can be found in Appendix C.

Meeting Attendees

Name	Organization
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Imran Hanafi	Cathedral Square Special Business District
James Harris III	St. Louis Metropolitan Police Department, Fourth District
Rachel Witt	South Grand Community Improvement District

CONSULTANTS	
Name	**Organization**
Justin Carney	Development Strategies
Lou Kuelker	HDR Inc.
Andy Potthast	HDR Inc.
Kevin Neill	Lochmueller Group
Julie Nolfo	Lochmueller Group
Tom Blair	MoDOT
Aaron Groff	MoDOT
Shaun Tooley	MoDOT
Jen Wade	MoDOT
Gabriela Bloom	Vector Communications
Chandra Taylor	Vector Communications

INVITED STAKEHOLDERS

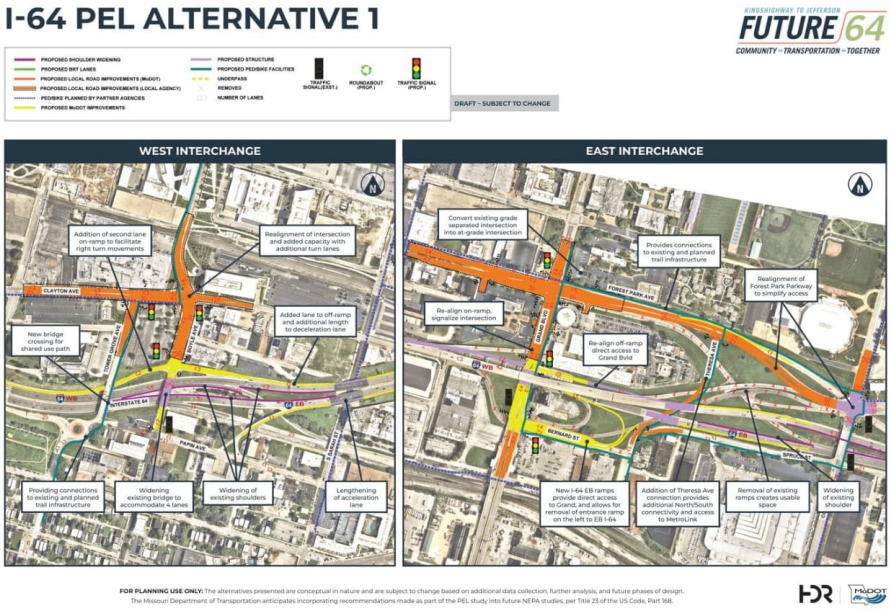
Name	Organization
Abdul-Kaba Abdullah	Park Central CDC
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Becky Reinhart	DeSales Community Housing Corporation
Bob Hilgemann	Botanical Heights Neighborhood Association
Brandon Robnett	Shaw Neighborhood Improvement Association
Bryan Rogers	Bi-State/Metro Transit
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Darius Chapman	100 Black Men
David Nehrt-Flores	Deaconess Foundation
Debra Bagby	Barnes Jewish Hospital
Deidre Brown	GirlTrek: St. Louis
Dr. Pat Adegboyega	Gate District West Association
Elizabeth Goodwin	Rosati-Kain High School
Imran Hanafi	Cathedral Square Special Business District
James Harris	St. Louis Metropolitan Police Department, Fourth District
Jesse Arevelo	Barnes Jewish Hospital
Joel Oliver	Green Street St. Louis
Karen Meirink	Explore St. Louis / Visitors and Convention Bureau
Kate Haher	CWE North CID
Kate Walter	Central West End Association
L. Criss	City of Saint Louis
Lance Knuckles	St. Louis Development Corporation
Linda Ngyuen	Tiffany Community Association
Matt Bauer	Green Street St. Louis
Mecca Baker	Gate District West Association
Michael Hamberg	Pier Properties Group
Miguel & Carla Alexander	JeffVanderLou Neighborhood Association
Monique Williams-Moore	Urban League of Metropolitan St. Louis

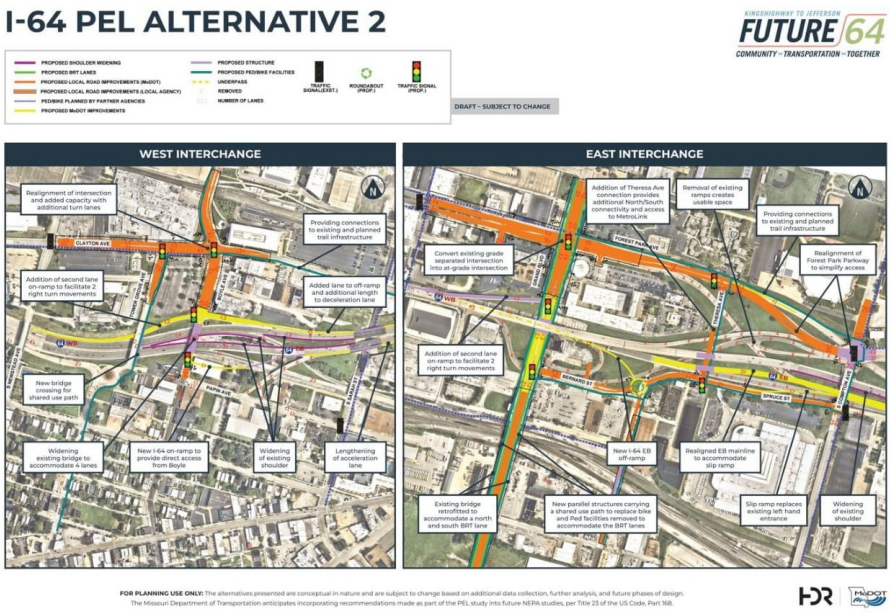
Opal Jones	Doorways
Patti Hill	Central West End Association
Rachel Witt	South Grand Community Improvement District
Sal Martinez	Employment Connection for St. Louis
Steve Smith	Lawrence Group
Sundy Whiteside	St. Louis Association of Community Organizations

Minutes

The meeting started at 4:30 p.m. Jen Wade of MoDOT opened the meeting and thanked members for attending. Shaun Tooley of MoDOT shared some welcoming remarks. Chandra Taylor of Vector Communications shared group introductions. Then, Andy Potthast of HDR provided PEL Study updates and the project timeline and study area, and an overview of what the project team has been doing since the July 2022 Community Advisory Group (CAG) meeting.

Next, Lou Kuleker of HDR shared an overview of the three alternatives. Lou emphasized that though the three alternatives are being shared separately from one another, it is possible to incorporate aspects of all three to the final preferred alternative. CAG members had printed versions of the alternatives in front of them and could review the information more closely. CAG members had an opportunity to ask questions about all three alternatives.




I-64 PEL ALTERNATIVE 2
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
PROPOSED SHOULDER WIDENING
PROPOSED BRT LANES
PROPOSED LOCAL ROAD IMPROVEMENTS (MoDOT)
PROPOSED LOCAL ROAD IMPROVEMENTS (LOCAL AGENCY)
PEDBIKE PLANNED BY PARTNER AGENCIES
PROPOSED MoDOT IMPROVEMENTS
PROPOSED STRUCTURE
PROPOSED PED/BIKE FACILITIES
UNDERPASS
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ROUNDABOUT (PROP.)
TRAFFIC SIGNAL (PROP.)
DRAFT – SUBJECT TO CHANGE
WEST INTERCHANGE
Realignment of intersection and added capacity with additional turn lanes
Providing connections to existing and planned trail infrastructure
Addition of second lane on-ramp to facilitate 2 right turn movements
Added lane to off-ramp and additional length to deceleration lane
New bridge crossing for shared use path
Widening existing bridge to accommodate 4 lanes
New I-64 on-ramp to provide direct access from Boyle
Widening of existing shoulder
Lengthening of acceleration lane
EAST INTERCHANGE
Addition of Theresa Ave connection provides additional North/South connectivity and access to MetroLink
Removal of existing ramps creates usable space
Providing connections to existing and planned trail infrastructure
Convert existing grade separated intersection into at-grade intersection
Realignment of Forest Park Parkway to simplify access
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New I-64 EB off-ramp
Realigned EB mainline to accommodate slip ramp
Existing bridge retrofitted to accommodate a north and south BRT lane
New parallel structures carrying a shared use path to replace bike and Ped facilities removed to accommodate the BRT lanes
Slip ramp replaces existing left hand entrance
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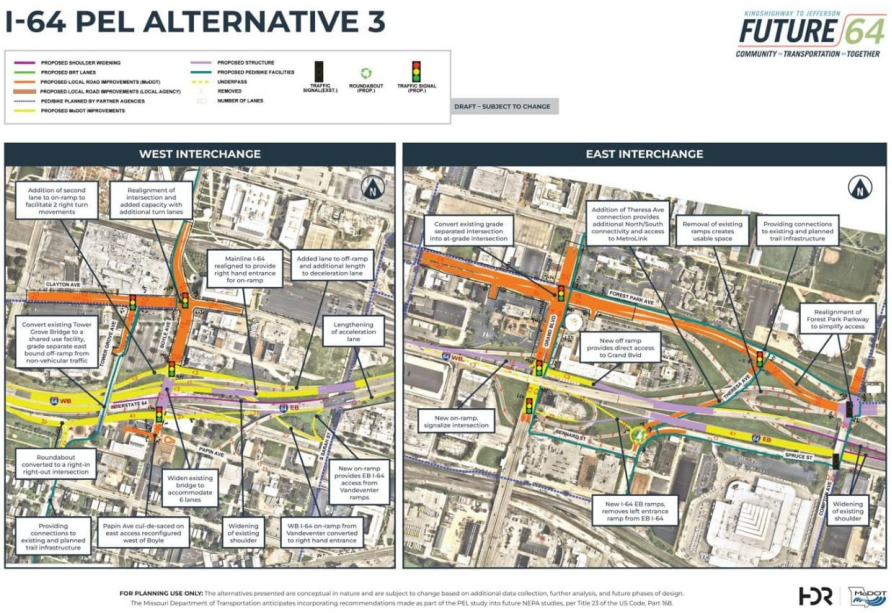
FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.



Questions and comments about the three alternatives can be found in Appendix D.

Next, Jason Longsdorf with HDR introduced the initial screening results of each alternative. This included assessing the impact of each alternative along the same metrics, and comparing these impacts with a "no build" option. Julie Nolfo and Kevin Neill of Lochmueller Group continued this discussion and went through each Need metric. Justin Carney of Development Strategies then went through the Goal metrics and compared each alternative.

The CAG members broke off into small groups to complete a small group exercise to discuss the three alternatives in detail. After breaking into groups, a project team member reported out on the group conversation. *Notes from the break-out groups can be found in Appendix E.*

After the break-out groups reported out, CAG members had the opportunity to ask additional questions and share additional comments with the project team. *Questions and comments can be found in Appendix F.*

Andy closed the meeting by thanking CAG members for being a part of the Future64 project. Andy shared that the PowerPoint would be distributed to CAG members after the meeting and

questions and comments could be submitted via email to Chandra Taylor of Vector Communications at ctaylor@vectorstl.com.

Jen thanked everyone for their participation and time.

Andy adjourned the meeting at 6:30 p.m.

After the Community Advisory Group concluded, three (3) additional comments were received from Matt Bauer of Green Street, Will Smith of New + Found Company, and Michael Hamburg of Pier Properties. These comments can be found in Appendices G, H, and I, respectively.

Appendix A: Email correspondences with CAG

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Fwd: Future64 CAG Meeting #3
1 message

Chandra Taylor <ctaylor@vectorstl.com> Wed, Dec 21, 2022 at 12:57 PM
To: Gabriela Bloom <gbloom@vectorstl.com>

---------- Forwarded message ---------
From: **Chandra Taylor** <ctaylor@vectorstl.com>
Date: Thu, Oct 13, 2022 at 3:52 PM
Subject: Future64 CAG Meeting #3
To: <Kate.Haher@cwenorthcid.com>, Mecca Baker <meccawov@gmail.com>, <cwea@thecwea.org>, <rfeder@cid.edu>, Sal <martinezs@employmentstl.org>, Forest Park Southeast <forestparksoutheast@gmail.com>, <botanicalheightsneighborhood@gmail.com>, Rachel Witt <rachel@southgrand.org>, <niapresident@shawstlouis.org>, <knucklesl@stlouis-mo.gov>, <jaharris@slmpd.org>, Audrey Ellermann <nurseauby@gmail.com>, <info@doorwayshousing.org>, <egoodwin@rosati-kain.org>, <achumbley@cortexstl.com>, <mwilliams@urbanleague-stl.org>, MiguelCarla Alexander <tilliescorner@gmail.com>, <Joel@greenstreetstl.com>, <kmeirink@explorestlouis.com>, <michael@pierpropertygroup.com>, <jesse.arevalo@bjc.org>, David Nehrt-Flores (davidn@deaconess.org) <davidn@deaconess.org>, Imran Hanafi <ihanafi@yahoo.com>, Will Strang <will@grandcenter.org>, Smith, Will <Will.smith@newandfound.com>, Smith, Steve <Steve.smith@thelawrencegroup.com>, Abdul-Kaba <Abdul@pcd-stl.org>, brodei225 <brodei225@aol.com>, <info@100blackmenstl.com>, Patti Hill <pdh@pattidhill.com>, <becky@desalescd.com>, <drpat555@gmail.com>, <matt@greenstreetstl.com>, <swhiteside@slaco-mo.org>, <tiffanycommassoc@gmail.com>
Cc: Hochlan, Jessica <Jessica.Hochlan@hdrinc.com>, Potthast, Andrew <Andrew.Potthast@hdrinc.com>, Longsdorf, Jason <Jason.Longsdorf@hdrinc.com>, Julie Nolfo <JNolfo@lochgroup.com>, Kevin Neill <KNeill@lochgroup.com>, Kuelker, Lou <Lou.Kuelker@hdrinc.com>, Rojan Thomas Joseph <rjoseph@development-strategies.com>, <jonathan.deves@hdrinc.com>, Padgett, Ylana <Ylana.Padgett@hdrinc.com>, Aaron J Groff <Aaron.Groff@modot.mo.gov>, Jennifer A. Wade <Jennifer.Wade@modot.mo.gov>, Kyle E. Grayson <Kyle.Grayson@modot.mo.gov>, THOMAS J EVERS <Thomas.Evers@modot.mo.gov>, THOMAS K BLAIR <Thomas.Blair@modot.mo.gov>, EDDIE WATKINS JR <Eddie.Watkins@modot.mo.gov>, Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>, <Cynthia.simmons@modot.mo.gov>, Shaun E. Tooley <shaun.tooley@modot.mo.gov>, <Tyler.Lehde@modot.mo.gov>

SAVE THE DATE

Please join the Future64 Study team for the last Community Advisory Group meeting to discuss the selected alternatives and to provide feedback that'll help streamline the outcomes.

Who: Community Advisory Group

When: Wednesday, December 14, 2022 at 4:30pm-6:30pm

Where: Great Rivers Greenway
Mississippi Room
3745 Foundry Way, Suite 253
St. Louis, Missouri 63110

What: This is an in person only event. More details to follow.

If you have questions, contact Chandra Taylor at ctaylor@vectorstl.com.

Thank you, and we look forward to seeing you again.

--
Chandra Z. Taylor

Consultant
Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x102
(fax) 314.621.5599
ctaylor@vectorstl.com
http://www.vectorstl.com

--

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KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

Benefits & Impacts of Alternatives CAG #3



Hello Community Advisory Group:

The Missouri Department of Transportation thanks you for participating in the third and final Community Advisory Group meeting for the Future64 PEL Study!

The project intentionally included community and technical experts that would provide insight into the study area. By volunteering your time, your help supported MoDOT through the early stages of enhancing the I-64 transportation system in the central corridor.

This email serves as a reminder that we'll meet again:

December 14 4:30-6:30pm at Great Rivers Greenway
Mississippi Room
3745 Foundry Way Suite 253
St. Louis, MO 63110
Light meal provided. This is an in-person meeting only.

During this time, you'll review three alternatives that were developed based on months-long analysis. The project team will ask for your feedback one more time before the alternatives are presented at the next public meeting in early 2023.

Again, thank you for continuing to share your insights and advice; we appreciate your support of the I-64 PEL study.

See you next month!

The Future64 Team





KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

Community Advisory Group:

Please join us for the final advisory group presentation on December 14th from 4:30-6:30pm at Great Rivers Greenway. Since a light meal will be included reservations are needed by December 13th. The event is in-person only as there will be hands-on and interactive activities with the three alternatives.

CAG RSVP

During this meeting the project team will present three corridor improvement alternatives and how they were evaluated using the study's Purpose and Need. We value the feedback that you have provided which supported the development of these alternatives. Your input during this final advisory group meeting will shape the outcomes of the Future64 Study.

Please download and review the Purpose and Need document (attached). This provides the framework for the study and was developed based on analysis of the existing conditions and feedback from the stakeholder and public engagement efforts.

Purpose and Need Flyer

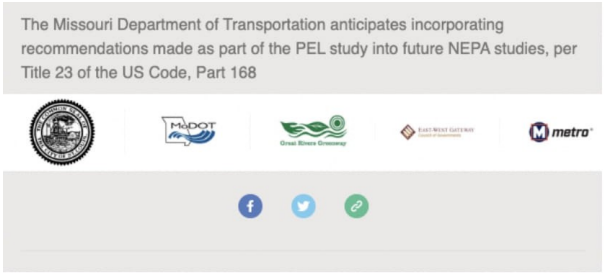
The second document to review is the list of evaluation criteria that is linked below. These questions were used to determine how well each alternative met the established needs and goals of the study. Please identify your top 3 questions by ***December 12*** if you would like to discuss during the meeting in the survey linked below.

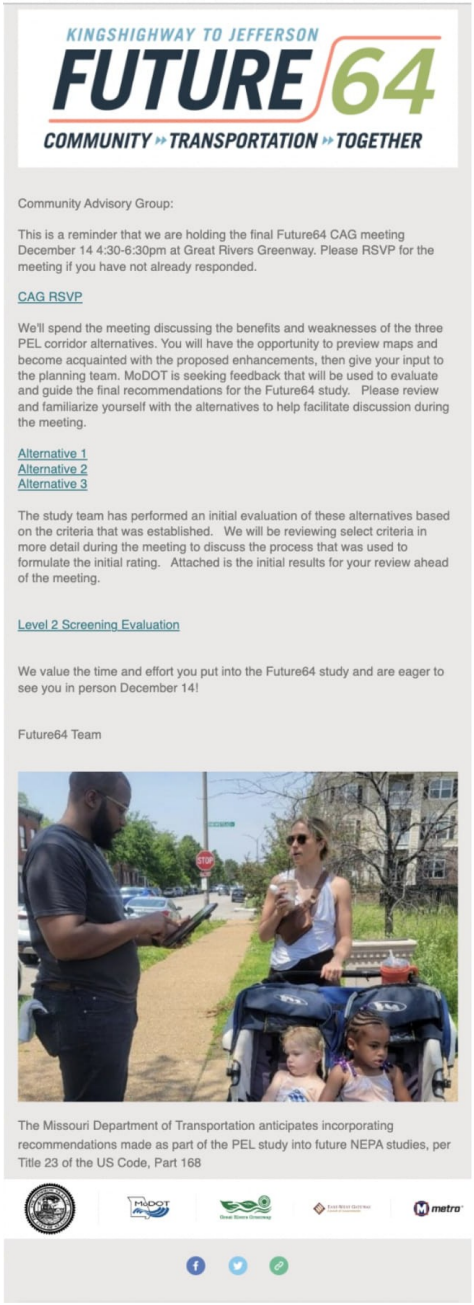
Evaluation Criteria
Needs and Goals Survey

We appreciate the time and energy that you have invested in the Future64 Corridor and look forward to seeing you next week!



MoDOT Future64 CAG Meeting #3 *13*


The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168
MoDOT
metro



MoDOT Future64 CAG Meeting #3 *15*



Community Advisory Group:

The Future64 team appreciates your participation in the I-64 PEL process, Your input helps ensure that the central corridor alternatives bring the most benefit to the community. Thank you all for bringing your expertise and experience to the table and engaging in such beneficial meaningful, and significant conversation during our meetings. We spent the most recent advisory group meeting discussing the benefits and weaknesses of the three PEL corridor alternatives and outlining the proposed enhancements, Your comments provided at the meeting will help shape the recommendations for the Alternatives in the PEL Document.

Please send any additional ideas you'd like the design team to consider to ctaylor@vectorstl.com. You have until December 23rd at the end of the day to leave a comment on the alternatives.

For your reference, the CAG meeting 3 presentation is provided. Review screening results and alternatives to help you make additional recommendations.

CAG Presentation 3

Alternative 1
Alternative 2
Alternative 3

Strip Map 1
Strip Map 2
Strip Map 3

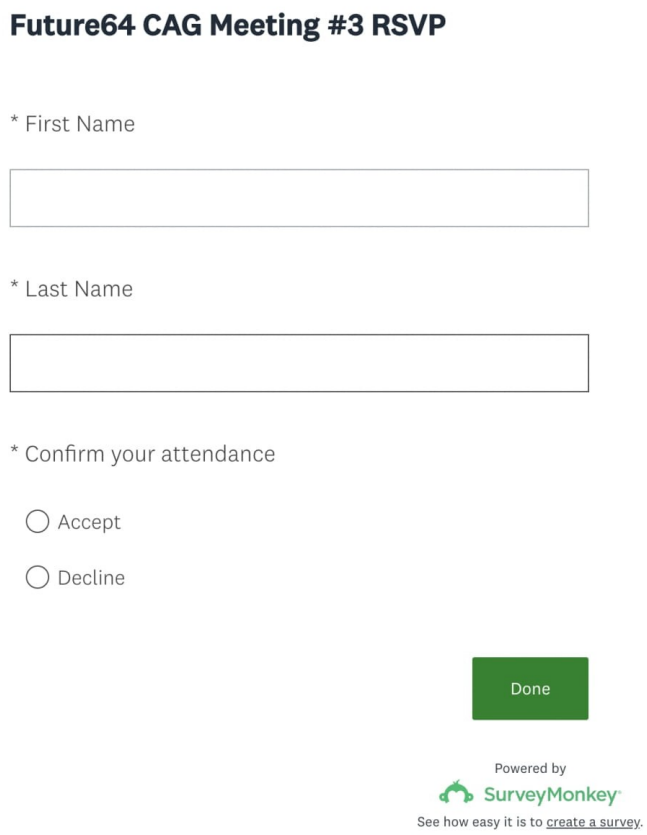
Level 2 Screening Evaluation

Again, thank you from the Future64 team.



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Appendix B: Pre-meeting materials



Future64 CAG Meeting #3 RSVP

* First Name

* Last Name

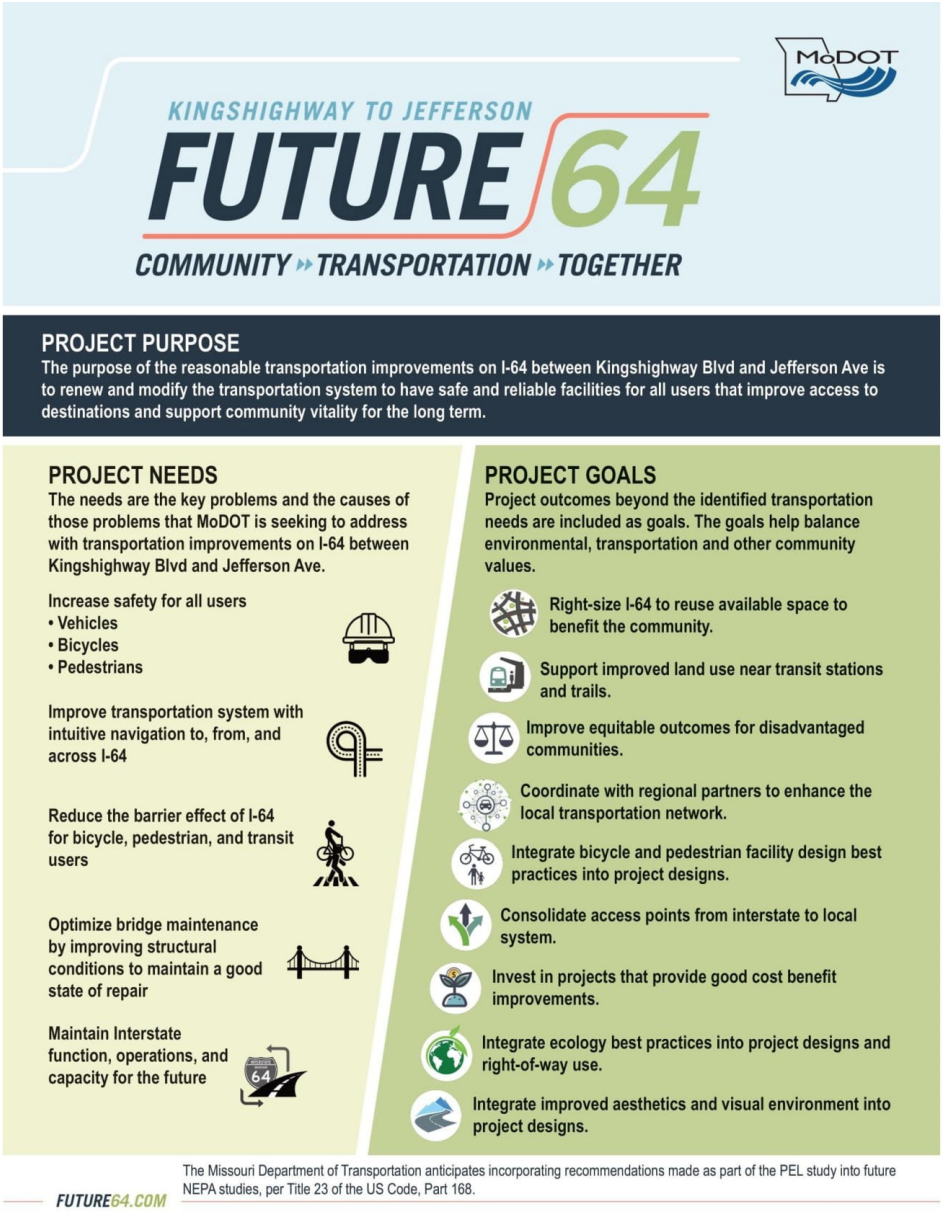
* Confirm your attendance

- ◯ Accept
- ◯ Decline

Done

Powered by SurveyMonkey

See how easy it is to create a survey.


KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
PROJECT PURPOSE
The purpose of the reasonable transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.
PROJECT NEEDS
The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.
Increase safety for all users
• Vehicles
• Bicycles
• Pedestrians
Improve transportation system with intuitive navigation to, from, and across I-64
Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users
Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
Maintain Interstate function, operations, and capacity for the future
64
PROJECT GOALS
Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.
Right-size I-64 to reuse available space to benefit the community.
Support improved land use near transit stations and trails.
Improve equitable outcomes for disadvantaged communities.
Coordinate with regional partners to enhance the local transportation network.
Integrate bicycle and pedestrian facility design best practices into project designs.
Consolidate access points from interstate to local system.
Invest in projects that provide good cost benefit improvements.
Integrate ecology best practices into project designs and right-of-way use.
Integrate improved aesthetics and visual environment into project designs.
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.
FUTURE64.COM

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	**Increased safety for all users**
Sub Need	**Regional Vehicular Movements**
Question(s) to ask:	• Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? • Does the concept improve safety within the local road network and within the study area? • Does the improvement address identified crash hot spots?
Sub Need	**Bike/Ped**
Question(s) to ask:	• Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?

Need	**Improve transportation system with intuitive navigation to, from, and across I-64**
Sub Need	**I-64 Access**
Question(s) to ask:	• Does the concept maintain access or provide access to current and known future destinations?
Sub Need	**Interstate / Local Network interface**
Question(s) to ask:	• Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Page 1 of 5

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	**Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users**
Sub Need	**Support other entities bike/ped plans**
Question(s) to ask:	• Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?
Sub Need	**Transit Access/Effectiveness**
Question(s) to ask:	• Does the concept facilitate transit access and connectivity to other non-motorized modes and/or operations?

Need	**Optimize bridge maintenance by improving structural conditions to maintain a good state of repair**
Sub Need	**Structure Repair**
Question(s) to ask:	• After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?
Sub Need	**Reduce Structures**
Question(s) to ask:	• Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Page 2 of 5

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Goals

Goal	**Right-size I-64, to reduce the highway footprint and reuse the space to benefit the community.**
Question(s) to ask:	• Does the alternative reduce the acreage of footprint of I-64 ROW, interchanges, and ramps? • How much released land is viable for redevelopment (acres)?
Goal	**Support improved land use near transit stations and trails.**
Question(s) to ask:	• Does the alternative support transit and trail-oriented development?
Goal	**Improve equitable outcomes: Protect community assets.**
Question(s) to ask:	• Does this alternative impact any community assets?
Goal	**Improve equitable outcomes: Improve quality of life.**
Question(s) to ask:	• Does this alternative contribute to an improved quality of life for local residents and workers?
Goal	**Improve equitable outcomes: Improved access to underserved communities.**
Question(s) to ask:	• Does the alternative improve access to underserved communities?
Goal	**Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network.**
Question(s) to ask:	• Does the alternative create opportunities to allow for coordinated enhancements in connectivity, safety, and comfort of travel by regional transportation and service delivery partners?
Goal	**Integrate bicycle and pedestrian facility design best practices into project designs.**
Question(s) to ask:	• Are the proposed bicycle and pedestrian facilities designs considered best practices?
Goal	**Consolidate access points from interstate to local system.**
Question(s) to ask:	• Does the alternative consolidate access points from I-64 to the local system?
Goal	**Invest in projects that provide good cost benefit improvements.**
Question(s) to ask:	• Does the alternative have a good cost benefit?
Goal	**Integrate ecology best practices into project designs and right-of-way use.**

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168 Page 4 of 5

Evaluation Criteria Related to Identified Study Goals

Question(s) to ask:	• Does the alternative provide opportunities for green infrastructure, native plantings, and stormwater management?
Goal	**Integrate improved aesthetics and visual environment into project designs.**
Question(s) to ask:	• Does the alternative provide opportunities to improve beautification, placemaking, and inviting infrastructure?

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	**Maintain Interstate function, operations, and capacity for the future**
Sub Need	**Capacity**
Question(s) to ask:	• Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?
Sub Need	**Freight**
Question(s) to ask:	• Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?

Need	**Environmental Resource Protection**
Sub Need	**Environmental Resources**
Question(s) to ask:	• Does the alternative impact environmental resources?
Sub Need	**Social and Built Environment**
Question(s) to ask:	• Does the alternative impact social and built resources?

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Page 3 of 5



Future64 Community Advisory Group Survey

The project team is evaluating the alternatives against all of these needs and goals. We will not have time to address all of these in detail but want to do our best to address the ones of most interest to you. Please select the three you are most interested in hearing about:

1. Needs

- Safety for vehicles
- Safety for pedestrians and bikes
- Intuitive navigation for I-64 users
- Intuitive navigation for the local roadway network
- Reduced barrier effect for bikes, pedestrians, and transit user
- Bridge and structure maintenance
- Interstate capacity

- Interstate capacity
- Freight movements
- Environmental resource protection
- Community resource protection

2. Goals

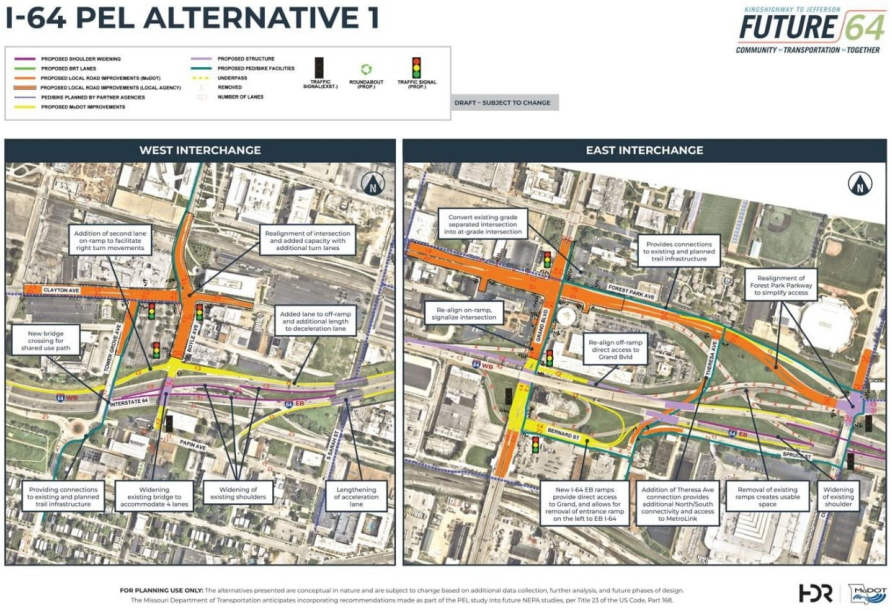
- Reduce highway footprint
- Improve land use near transit and trails
- Improve access to schools, hospitals and other community resources
- Improve access to underserved communities
- Improve opportunities for partner agencies to enhance local travel safety and comfort
- Allows for comfortable bicycle and pedestrian facilities
- Consolidates I-64 access points
- Good cost-benefit
- Provide opportunities for green infrastructure and native plantings

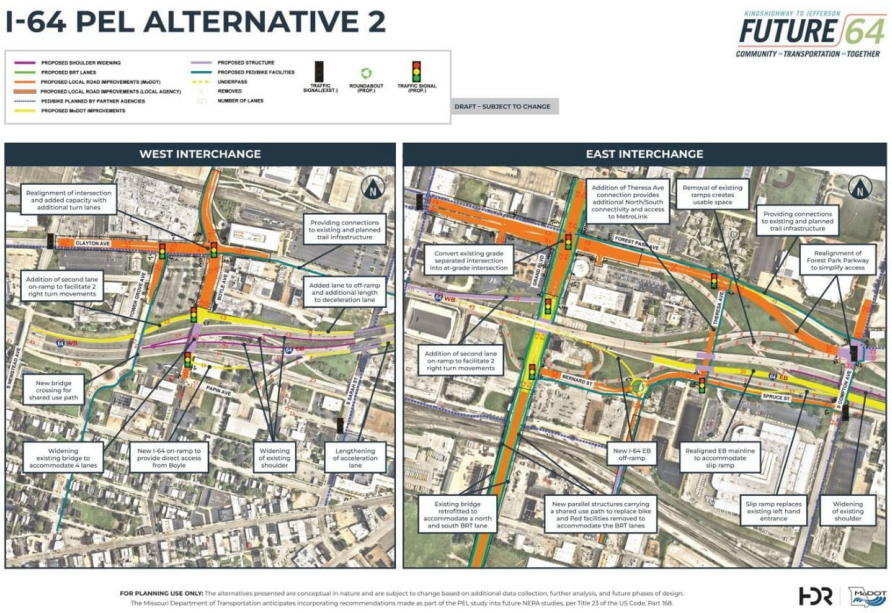
Provide opportunities to improve surrounding land use and placemaking elements

Done

Powered by SurveyMonkey

See how easy it is to create a survey.

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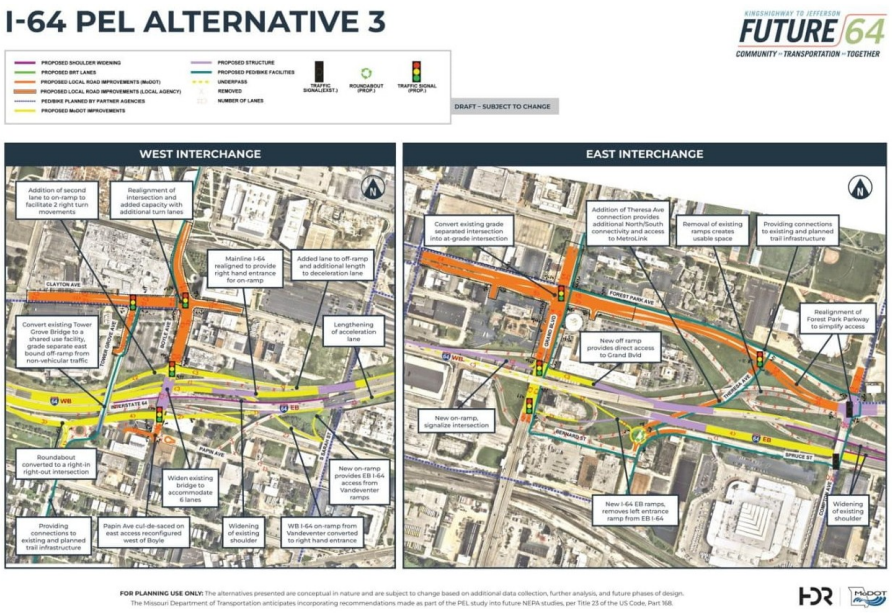
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TRAFFIC SIGNAL (PROP.)
DRAFT – SUBJECT TO CHANGE
WEST INTERCHANGE
EAST INTERCHANGE
Addition of second lane to on-ramp to facilitate 2 right turn movements
Realignment of intersection and added capacity with additional turn lanes
Mainline I-64 realigned to provide right hand entrance for on-ramp
Added lane to off-ramp and additional length to deceleration lane
Lengthening of acceleration lane
Convert existing Tower Grove Bridge to a shared use facility, grade separate east bound off-ramp from non-vehicular traffic
Roundabout converted to a right-in right-out intersection
Widen existing bridge to accommodate 6 lanes
New on-ramp provides EB I-64 access from Vandeventer ramps
Providing connections to existing and planned trail infrastructure
Papin Ave cul-de-saced on east access reconfigured west of Boyle
Widening of existing shoulder
WB I-64 on-ramp from Vandeventer converted to right hand entrance
Convert existing grade separated intersection into at-grade intersection
Addition of Theresa Ave connection provides additional North/South connectivity and access to MetroLink
Removal of existing ramps creates usable space
Providing connections to existing and planned trail infrastructure
Realignment of Forest Park Parkway to simplify access
New off ramp provides direct access to Grand Blvd
New on-ramp, signalize intersection
New I-64 EB ramps, removes left entrance ramp from EB I-64
Widening of existing shoulder
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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Future64 Level 2 Alternative Screening - Needs

Need	Increase safety for all users	
Sub Need	Regional Vehicular-Movements	Bike/Ped
Question(s) to ask	Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network and within the study area? Does the improvement address identified crash hot spots?	Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	High/Best	High/Best

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

DRAFT - SUBJECT TO CHANGE

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

DRAFT: SUBJECT TO CHANGE

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future MoDOT NEPA studies, per Title 23 of the US Code, Part 168.

Need	Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users	
Sub Need	Support other entities bike/ped plans	Transit Access/Effectiveness
Question(s) to ask	Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?	Does the concept facilitate transit access and connectivity to other non motorized modes and/or operations?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	High/Best	High/Best
Alternative 3 Rating	High/Best	Least/Low

Need	Optimize bridge maintenance by improving structural conditions to maintain a good state of repair	
Sub Need	Structure Repair	Reduce Structures
Question(s) to ask	After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?	Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	Moderate	Least/Low

DRAFT - SUBJECT TO CHANGE

Need	Maintain interstate function, operations, and capacity for the future	
Sub Need	Capacity	Freight
Question(s) to ask	Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?	Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Least/Low	Moderate
Alternative 2 Rating	High/Best	Moderate
Alternative 3 Rating	High/Best	Moderate

DRAFT - SUBJECT TO CHANGE

Need	Environmental Resource Protection	
Sub Need	Environmental Resources	Social and Built Environment
Question(s) to ask	Does the alternative impact environmental resources?	Does the alternative impact social and built resources?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	Moderate

DRAFT: SUBJECT TO CHANGE

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Future64 Level 2 Alternative Screening - Project Goals	
Project Goals	Right-size I-64, to reduce the highway footprint and reuse the space to benefit the community.
Question(s) to Ask	Does the alternative reduce the acreage of footprint of I-64 ROW, interchanges, and ramps? How much released land is viable for redevelopment (acres)?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Support improved land use near transit stations and trails.
Question(s) to Ask	Does the alternative support transit and trail oriented development?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Protect community assets
Question(s) to Ask	Does this alternative impact any community assets?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Improve quality of life
Question(s) to Ask	Does this alternative contribute to an improved quality of life for local residents and workers?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Improved access to underserved communities
Question(s) to Ask	Does the alternative improve access to underserved communities?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network
Question(s) to Ask	Does the alternative create opportunities to allow for coordinated enhancements in connectivity, safety, and comfort of travel by regional transportation and service delivery partners?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	High/Best
Alternative 3 Rating	Moderate

Project Goals	Integrate bicycle and pedestrian facility design best practices into project designs
Question(s) to Ask	Are the proposed bicycle and pedestrian facility designs considered best practices?
No Build Rating	Moderate
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Consolidate access points from interstate to local system
Question(s) to Ask	Does the alternative consolidate access points from I-64 to the local system?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Invest in projects that provide good cost benefit improvements
Question(s) to Ask	Does the alternative have a good cost benefit?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Integrate ecology best practices into project designs and right-of-way use.
Question(s) to Ask	Does the alternative provide opportunities for green infrastructure, native plantings and stormwater management?
No Build Rating	Least/Low
Alternative 1 Rating	High/Best
Alternative 2 Rating	Moderate
Alternative 3 Rating	Moderate

Project Goals	Integrate improved aesthetics and visual environment into project designs.
Question(s) to Ask	Does the alternative provide opportunities to improve beautification, placemaking, and inviting infrastructure?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	High/Best
Alternative 3 Rating	Moderate

DRAFT: SUBJECT TO CHANGE

DRAFT: SUBJECT TO CHANGE

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I-64 PEL ALTERNATIVE 1
FUTURE
64
64
FOR PLANNING USE ONLY


I-64 PEL ALTERNATIVE 2
FUTURE
64
64
FOR PLANNING USE ONLY


I-64 PEL ALTERNATIVE 3
FUTURE
64
64
FOR PLANNING USE ONLY

Future64 Study

Advisory Group Meeting #3

December 14, 2022

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

- Introductions
- Project Recap
- Overview of Alternatives
- Initial Screening Results
- Small Group Exercise – Benefits & Impacts of Alternatives
- Round Robin Discussion
- Where do we go from here?

Introductions

Study Recap - What's happened so far?



MoDOT Future64 CAG Meeting #3 *33*



Advisory Group Meeting #1 – May 2022
Existing Conditions

Existing conditions:

- Growth of Corridor
- Crash rates above statewide average
- Existing access to/from I-64 is challenging
- Bridges in need of repair/investment
- Transportation investments needed to serve vulnerable population
- I-64 creates a barrier effect for community and N-S connections
- Lack of high-quality bicycle and pedestrian facilities





PROJECT NEEDS

The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.

Increase safety for all users
- Vehicles
- Bicycles
- Pedestrians

Improve transportation system with intuitive navigation to, from, and across I-64

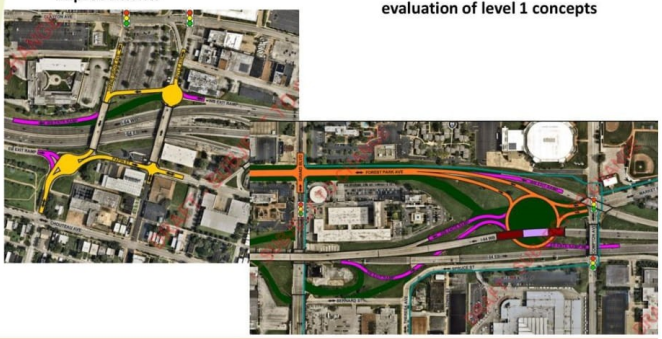
Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users

Optimize bridge maintenance by improving structural conditions to maintain a good state of repair

Maintain Interstate function, operations, and capacity for the future

Advisory Group Meeting #2 – July 2022
Level 1 Alternatives

- Corridor strategies
- High-level concepts for interchange improvements
- Shared initial screening results vs. needs
- Feedback was used to complete evaluation of level 1 concepts



Study Recap: What's happened since the last meeting

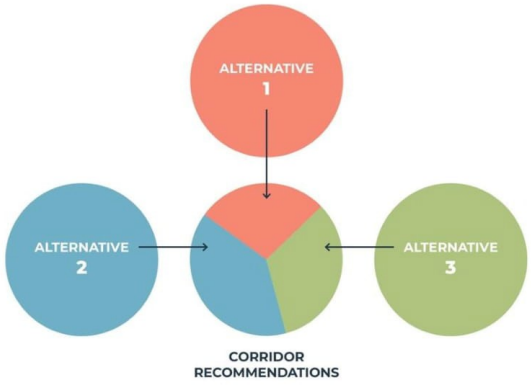
- Focused on Corridor Alternatives
- Received FHWA concurrence for level 1 screening and alternatives
- Developed level two screening criteria
- Development of level two corridor alternatives
- Analysis performed: traffic, safety, multimodal, and community benefits

PROJECT GOALS

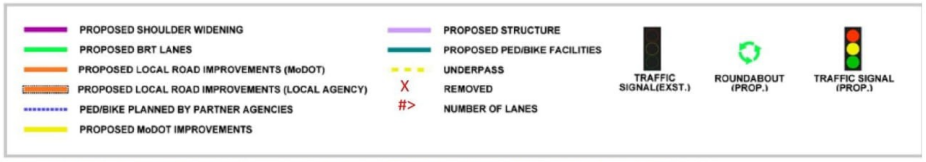
Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.

- Right-size I-64 to reuse available space to benefit the community.
- Support improved land use near transit stations and trails.
- Improve equitable outcomes for disadvantaged communities.
- Coordinate with regional partners to enhance the local transportation network.
- Integrate bicycle and pedestrian facility design best practices into project designs.
- Consolidate access points from interstate to local system.
- Invest in projects that provide good cost benefit improvements.
- Integrate ecology best practices into project designs and right-of-way use.
- Integrate improved aesthetics and visual environment into project designs.

Overview of Alternatives

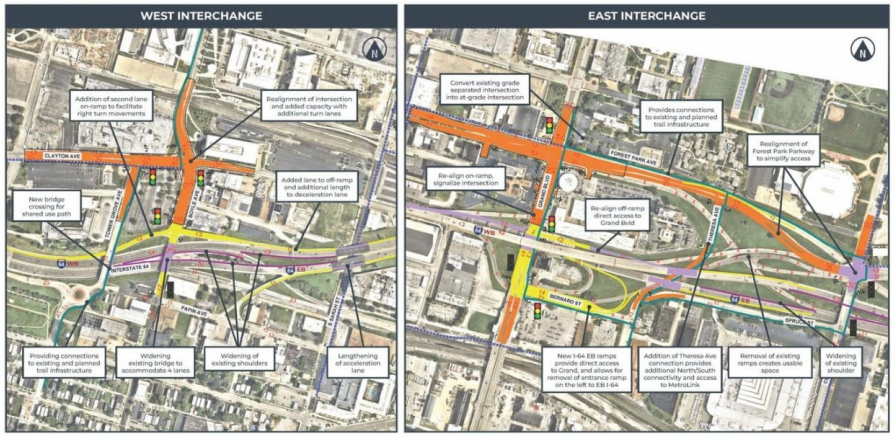


Map and Legend Overview



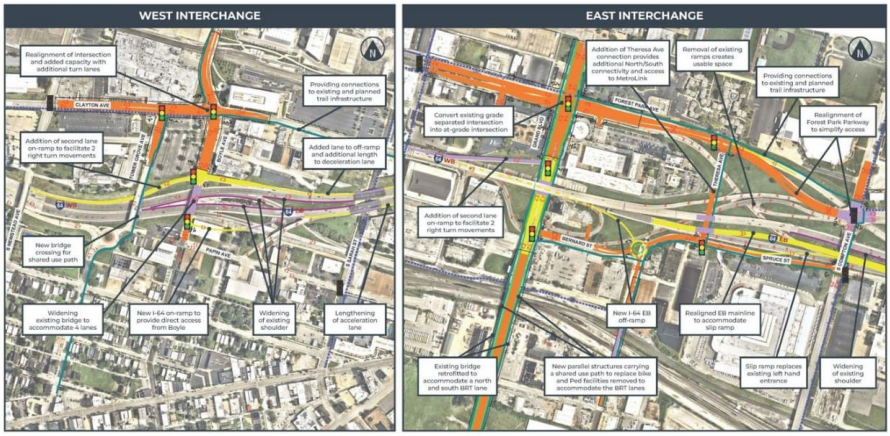


Alternative 1



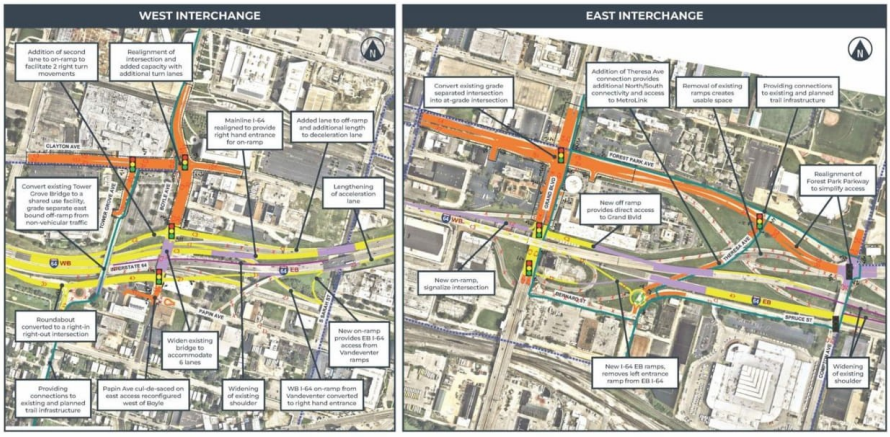
FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Alternative 3



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Estimated Costs

Bridge Repairs/Replacements to Extend Life Past 2050 = $100M

	Alternative 1	Alternative 2	Alternative 3
Investment on MoDOT System	$80M	$96M	$130M
Investment on Local System	$16M	$28M	$19M
Bridge Repairs	$90M	$90M	$90M

Current Funding FY22-FY26 = $16M

MoDOT Unfunded Needs List
- **Tier 1 - $86M**
- **Tier 2 - $24M**

Initial Screening Results

Need – Safety for All Users

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Moderate**	**Moderate**	**High**
Congestion Reduction		√	√+	√+
Improved interchange spacing				√+
Reduction Access points		√	√+	√+
Removes Left Hand Entrance Ramps		√	√	√+
Improved Interchange Ramps		√	√	√
Improved Shoulders		√	√	√

Need – Safety for All Users: Bike/Ped

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Moderate**	**Moderate**	**Moderate**	**High**
Planned Low Stress Improvements from GRG and City of STL	√	√	√	√
New Intersection at Forest Park and Grand		√-	√-	√-
New Separated Facilities Along Grand, Theresa and Forest Park		√	√	√
Clayton Ave Improvements			√+	
Grade Separation at Tower Grove and Conversion to Ped Only				√+

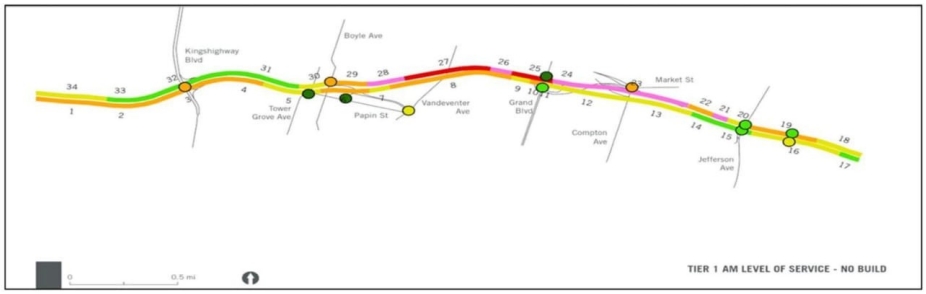
Need – Intuitive I-64 Access

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Moderate**	**Moderate**	**Moderate**
Removal of Market Street On and Off Ramp		√	√	√
Consolidated Access at Boyle		√	√	√
Consolidated Access at Grand Blvd		√	√	√
No Significant Travel Time Increases		√+	√+	√

Need – Reduced Barrier Effect

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Moderate**	**High**	**High**
Increase of more than 1 mile of new facilities			√	
Increased crossings of I-64		√	√	√
Increased grade separated crossings of RR			√	
Improved connectivity to Grand MetroLink Station		√	√	√

Need – Maintain Interstate Function, Operations and Capacity for Future



	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Low**	**High**	**High**

Goal – Right-size I-64 to Reduce Highway Footprint

	NB	Alt1	Alt2	Alt 3
Performance Rating	**N/A**	**Moderate**	**Moderate**	**High**
Potential Released Acreage		6.5	7.1	10.7
Potential Redevelopment Acreage		14.7	14.8	30.8
Potential Residential Units		700	600	1800
Potential Commercial SQFT		25,000	12,000	58,000
Potential Developments with Transit Access		3	4	5
Potential Developments with Trail Access		3	4	6

Goal – Community Benefits of Alternatives



Goal – Improve Equitable Outcomes: Protect Community Assets



MoDOT Future64 CAG Meeting #3 *43*

Goal – Improve Equitable Outcomes: Protect Community Assets

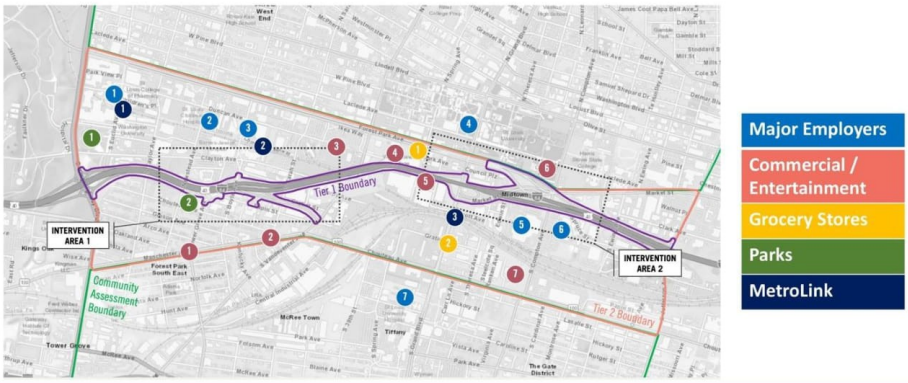
10 MIN WALK RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Marginal	High
Higher Education	Medium	Marginal	Medium
Hospitals	Marginal	Low	Low
Community Services	Low	Marginal	Low
Schools	Marginal	Marginal	Marginal
Other Community Assets	High	Medium	High
OVERALL SCORE	**Medium**	**Low**	**Medium**

10 MIN BIKE RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Low	Low
Higher Education	Low	Low	Low
Hospitals	Low	Low	Low
Community Services	Low	Low	Low
Schools	Marginal	Low	Low
Other Community Assets	Medium	Medium	Marginal
OVERALL SCORE	**Low**	**Low**	**Low**

Goal – Improve Equitable Outcomes – Improve Quality of Life



Goal – Improve Equitable Outcomes – Improve Quality of Life

10 MIN WALK RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Medium	Low	High
Commercial and Entertainment Destinations	Medium	Marginal	Medium
Groceries	High	Low	High
Parks	Marginal	Marginal	Low
OVERALL SCORE	**Medium**	**Low**	**High**

10 MIN BIKE RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Low	Low	Low
Commercial and Entertainment Destinations	Low	Low	Low
Groceries	Medium	Medium	Medium
Parks	Marginal	Marginal	Marginal
OVERALL SCORE	**Low**	**Low**	**Low**

Goal – Improve Equitable Outcomes – Improved Access to Underserved Communities

ALTERNATIVES RANKED FOR ACREAGE OF 10 MIN WALKSHED SERVING VULNERABLE AREAS

Community Assets	Rank 1	Rank 2	Rank 3
Health Clinics	Alternative 3	Alternative 1	Alternative 2
Higher Education	Alternative 3	Alternative 1	Alternative 2
Hospitals	Marginal Variation		
Community Services	Alternative 3	Alternative 1	Alternative 2
Schools	Marginal Variation		
Other Community Services	Alternative 1	Alternative 3	Alternative 2

Quality Of Life	Rank 1	Rank 2	Rank 3
Major Employers	Alternative 3	Alternative 1	Alternative 2
Commercial and Entertainment Locations	Alternative 3	Alternative 1	Alternative 2
Parks	Alternative 3	Alternative 2	Alternative 1
Grocery Stores	Alternative 3	Alternative 1	Alternative 2

Transit Stops	Rank 1	Rank 2	Rank 3
Transit Stops	Alternative 1	Alternative 3	Alternative 2

Small Group Exercise

Benefits and Impacts of Alternatives



Round Robin Discussion

- **Share your thoughts**
  - **What excites you most about the alternatives?**
  - **What should MoDOT focus on as the Future64 Study moves into the next phases of planning and project development?**
  - **Is there anything you can tell us to improve future PEL studies?**

Where do we go from here?

- What happens with the feedback from these meetings?
- Meet with elected officials
- Public meeting – January 18, 2023
- PEL Report with Recommendations for Next Steps of Planning - April 2023



Thank You!

For more information, visit
www.future64.com
or
Email: Chandra Taylor
ctaylor@vectorstl.com

Appendix D: Questions & Comments about Alternatives

Questions and comments about Alternative 1

- Can you clarify what the at-grade intersection at Forest Park Ave. and Grand Ave. would be like?
    - An at-grade intersection at Forest Park Ave. and Grand Ave. would be similar to the Forest Park Parkway and Kingshighway Blvd. intersection.

Questions and comments about Alternative 2

- The new Ronald McDonald house will be built close to this footprint. Will it be affected in any way by this alternative?
    - No, this alternative should not impact the new Ronald McDonald house.
- Where are the Metrolink stations?
    - MoDOT team gestured on the map

Questions and comments about Alternative 3

- No comments/questions

Appendix E: Small Group Report-out Notes

- Vandeventer to E64 is good from north side
- Boyle is not used as much by neighbors/residents
- More congestion is coming in all models
- Forest Park/Grand
    - Options make it more pedestrian friendly
    - Keep focus on pedestrian experience
- Forest Park Southeast
    - West side – seeing downsides of putting more lanes on Clayton/Boyle
    - Concerns for speeding
    - Consider low-flow times, use whatever psychological tricks you can
- Ease of interstate access – public safety concerns, crime specifically
- Value in having mixed-use paths connected to roadway for less isolation, crime deterrent
- Westbound I-64 is congested – afternoon
- Need to *fix* Clayton/Skinker exit (WB 64) in order for this segment to function best.
- Climate change – we should be doing everything we can now (Trees, raingardens, detention)
- Desire link to cross Grand @ Metrolink
- EB on-ramp from Vandeventer – cause congestion?
    - Julie: No
- Paths for bike/ped near road helps slow down traffic
- Alternative 2
    - Theresa connection is helpful.
    - Like simplicity and uniqueness
    - Like dedicated bus lane
- WB on-ramps at Vandeventer/Boyle and off ramp at Kingshighway
    - Concern for weaving safety
- Alternative 3
    - SOR idea – encourages spreading?
    - Suburban idea
- Ped facilities into WUMC encourages parking in nearby neighborhoods – parked up
- When Fox or Symphony is letting out, traffic is terrible. Other ways out of Grand Center is good.
    - How does this impact *residents*?

Appendix F: Additional Questions and Comments

- Which alternative is the best to account for future growth?
    - All three alternatives account for future growth.

Appendix G: Comments submitted from Green Street

From: Matt Bauer <mbauer@greenstreetstl.com>
Sent: Friday, December 23, 2022 10:01 AM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Cc: Joel Oliver <joel@greenstreetstl.com>; Amanda Auer <aauer@greenstreetstl.com>
Subject: RE: Future64 PEL - Reminder due date for comments

I spoke with Amanda Auer here at Green Street who is the project developer for the Armory district has provided some specific feedback on the alternatives.

Overall, we have a strong preference for Alternative 2 which keeps the building/property at the southeast corner of the intersection of Grand and I-64 as an active and developable property. Development of that property along with our future plans for the southwest corner of that intersection (previously proposed 40 Grand project), would create a high-density transit oriented development cluster at this major intersection and entrance to SLU and Grand Center.

Thanks,

Matt Bauer
Development Manager | Green Street Real Estate Ventures

O: 314-390-9301 | C: 314-390-9301

Appendix H: Comments submitted from New + Found Company

Shaun,

Thank you for reaching out. A few comments below pertaining to the East Interchange:

- We have seen a dramatic increase in land value around City Foundry, which we believe will drive significant increased density
    - Our greater Foundry vision is a dense, walkable spine along I-64 all the way to Compton
    - Creating as much developable land along that spine will allow for efficient, cost effective, and subsequently affordable (and equitable) opportunities for development
- Expanding developable land immediately accessible to the Foundry campus would support greater walkable and bikeable density
    - Alternative 1 and 3 realignment of WB onramp to I-64 allow for increased developable land
- All three options do well to eliminate the immediately west of Compton ramps, however I would push Forrest Park Parkway – Compton access further North to create even more developable space
    - Prefer option 3 that eliminates I64 WB offramp to Forrest Park Parkway – not needed if EB off ramp to Grand established
    - The land immediately to the North and South of Forest Park Parkway at Compton will be hard to develop and create density in all three current alternatives
    - Potential reuse portion of the northern ramp – Alternative 3: swap demoed off ramp for new Forest Park Parkway route
- Grand currently is a very tough pedestrian experience
    - Support alternatives 2 around Bernard St preservation. Would push roundabout further north to create better developable land between highway and Bernard
    - Does option 2 have a road creating access to Steelcoat?
- Support option 2 of Therasa – creates better grid and slows traffic with lights

Happy to discuss further with anyone. This will be catalytic to the area.

Thank you for the work you are doing bringing this much needed change to the area.

Will Smith
M: 314.809.4501

Appendix I: Comment submitted from Pier Properties

From: Michael Hamburg <michael@pierpropertygroup.com>
Sent: Thursday, January 12, 2023 9:31 AM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Subject: Re: Future64 PEL - Please submit comments

Shaun,

Sorry again for the delay. If it is not too late to voice some opinions, I am in strong support of Alternative 2 East Interchange's plan. We are partway through adding over 400 apartments, a Target and TopGolf near Theresa/Gratiot/Grand. Theresa used to be a great North/South connector and re-establishing this connection for bike, pedestrian, and vehicular traffic will be instrumental in stitching SLU's undergraduate and medical campuses as well as numerous new and future entertainment establishments. My only question on this option was where westbound traffic would exit 64 at Grand with the existing being removed.

Thanks,
Michael

MICHAEL HAMBURG I PIER PROPERTY GROUP
p. 314.363.7447 I e. michael@pierpropertygroup.com
www.pierpropertygroup.com

Appendix 21: Technical Advisory Group Roster

First Name	Last Name	Organization
Todd	Antoine	Great Rivers Greenway
Collen	Autry	Cortex
Jeff	Buttler	Metro ParaTransit
Kim	Cella	Citizens for Modern Transit
Mike	Foley	Citizens for Modern Transit
Jessica	Gershman	Metro/ Bi-State
Brooks	Goedeker	Midtown Redevelopment Group
Paul	Hubmann	East-West Gateway Council of Governments
John	Kohler	City of St. Louis
John	Langa	Metro/ Bi-State
Michael	Lucido	SLU Campus Operations
Taylor	March	Trailnet
Scott	Oglive	City of St. Louis
Rob	Orr	City of St. Louis
Amy	Parker	Metro ParaTransit
Christopher	Peoples	Great Rivers Greenway
Brian	Phillips	WUMC (Public Engagement/Strategic)
Chris	Poehler	Metro/ Bi-State
Michael	Richards	SSM
Steve	Sobo	Wash U (Tactical Transportation/Parking)
Donna	Ware	BJC (Tactical Transportation/Parking)
Aimee	Wehmeier	Paraquad
Catherine	Werner	St. Louis City Sustainability Office - Director
Betherny	Williams	City of St. Louis
Jamie	Wilson	City of St. Louis
Trenise	Winters	Metro/ Bi-State

Appendix 22: Technical Advisory Group Minutes – Meeting 1

Future64 Study
Technical Advisory Group (TAG) Meeting #1
Wednesday, May 11, 2022
Great Rivers Greenway (Mississippi Room) and Zoom
Prepared by Jessica Hochlan, HDR

Overview

On May 11, 2022, the Missouri Department of Transportation hosted the first of three Technical Advisory Group meetings for the Future64 Study.

Notifications

Email

An email was sent on April 21, 2022, to invite participants to the meeting. That email was followed-up by a calendar invite.

A second email was sent on May 10, 2022, to remind participants of the meeting the next day. An updated calendar invite with a virtual link was sent at that time.

The emails and calendar invites were sent to the following people:

Table 1: List of Invited Participants

Name	Organization	Title	Email Address
Aaron Groff	MoDOT	Project Manager	aaron.groff@modot.mo.gov
Aimee Wehmeier	Paraquad	President	awehmeier@paraquad.org
Amy Parker	Metro/Bi-State	Metro ParaTransit	adacoordinator@metrostlouis.org
Andy Potthast	HDR	Project Manager	Andrew.Potthast@hdrinc.com
Beth Letscher	Cortex	Vice President	bletscher@cortexstl.com
Betherny Williams	City of St. Louis	Director of Streets	williamsbeth@stlouis-mo.gov
Brian Phillips	WUMC	Public Engagement/Strategic	philipb@wustl.edu

Brooks Goedeker	Midtown Redevelopment Group	Executive Director	bgoedeker@stlmrc.com
Catherine Werner	St. Louis City	Sustainability Office - Director	WernerC@stlouis-mo.gov
Chandra Taylor	Vector	Consultant	ctaylor@vectorstl.com
Cheryl Roberts	MoDOT	Senior Equal Opportunity and Diversity Practitioner	cheryl.roberts@modot.mo.gov
Chris Poehler	Metro/Bi-State	Director of Engineering	engineering@metrostlouis.org
Christopher Peoples	GRG	Senior Project Manager	tcpeoples@grgstl.org
Collen Autry	Cortex	Director of District Operations	cautry@cortexstl.org
Donna Ware	BJC	Tactical Transportation/Parking	donna.ware@bjc.org
Dr. Toni Prawl	SHPO	Director and Deputy State Historic Preservation Officer	toni.prawl@dnr.mo.gov
Eddie Watkins	MoDOT	Traffic Specialist	Eddie.Watkins@modot.mo.gov
Felix Gonzales	FHWA	Transportation Engineer	felix.r.gonzalez@dot.gov
Jamie Wilson	City of St. Louis	Commissioner of Traffic	wilsonj@stlouis-mo.gov
Jason Longsdorf	HDR	Transportation Practice Group Leader	Jason.Longsdorf@hdrinc.com
Jeff Butler	Metro/Bi-State	Metro ParaTransit	paratransit@metrostlouis.org
Jennifer Wade	MoDOT	Area Engineer	jennifer.wade@modot.mo.gov
Jessica Gershman	Metro/Bi-State	ED, Planning & System Development	planning@metrostlouis.org
Jessica Hochlan	HDR	Strategic Communications Coordinator	jessica.hochlan@hdrinc.com
John Kohler	City of St. Louis	Planning and Programming Manager	KohlerJ@stlouis-mo.gov
John Langa	Metro/Bi-State	VP, Economic Development	jrlanga@bistatedev.org
Julie Nolfo	Lochmueller	Project Liaison	jNolfo@lochgroup.com

Justin Carney	Development Strategies	Principal	jcarney@development-strategies.com
Kim Cella	CMT	CEO	kcella@cmt-stl.org
Lou Kuelker	HDR	Project Manager	Lou.Kuelker@hdrinc.com
Meg McCollister	EPA	Region 7 Administrator	r7actionline@epa.gov
Michael Foley	CMT		mfoley@cmt-stl.org
Michael Lucido	SLU	Hospital Operations	lucidoma@slu.edu
Rob Orr	City of St. Louis	SLDC - Deputy ED	Orrr@stlouis-mo.gov
Scott Ogilvie	City of St. Louis	Program Manager	ogilvies@stlouis-mo.gov
Shaun Tooley	MoDOT	Project Manager	Shaun.Tooley@modot.mo.gov
Steve Sobo	Wash U	Transportation/Parking	sobos@wustl.edu
Taylor March	Trailnet	Director of Policy	taylor@trailnet.org
Todd Antoine	GRG	Chief of Planning & Projects	tantoine@grgstl.org
Tom Blair	MoDOT	District Engineer	Thomas.Blair@modot.mo.gov
Trenise Winters	Metro/Bi-State	GM of MetroBus	metrobus@metrostlouis.org

Copies of the emails can be found in **Appendix A.**

Technical Advisory Group Meeting Summary

Overview

The meeting was held on May 11, 2022, from 11 a.m. to 12:30 p.m. at Great Rivers Greenway's office in St. Louis, MO.

Participants

A total of 21 participants took part in person, including representatives from MoDOT and HDR.
A total of 15 participants took part online.

Table 2: List of In-Person Participants

Name	Organization
Aaron Groff	MoDOT
Andy Potthast	HDR
Brooks Goedeker	Midtown Redevelopment Group
Chandra Taylor	Vector

Cheryl Milton Roberts	MoDOT
Christopher Peoples	GRG
Collen Autry	Cortex
Donna Ware	BJC
Jason Longsdorf	HDR
Jennifer Wade	MoDOT
Jessica Hochlan	HDR
Julie Nolfo	Lochmueller
Kevin Neill	Lochmueller
Kyle Grayson	MoDOT
Lou Kuelker	HDR
Mark Vogl	GRG
Michael Foley	CMT
Paul Hubbman	East West Gateway
Rob Orr	St. Louis Development Corp.
Scott Oglivie	City of St. Louis
Todd Antoine	GRG
Tom Blair	MoDOT

Table 3: List of Virtual Participants

Name	Organization
Amanda Burke	SHPO
Amy Parker	Metro/Bi-State
Betherny Williams	City of St. Louis
Cheryl Roberts	MoDOT
Eddie Watkins	MoDOT
Felix Gonzales	FHWA
Jamie Wilson	City of St. Louis
John Langa	Economic Development
Kyle Grayson	MoDOT
Melissa Scheperle	MoDOT
Michael Lacido	SLU
Rojan Joseph	Development Strategies
Steve Sobo	Wash U
Taylor March	TrailNet
Ylana Padgett	HDR

Meeting Content

The meeting began with a welcome by MoDOT Area Engineer Jen Wade and MoDOT District Engineer Tom Blair. Following introductions, the HDR, Lochmueller and Vector team walked through the following slides.

1. What is a PEL
2. Why Future64 Study
3. Corridor Partners
4. Role of TAG
5. Group Exercise #1 – Menti poll on needs and improvements
6. Corridor Findings – Showed TAG members key metrics of the study area including growth, community and travel patterns, the vulnerability index, crash data, existing navigational challenges, and bridge conditions. Information on bike and ped facilities and transit was also included in this section
7. Engagement
8. Purpose, Need, and Goals
9. Group Exercise #2 – Menti poll on additional needs and goals
10. Q&A

Questions and Answers

A total of 5 questions, comments and input provided virtually during the Q&A portion of the TAG presentation. The questions are summarized below:

1. Are northside-southside rail expansion accommodated?
2. In regard to improving bridge conditions, I would point out that falls under safety in my book.
3. The team needs to ensure Cortex and Forest Park Forever are engaged.
4. Who else from the city has been engaged?
5. Is the cultural resource office involved?
6. Was the Office on the Disabled included?
7. There is a potential conflict between conceptual design and access needs and requirements in an urban area.
8. Regarding traffic data on the north and south trip the data does not reflect all the traffic and only shows trips counted in the study area.
9. BJC is marked on incorrectly on the map and it needs to be fixed.
10. Thanks for doing this and being proactive.
11. Make sure MoDOT is aware of federal programs that could help with this such as Safe Street, Carbon Reduction Program and Healthy Streets.

Map Exercise

A total of 17 comments were left on the map before during and after the meeting. The comments are summarized below.

Comment Number	Comment
1	Area is a mess of bridges and merging
2	Compton Bridge is in poor condition

3	Can this be moved to at-grade like Kingshighway was?
4	What will become of this area now that ramp is gone?
5	Create better connection from MetroLink to SLU/Foundry, etc.
6	Better connections for transit at Grand MetroLink Station
7	Two notes here
25	Brickline elevated track crosses up & MetroLink
26	Existing ped. bridge not adequate for future increase in users.
27	Bike/Ped bridge
42	Leave room for wider Grand in future
43	Put a lid on it!
44	Brickline crossing I-64 and up tracks to Chouteau Ave
45	Pedestrian and bike access below
46	Opportunity for native prairie
47	Trucks can't move through roundabout
48	Ramp backs up onto highway

Take Home Information
In-person participants were sent home with copies of the fact sheet, public meeting flyer, draft purpose and need and detailed project map. The same materials were emailed to all invited attendees on May 16, 2022.

A copy of the sign-in sheet, PowerPoint presentation, results from both exercises, a copy of the map exercise and all take-home materials can be found in **Appendix B.**

Appendix A
(copies of all notifications)

From:	Hochlan, Jessica
To:	Hochlan, Jessica
Bcc:	KohlerJ@stlouis-mo.gov; williamsbeth@stlouis-mo.gov; wilsonj@stlouis-mo.gov; Orrr@stlouis-mo.gov; planning@metrostlouis.org; engineering@metrostlouis.org; jrlanga@bistatedev.org; metrobus@metrostlouis.org; tcpeoples@grgstl.org; tantoine@grgstl.org; kcella@cmt-stl.org; taylor@trailnet.org; awehmeier@paraquad.org; bletscher@cortexstl.com; philipb@wustl.edu; sobos@wustl.edu; donna.ware@bjc.org; lucidoma@slu.edu; bgoedeker@stlmrc.com; WernerC@stlouis-mo.gov; r7actionline@epa.gov; toni.prawl@dnr.mo.gov; paratransit@metrostlouis.org; adacoordinator@metrostlouis.org; Potthast, Andrew
Subject:	Invite: Future64 Technical Advisory Group
Date:	Thursday, April 21, 2022 8:54:00 AM
Attachments:	Future64_FactSheet_041922.pdf

Hello Future64 Stakeholders,

The Missouri Department of Transportation (MoDOT) is conducting a Planning and Environmental Linkages (PEL) study on the Interstate 64 central corridor. The Future64 PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process.
We are forming a Future64 Technical Advisory Group (TAG) and we are reaching out to ask for your participation. This group will meet three times during the study, with the first meeting planned for mid-May. A second meeting will be held this summer and a final meeting in early fall. If you choose to participate in the TAG we request you be present at all three meetings. These meetings will be interactive working sessions that will help MoDOT formulate the purpose, need, and goals of the Study. Later meetings will focus on development of conceptual alternatives. We hope you will consider being a part of our TAG and provide us with your technical expertise as the Future64 study moves forward.
The first meeting is scheduled for May 11 from 11 a.m.-12:30 p.m. A location and additional information will be coming soon. Please RSVP to the meeting by responding to this email.
Thank you for your consideration and we hope to see you at our first TAG meeting.
Sincerely,
The Future64 Study Team

From:	Hochlan, Jessica
To:	Hochlan, Jessica
Cc:	Potthast, Andrew; "Shaun E. Tooley"
Bcc:	"KohlerJ@stlouis-mo.gov"; "williamsbeth@stlouis-mo.gov"; "wilsonj@stlouis-mo.gov"; "Orrr@stlouis-mo.gov"; "planning@metrostlouis.org"; "engineering@metrostlouis.org"; "jrlanga@bistatedev.org"; "metrobus@metrostlouis.org"; "paratransit@metrostlouis.org"; "adacoordinator@metrostlouis.org"; "tcpeoples@grgstl.org"; "tantoine@grgstl.org"; "kcella@cmt-stl.org"; "taylor@trailnet.org"; "awehmeier@paraquad.org"; "bletscher@cortexstl.com"; "philipb@wustl.edu"; "sobos@wustl.edu"; "donna.ware@bjc.org"; "lucidoma@slu.edu"; "bgoedeker@stlmrc.com"; "WernerC@stlouis-mo.gov"; "r7actionline@epa.gov"; "toni.prawl@dnr.mo.gov"; "mfoley@cmt-stl.org"; "Colleen Autry"; "Kyle E. Grayson"; "EDDIE WATKINS JR"; "Sobo, Steven"; "THOMAS K BLAIR"; "adadirector"; "Parker, Amy M."; "Gonzalez, Felix (FHWA"; "Mark Vogl"; "ogilvies@stlouis-mo.gov"; "Rogers, Bryan S."; "Brooks Goedeker"; "Lonny Boring"; Padgett, Ylana; "Cheryl Roberts"; "C. Roberts"; "James E Smith"; "Kevin Neill"; "Paul Hubbman"; "Melissa Scheperle"; Potthast, Andrew; Longsdorf, Jason; Kuelker, Lou; "Julie Nolfo"; Justin Carney; "Shaun E. Tooley"; "aaron.groff@modot.mo.gov"; "jennifer.wade@modot.mo.gov"; "Chandra Taylor"
Subject:	Future64 TAG Meeting Reminder
Date:	Tuesday, May 10, 2022 2:08:00 PM

Hello Future64 Stakeholders,

The Missouri Department of Transportation (MoDOT) is conducting a Planning and Environmental Linkages (PEL) study on the Interstate 64 central corridor. The Future64 PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process.

This is just a reminder that our first Future64 Technical Advisory Group (TAG) is scheduled for **tomorrow** (May 11) from 11 a.m.-12:30 p.m. at Great Rivers Greenway. The address is 3745 Foundry Way, Suite 253, St. Louis, MO 63110. The meeting will be held in the Mississippi Room. You should have received a calendar invite with that information.

We hope you will be able to attend this meeting in person but for those who are not able to meet in person, we have added a Zoom meeting link to that invite you already received. Please let me know if you do not see the invite or the Zoom link in your calendar.

This group will meet three times during the study. A second meeting will be held this summer and a final meeting in early fall. If you choose to participate in the TAG we request you be present at all three meetings.

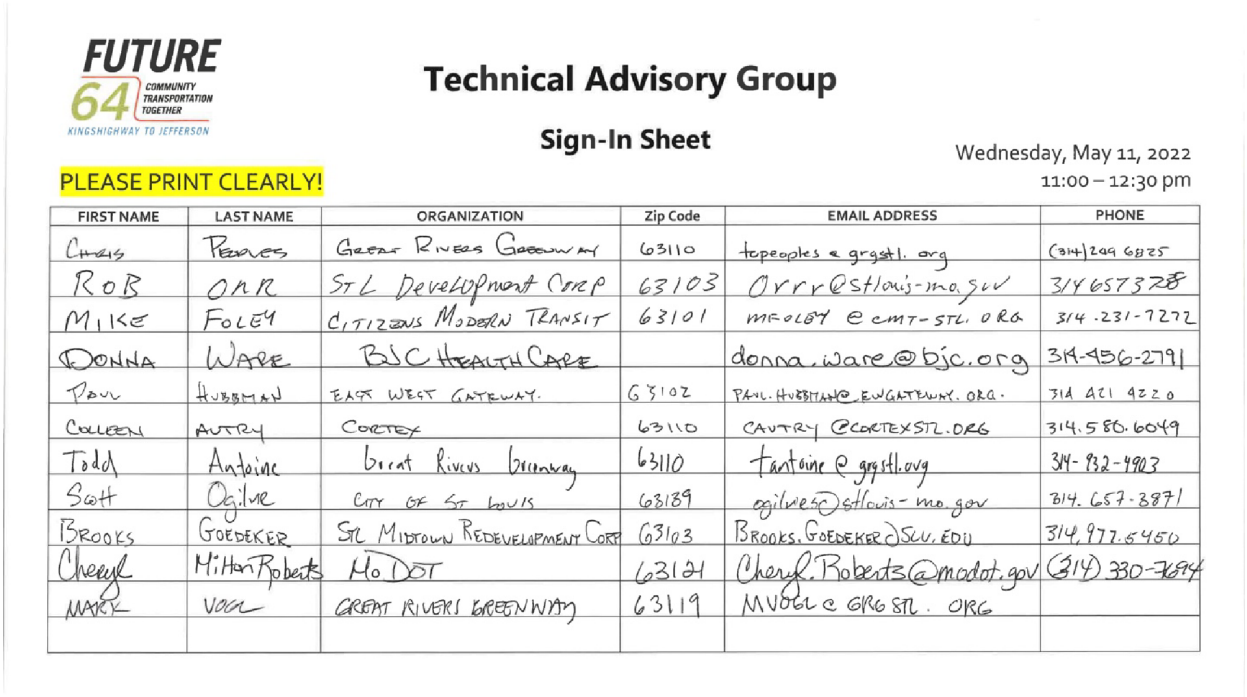
These meetings will be interactive working sessions that will help MoDOT formulate the purpose, need, and goals of the Study. Later meetings will focus on development of conceptual alternatives. We hope you will consider being a part of our TAG and provide us with your technical expertise as the Future64 study moves forward.

Thank you for your consideration and we hope to see you at our first TAG meeting.

Sincerely,

The Future64 Study Team

Appendix B
(copies of the sign-in sheet, PowerPoint presentation, results from both exercises, a copy of the map exercise and all take-home materials)



FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON

Technical Advisory Group

Sign-In Sheet

Wednesday, May 11, 2022
11:00 – 12:30 pm

PLEASE PRINT CLEARLY!

FIRST NAME	LAST NAME	ORGANIZATION	Zip Code	EMAIL ADDRESS	PHONE
Chris	Peeples	Great Rivers Greenway	63110	tpeoples@grgstl.org	(314)299 6825
ROB	OAR	STL Development Corp	63103	Orrr@stlouis-mo.gov	3146573288
MIKE	FOLEY	CITIZENS MODERN TRANSIT	63101	MFOLEY@CMT-STL.ORG	314-231-7272
DONNA	WARE	BJC HEALTH CARE		donna.ware@bjc.org	314-456-2791
Paul	HUBBMAN	EAST WEST GATEWAY	63102	PAUL.HUBBMAN@EWGATEWAY.ORG	314 421 4220
COLLEEN	AUTRY	CORTEX	63110	CAUTRY@CORTEXSTL.ORG	314.580.6049
Todd	Antoine	Great Rivers Greenway	63110	tantoine@grgstl.org	314-932-4903
Scott	Ogilvie	City of St Louis	63189	ogilvies@stlouis-mo.gov	314.657-3871
BROOKS	GOEDEKER	STL Midtown Redevelopment Corp	63103	BROOKS.GOEDEKER@SLU.EDU	314.977.5456
Cheryl	Mitan Roberts	MoDOT	63121	Cheryl.Roberts@modot.gov	(314) 330-7694
MARK	VOGL	GREAT RIVERS GREENWAY	63119	MVOGL@GRGSTL.ORG	

Future64 Study

Technical Advisory Group Meeting
May 11, 2022

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER

MoDOT

Agenda

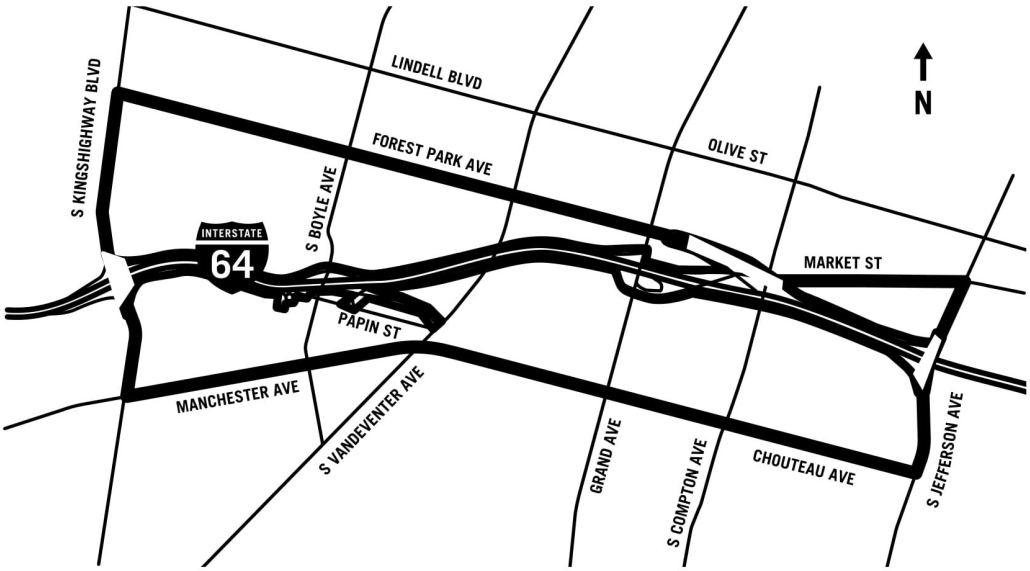
- Welcome & Introductions
- What is a PEL
- Why Future64 Study
- Corridor Partners
- Role of TAG
- Group Exercise #1
- Corridor Findings
- Engagement
- Purpose, Need, and Goals
- Group Exercise #2
- Q&A
- Adjournment

Introductions

What is a PEL

- A Planning and Environmental Linkages (PEL) Study includes identifying environmental aspects to assist transportation decision-makers
- MoDOT is conducting a 13-month PEL (planning and environmental linkages) study that will evaluate how MoDOT and partnering organizations can invest in short and long-term transportation improvements
- The PEL provides a forum for the community to discuss and prioritize transportation concerns and improvements, as well as contribute to the development of a vision for the central corridor
- Study strategy streamlines the creation and implementation of MoDOT projects
- In addition to infrastructure fixes, MoDOT aims to analyze and identify solutions that improve community connectedness.
- We will also explore how prospective transportation upgrades, such as pedestrian and bicycle access, might aid and benefit the area's future expansion.
- Collaboration with the community helps to ensure a variety of opinions are heard, and that equity is at the center of solutions.

Study Map


LINDELL BLVD
S KINGSHIGHWAY BLVD
FOREST PARK AVE
OLIVE ST
N
S BOYLE AVE
INTERSTATE
64
MARKET ST
PAPIN ST
MANCHESTER AVE
S VANDEVENTER AVE
GRAND AVE
S COMPTON AVE
CHOUTEAU AVE
S JEFFERSON AVE

Why Future64 Study

- Aging infrastructure along I-64 between Kingshighway and Jefferson needs repairing and/or replacement
- I-64 central corridor is actively experiencing a substantial amount of change (jobs, housing, retail, entertainment, etc), and the Missouri Department of Transportation (MoDOT) wants to partner with the community to learn how to make I-64 a better fit
- MoDOT staff collaborating with community to think out of the box. This holistic approach recommends transportation outcomes and how infrastructure impacts social, economic, environmental, and public health, and well-being of people and businesses in communities

MoDOT's Corridor Partners









Study Timeline



Role of Technical Advisory Group

- TAG members have technical expertise and may advise the study team on technical topics while establishing P&N and Alternative Development.
- The first of three workshops. It is critical to attend all seminars and assist in the dissemination of information to others.

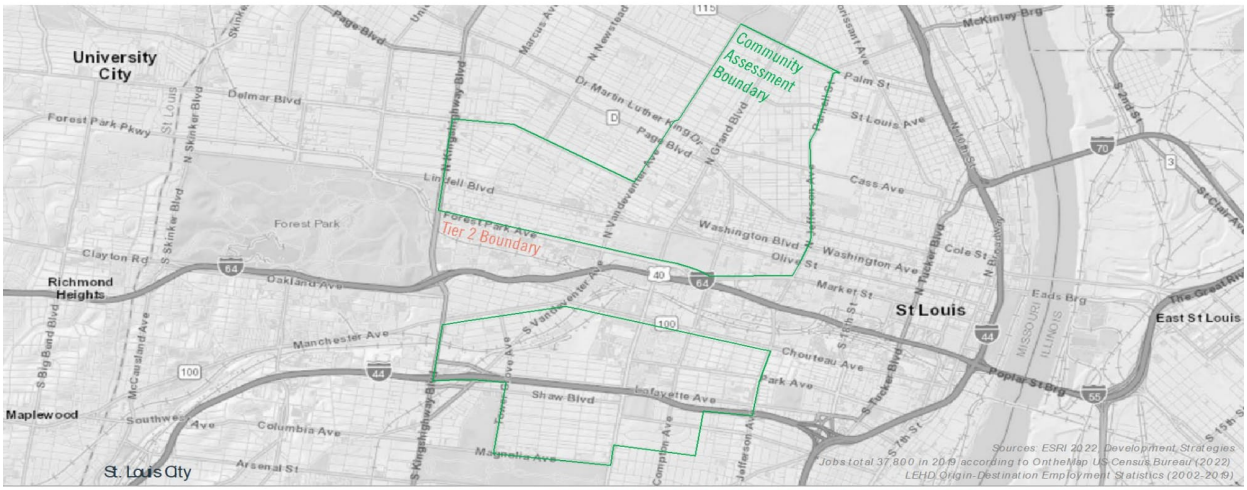
Group Exercise #1

Corridor Findings

Introduction to Study Area – Key Metrics

INTRODUCTION TO STUDY AREA

KEY METRICS – CITY, COMMUNITY ASSESSMENT BOUNDARY, TIER 2 BOUNDARY



KEY METRICS	ST. LOUIS CITY	COMMUNITY ASSESSMENT BDRY	TIER 2 BDRY
Population	309,000	42,100	4,300
Workers	249,000	57,600	26,900*
Population Growth (2010-21)	(3.2%)	3.3%	18.7%
Median Household Income	$48,000	$49,300	$37,700
Total Households	176,000	24,300	2,500

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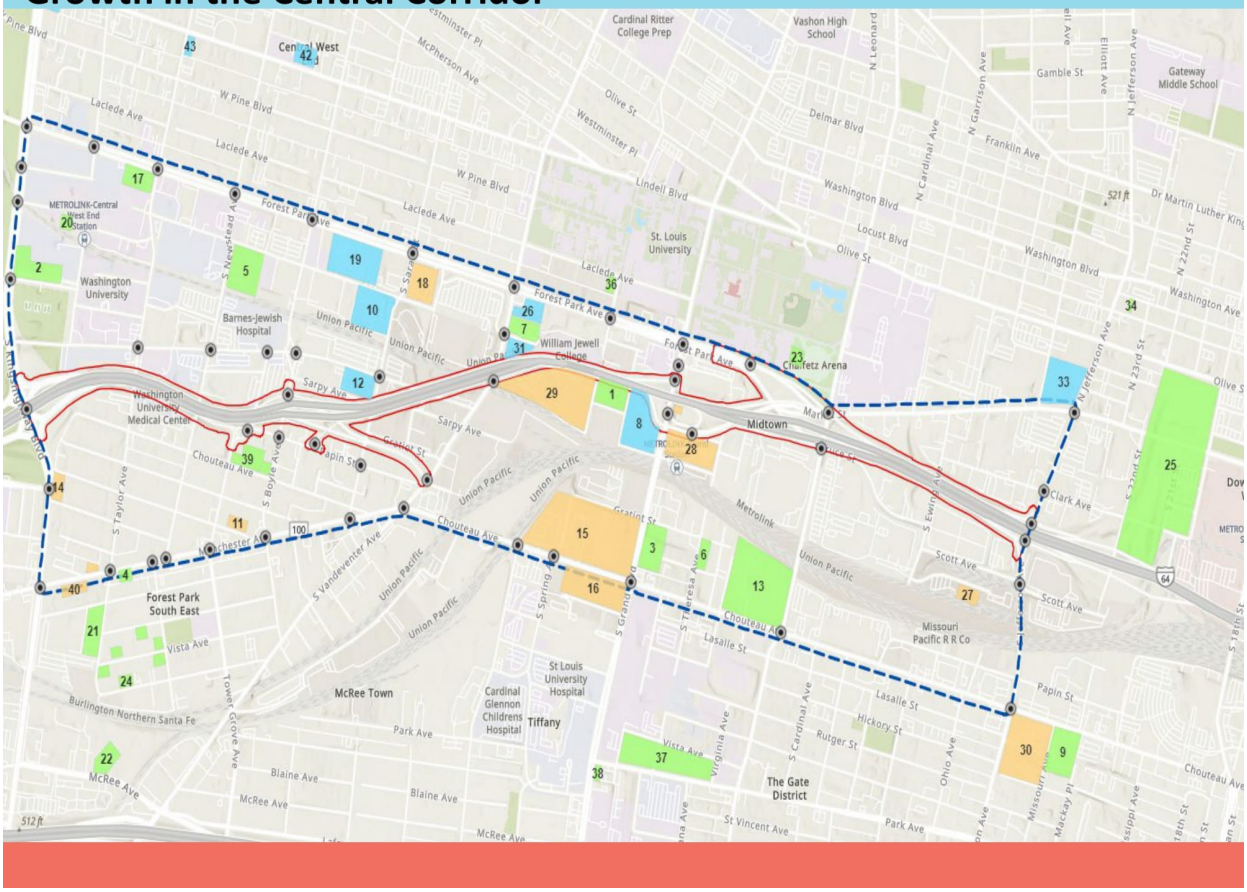
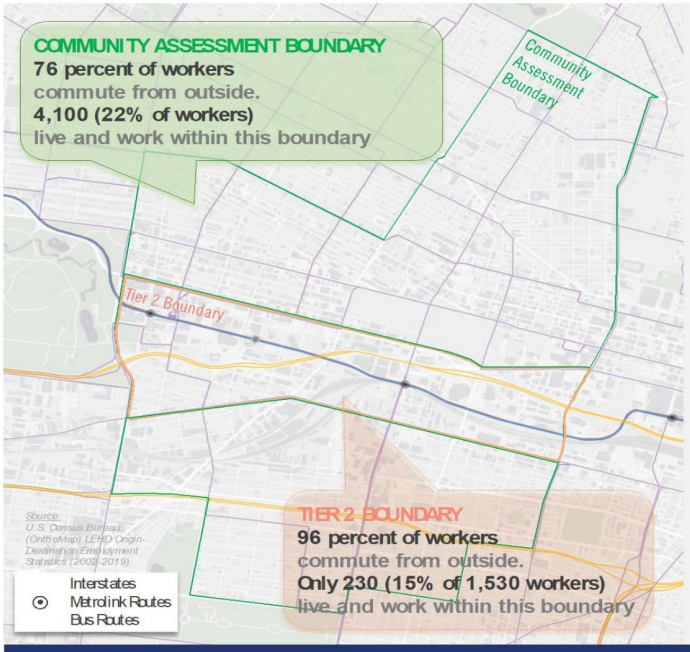
Growth in the Central Corridor



Study Area Commuting Patterns

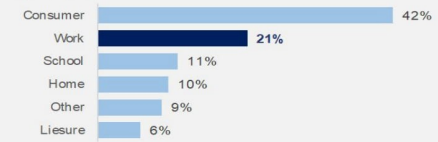
STUDY AREA ECONOMIC TRENDS

COMMUTING PATTERNS

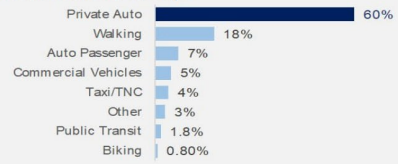


*On a typical workday, **~63K trips** are made by **~40K people** with **Tier 2 boundary** as destination*

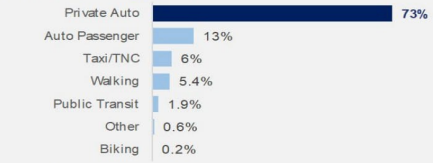
Trip Purpose



Mode Share for all Trips



Mode Share for Work Trips

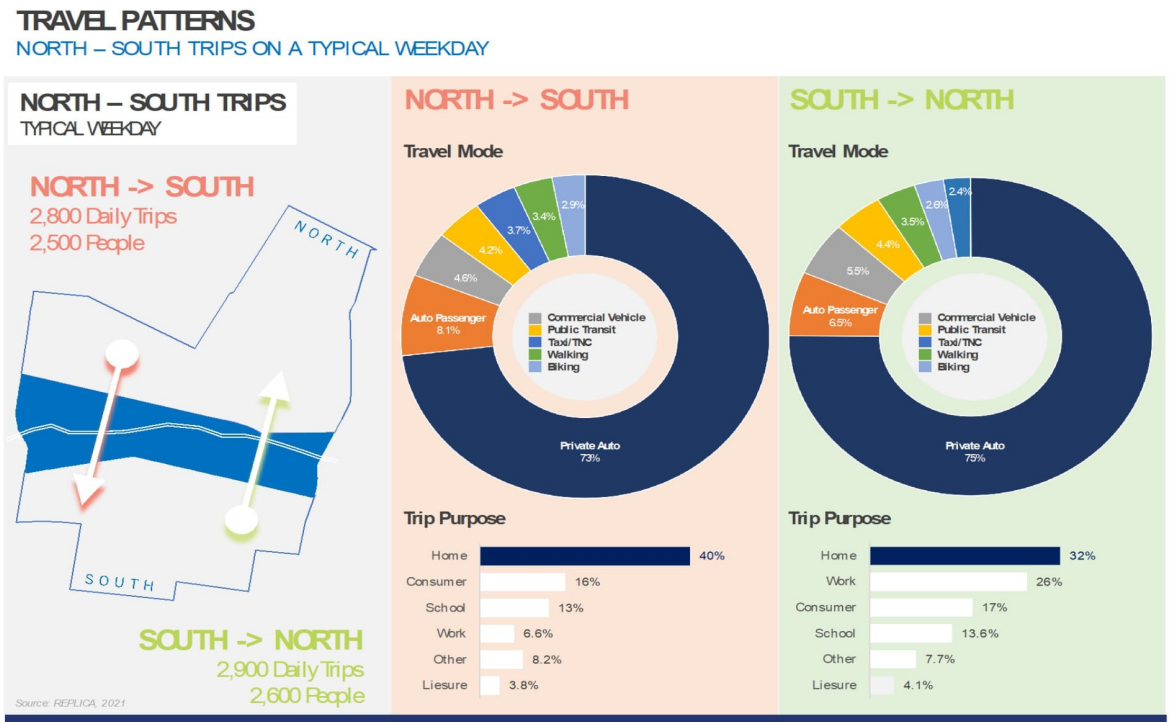


Source: REPLICA, 2021

96 percent of the workforce in Tier 2 commute into the area, which can be attributed to the lack of housing stock to meet the needs of the workforce—future housing development will create more opportunities for commuters to walk/bike to work.

23

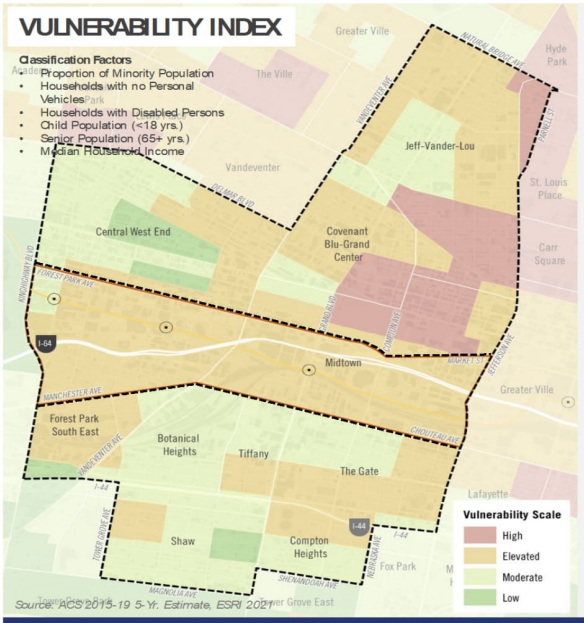
North – South Travel Patterns (Weekday)



Transportation Equity – Vulnerability Index

TRANSPORTATION EQUITY

COMPOSITE INDICATORS: VULNERABILITY INDEX



Vulnerability Index

The composite map is created from additive scores of six factors that capture populations that have historically been under-represented in transportation investments, or have higher dependence on public investments in transportation because of their income, age or disability.

The categorization is based on the following scoring results:

Share of Minority Population
(1) <20%
(2) 20% to 40%
(3) 40% to 60%
(4) >60%

Number of Households with no Personal Vehicles
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Median Household Income
(1) >$80K
(2) $45K to $80K
(3) $30K to $45K
(4) <$30K

Number of Households with at least one Disabled Person
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Senior Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Child Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Scale	Overall Score
High	21 to 24
Elevated	16 to 20
Moderate	12 to 15
Low	8 to 11

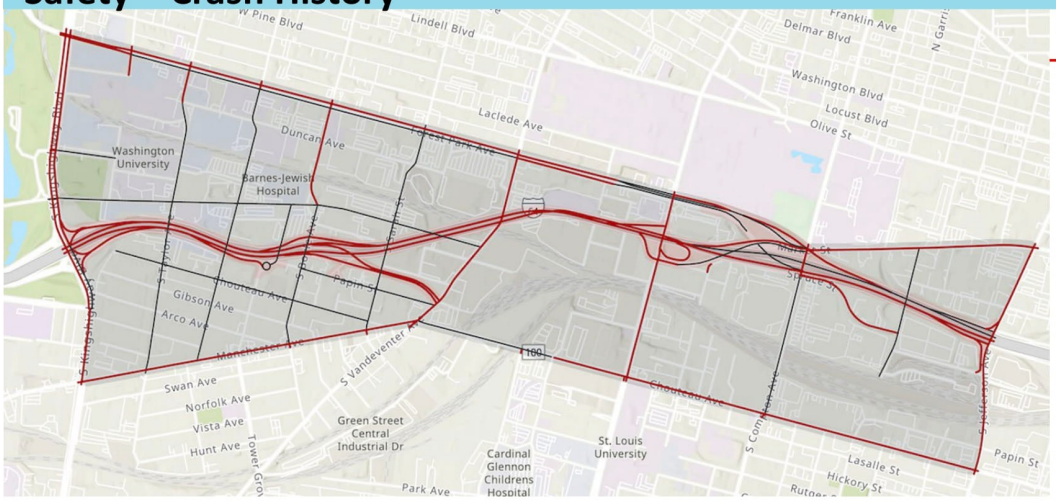
Given socio-economic conditions around Covenant Blu-Grand Center and continued development pressures, the area has elevated to high vulnerability indices.

64

Existing Traffic Operation - Evening



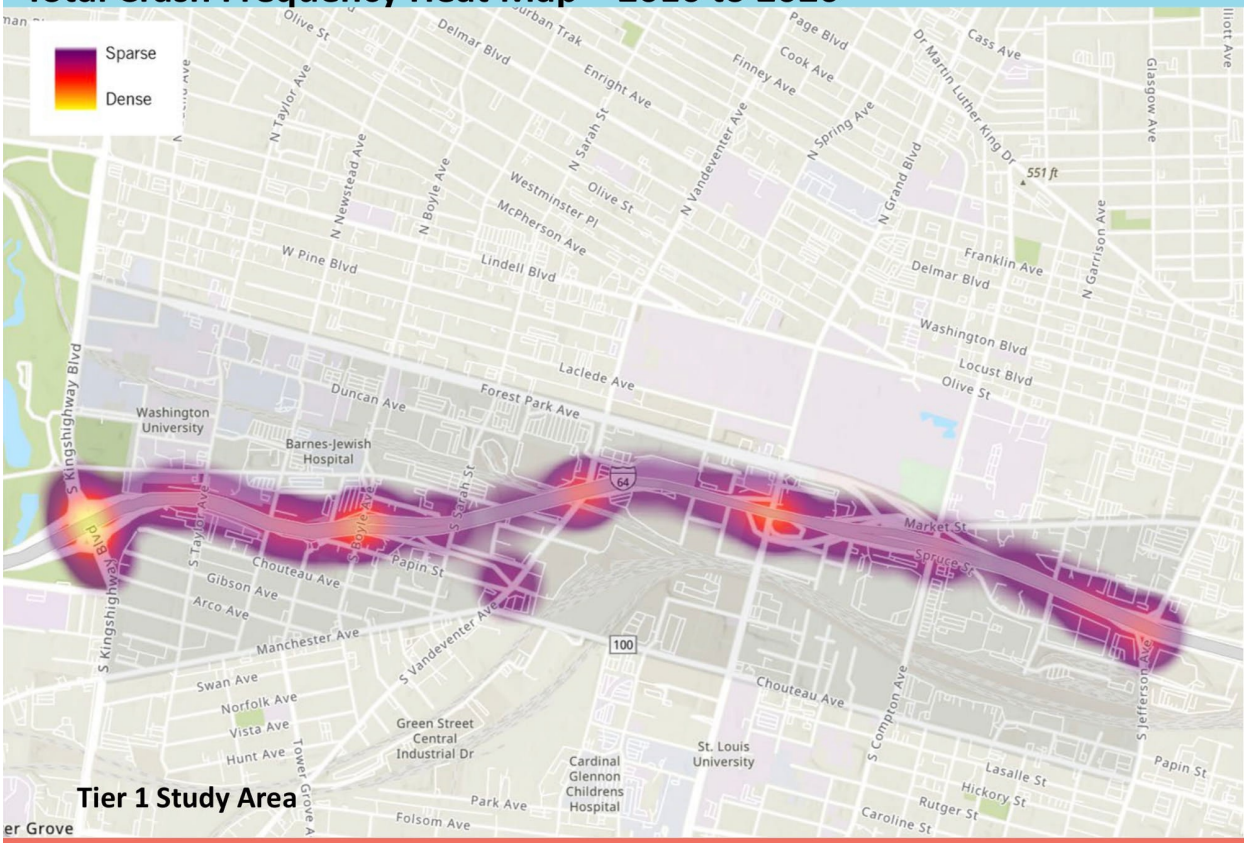
Safety – Crash History



5 Year Crash History for Study Area
2016 to 2020

Crash Severity	All Crashes	Bike/Pedestrian
Fatal	6	2
Suspected Serious/ Disabling Injury	65	16
Minor Injury	1,014	92
Property Damage Only	3,181	13
Total	**4,266**	**123**

Total Crash Frequency Heat Map – 2016 to 2020

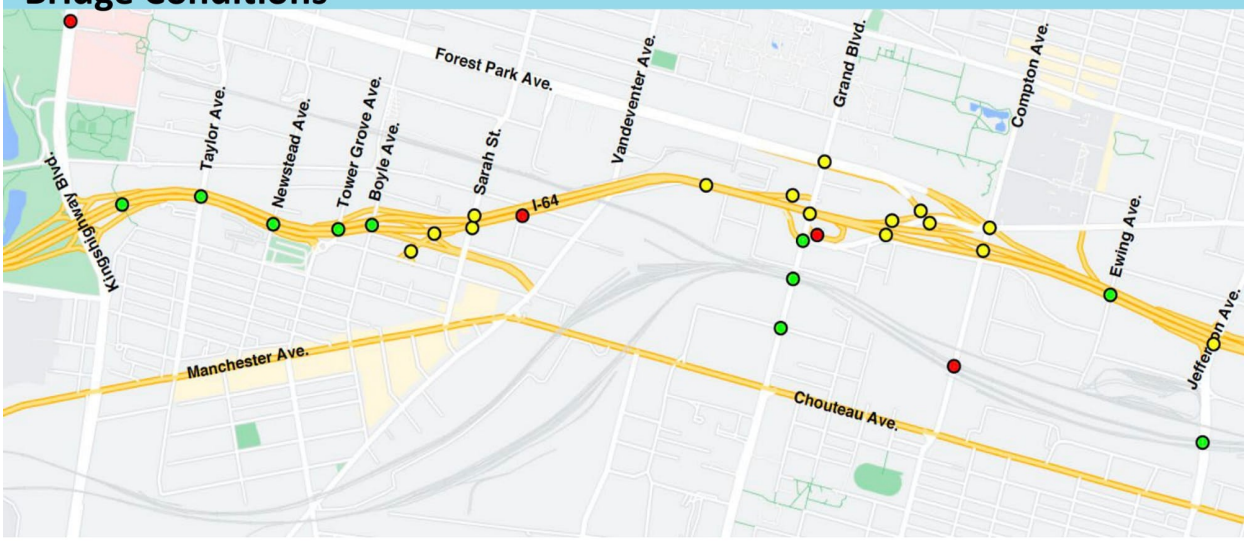


Existing Access is Challenging to Navigate



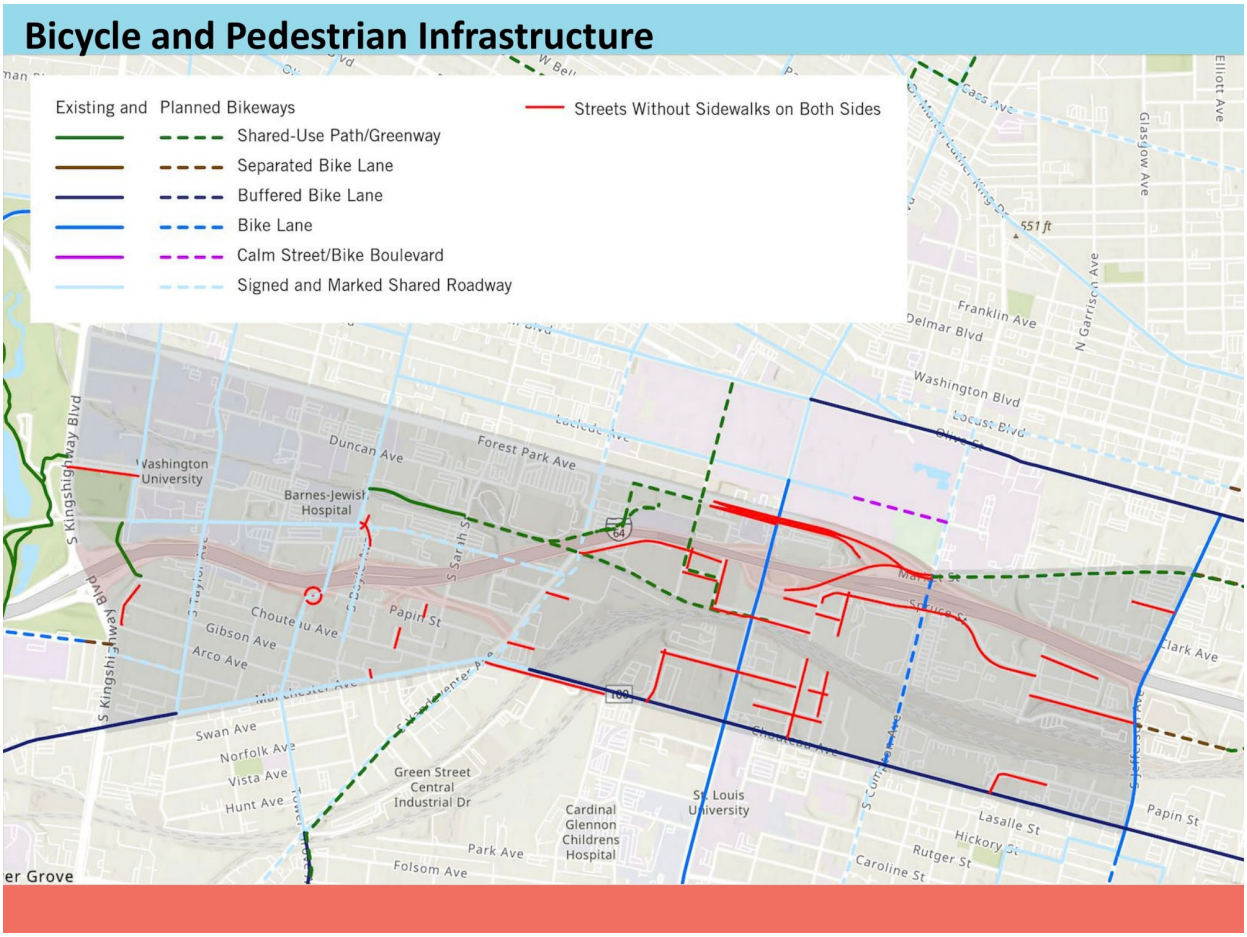
- For each ramp, interchange signage has various destinations, which might be confusing for non-local drivers.
- Exiting the interstate takes place a half mile or more from the signed route.
- Spacing between the Market St. interchange and the Grand Blvd interchange is less than ideal, making effective signage difficult.

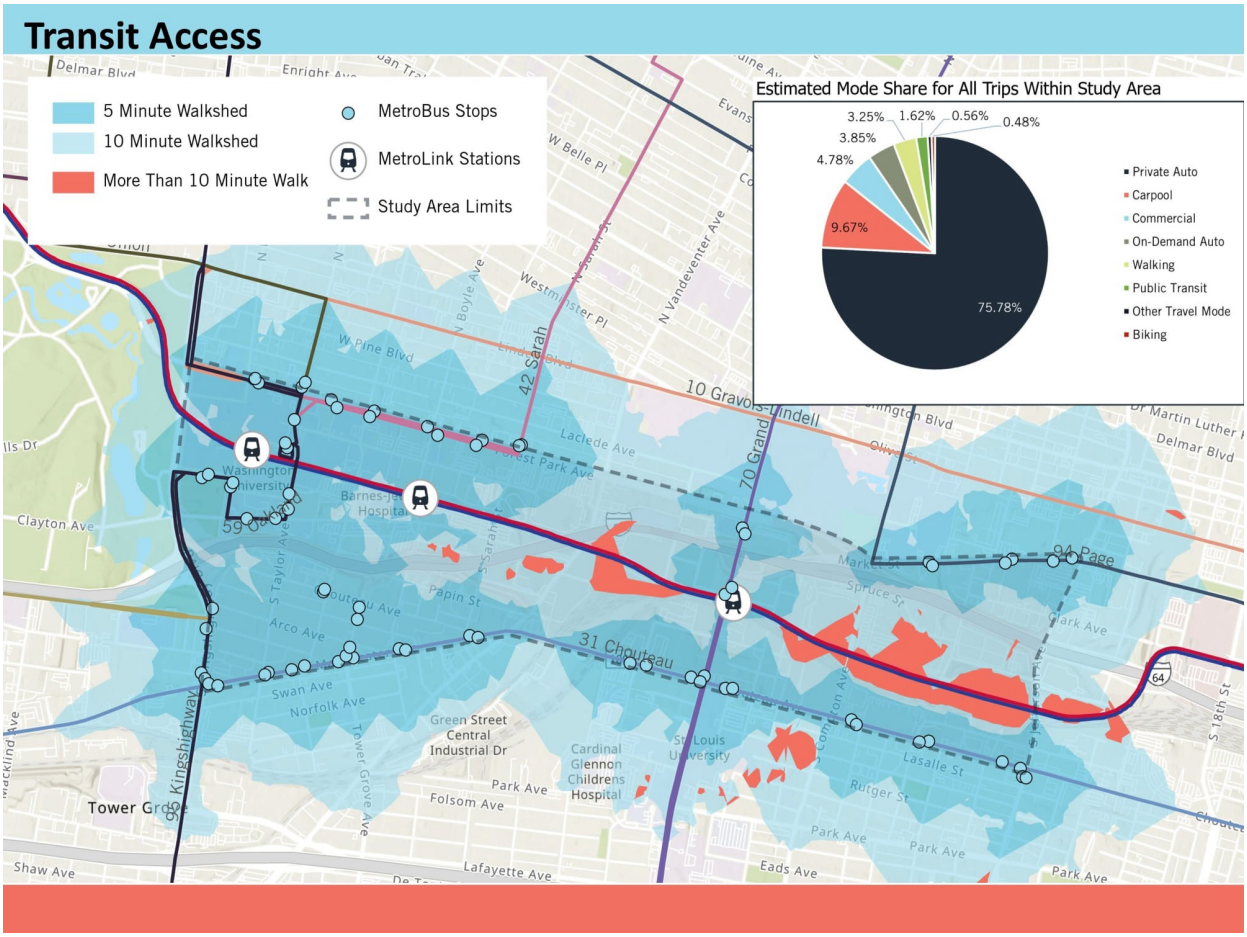
Bridge Conditions



Bridge Condition

- Good
- Fair
- Poor


Bicycle and Pedestrian Infrastructure
Existing and Planned Bikeways
Shared-Use Path/Greenway
Separated Bike Lane
Buffered Bike Lane
Bike Lane
Calm Street/Bike Boulevard
Signed and Marked Shared Roadway
Streets Without Sidewalks on Both Sides
Washington University
Barnes-Jewish Hospital
Duncan Ave
Forest Park Ave
Choute Ave
Gibson Ave
Arco Ave
Papin St
Swan Ave
Norfolk Ave
Vista Ave
Hunt Ave
Green Street Central Industrial Dr
Park Ave
Folsom Ave
Cardinal Glennon Childrens Hospital
St. Louis University
Lasalle St
Hickory St
Rutger St
Caroline St
Papin St
Clark Ave
Washington Blvd
Delmar Blvd
Franklin Ave
N Garrison Ave
Glasgow Ave
Elliott Ave
551 ft
S Kingshighway Blvd
64
170


Transit Access
5 Minute Walkshed
10 Minute Walkshed
More Than 10 Minute Walk
MetroBus Stops
MetroLink Stations
Study Area Limits
Estimated Mode Share for All Trips Within Study Area
75.78%
9.67%
4.78%
3.85%
3.25%
1.62%
0.56%
0.48%
Private Auto
Carpool
Commercial
On-Demand Auto
Walking
Public Transit
Other Travel Mode
Biking
10 Gravois-Lindell
31 Chouteau
94 Page
70 Grand
42 Sarah
Forest Park Ave
Laclede Ave
W Pine Blvd
Delmar Blvd
Clayton Ave
Arco Ave
Swan Ave
Norfolk Ave
Green Street Central Industrial Dr
Cardinal Glennon Childrens Hospital
St Louis University
Park Ave
Folsom Ave
Lafayette Ave
Shaw Ave
Tower Grove Ave
Lasalle St
Rutger St
Eads Ave
Clark Ave
Spruce St
Market St
Olive St
Delmar Blvd
S 18th St
64

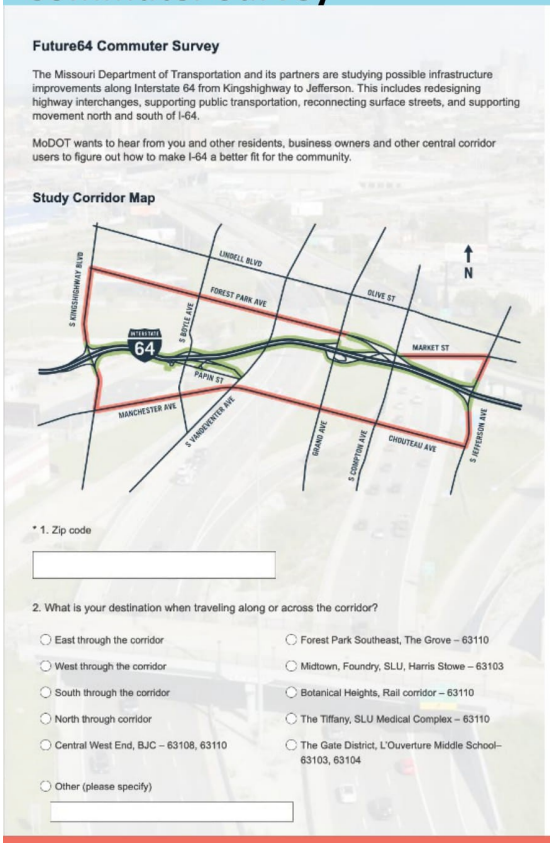
Environmental Resources Assessed

- Human Environment
  - Land use and Zoning
  - Air Quality
  - Hazardous Materials
  - Visual Environments
  - Socioeconomic Conditions and Environmental Justice
  - Historic Architectural Resources
  - Archaeological Resources
  - Noise
- Natural Environment
  - Terrestrial Habitat and Ecological Significance
  - Threatened and Endangered Species
  - Floodplains
  - Water Quality
  - Wetlands and Waters of the U.S.

Sample Stakeholder Interview Comments

- *The greenway must be completed as soon as possible so that people may use it.*
- *The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development.*
- *Safety is important and should be prioritized.*
- *Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.*
- *The existing transportation system does not help the current business activity within the corridor.*
- *Disabled people use vehicular transportation throughout the corridor.*
- *Understanding the movement of the unhoused can prevent safety issues to themselves and others.*

Commuter Survey



Future64 Commuter Survey

The Missouri Department of Transportation and its partners are studying possible infrastructure improvements along Interstate 64 from Kingshighway to Jefferson. This includes redesigning highway interchanges, supporting public transportation, reconnecting surface streets, and supporting movement north and south of I-64.

MoDOT wants to hear from you and other residents, business owners and other central corridor users to figure out how to make I-64 a better fit for the community.

Study Corridor Map

* 1. Zip code

2. What is your destination when traveling along or across the corridor?

- East through the corridor
- West through the corridor
- South through the corridor
- North through corridor
- Central West End, BJC – 63108, 63110
- Forest Park Southeast, The Grove – 63110
- Midtown, Foundry, SLU, Harris Stowe – 63103
- Botanical Heights, Rail corridor – 63110
- The Tiffany, SLU Medical Complex – 63110
- The Gate District, L'Ouverture Middle School– 63103, 63104
- Other (please specify)

- **Collected 750+ responses**
- **Being promoted in person at various locations, online, and at the public meeting**
- **82 surveys in week #1**
  - **46% use corridor for work**
  - **84% normally use a personal vehicle to travel through the corridor, 17% bike, 15% walk, and 12% take MetroLink**

Purpose and Need

Purpose

- The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
    - Provide safe regional through movements
        - Provide adequate spacing between interchanges
        - Reduce conflict points and improve access in MoDOT's ROW
        - Address other substandard roadway geometry where possible
    - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
        - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
    - Accommodate auto access to regional employment and entertainment destinations
    - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
    - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
    - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

Goals

- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions
- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Group Exercise #2

Q&A

Thank You!

For more information, visit

www.future64.com

or

Email: Chandra Taylor

ctaylor@vectorstl.com

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

What are the biggest needs in the corridor?



20

What would you like to see improved in the corridor?



19

Do you have ideas for additional "needs" or "goals" for this project to address?

Set design standards for bike and pedestrian features that far exceed typical MODOT minimums

Traffic calming measures and new intersection alternatives

Use taxpayer dollars wisely.

Separated bike/ped facilities and more shade / tree cover

Prioritizing frequent buses in traffic

Reduce fatal and serious injury crashes, especially among "vulnerable" users.

Would landscaping or public art being incorporated into the project? Any place making goals?

Forest Park and Grand redo. Eliminate Market street exit.

Real estate acquisitions were what MODOT pushed back on when we partnered with you to try and improve the Boyle and Tower Grove bridge ramp design. How will you address this ongoing issue of the cost of Real Estate?

16

Do you have ideas for additional "needs" or "goals" for this project to address?

not increase impacts of interstate through historic areas

Incorporate Economic Development principles to insure favor and equitable outcomes.

Provide greater capacity for all modes as density continues to increase (don't allow transportation infrastructure to slow down development)

Kings highway overpass has always served as the "entrance to the city" in my mind. How can we beautify the roadway and incorporate access to native landscape and pollinate for habit as people drive into downtown

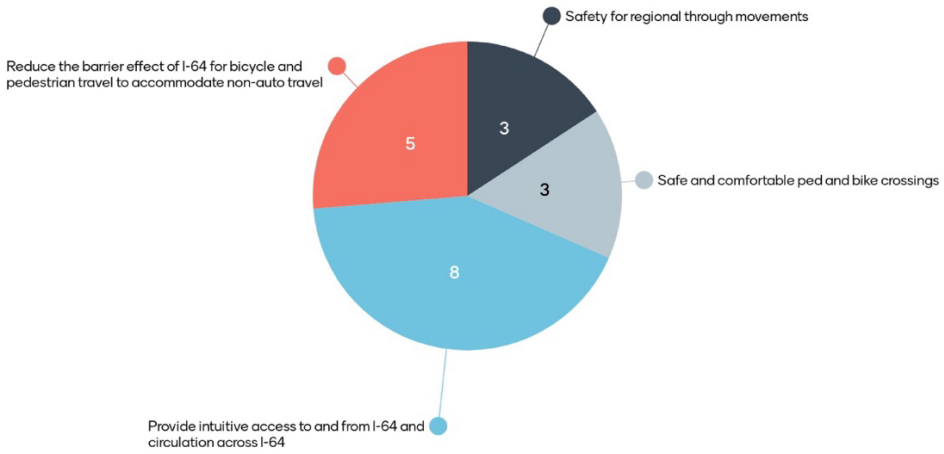
Reduce unneeded exits

Keep getting input from diverse groups of citizens. Build feedback pipeline.

In addition to North South pedestrian access, also "across Grand" and "top/bottom" access at Grand Metrolink.

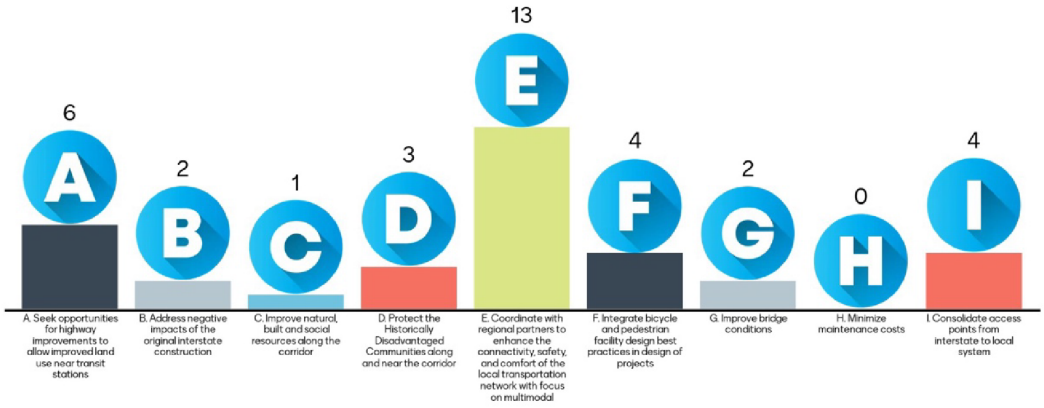
16

What is the single most important "need"?



19

What are the two most important "goals"?






Tier 1 Limits
Tier 2 Limits
Metrolink Route
Metrolink Stations
St. Charles County
St. Louis County
St. Louis city
Missouri
Illinois
COVENANT BLU GRAND CENTER
Cortex Area
MIDTOWN
FOREST PARK SOUTH EAST
BOTANICAL HEIGHTS
THE GATE DISTRICT
0
0.2 mi
PROJECT LOCATION
Tier 1 Limits: I-64 mainline and interchange right-of-way.
Tier 2 Limits: Study area for local network interfacing.
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MoDOT
FUTURE 64

DRAFT Purpose and Need Statement *(rev. May 6, 2022)*

Purpose

The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
    - Provide safe regional through movements
        - Provide adequate spacing between interchanges
        - Reduce conflict points and improve access in MoDOT's ROW
        - Address other substandard roadway geometry where possible
    - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
        - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
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- Seek opportunities for highway improvements to allow improved land use near transit stations
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- Improve natural, built and social resources along the corridor
    - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
    - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions

- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

FUTURE64 IS THE MISSOURI DEPARTMENT OF TRANSPORTATION'S (MODOT) STUDY OF THE I-64 CENTRAL CORRIDOR FROM KINGSHIGHWAY BOULEVARD TO JEFFERSON AVENUE.

WHAT IS A PEL?

A Planning and Environmental Linkages (PEL) study helps transportation decision-makers by examining community, economic, and environmental goals early in the federal environmental process for developing transportation projects. The PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process. The PEL approach streamlines the federal project development and delivery process.

MODOT WANTS TO INVOLVE THE PUBLIC and local stakeholders to better understand how Interstate 64, transit, bike and pedestrian infrastructure, and the surrounding street network can be re-envisioned to better serve community needs. Future64 will develop several options that better position MoDOT and the community for prioritizing transportation investment decisions in both the short- and long-term future.

WHAT IS THE STUDY AREA?



I-64 CENTRAL CORRIDOR IS CHANGING!

The I-64 central corridor is developing into a hub for recreation, shopping, and living. New development initiatives are causing people to think about how possible infrastructure upgrades, such as pedestrian and bicycle access, might help support and benefit the area's future.

FUTURE64.COM

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

WHO IS LEADING FUTURE64?

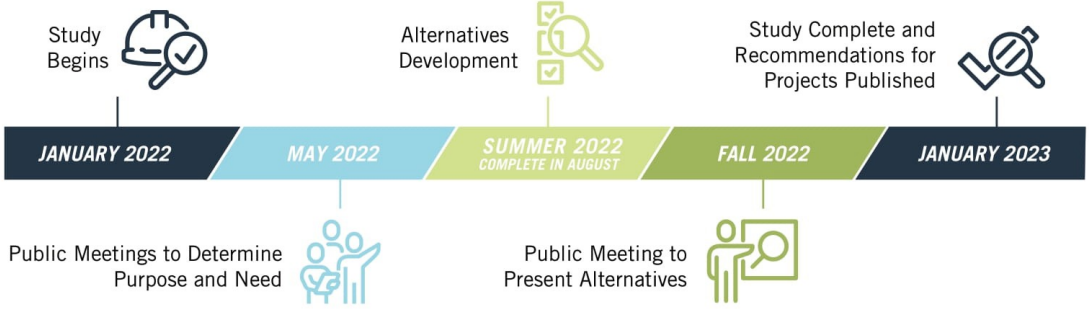
The Missouri Department of Transportation (MoDOT) is conducting Future64 partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway. Several community partners are also involved. This planning approach helps develop creative transportation solutions that support a future where transportation and land use work together for improved community health, safety, and well-being.

Scan for Survey!
Open through 5/25/22

HOW CAN I BE INVOLVED IN FUTURE64?

The public can contribute to the development of transportation solutions in a number of ways: Share your experience traveling the corridor as a motorist, cyclist, pedestrian, or transit user. Share the problems and needs as a transportation user and what can be better. Participate in community meetings and surveys. Check out ***FUTURE64.COM*** or ***EMAIL SLI64CentralCorridor@modot.mo.gov*** or ***CALL*** Chandra Taylor of Vector Communications at ***314.391.8442***

FUTURE64 STUDY TIMELINE



QUESTIONS? FOR STUDY UPDATES, VISIT FUTURE64.COM OR CALL 314-391-8442.

FUTURE64.COM

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

Public Meeting

WEDNESDAY
MAY 18, 2022

4:00 PM – 7:00 PM

STOP BY ANYTIME,
NO FORMAL PRESENTATION

CITY FOUNDRY STL
3730 FOUNDRY WAY
ST. LOUIS, MO 63110



MoDOT wants your help to better understand how Interstate 64 (I-64), transit, bike and pedestrian infrastructure, and the surrounding street network can be re-envisioned to better serve community needs.

Future64 will develop several options that better position MoDOT and the community for prioritizing transportation investment decisions in both the short- and long-term future.

Provide your feedback at the Public Meeting!

TAKE THE SURVEY!

Scan the QR code to take the Future64 Commuter survey!
Open until May 25, 2022

HAVE QUESTIONS? NEED UPDATES? VISIT FUTURE64.COM OR CALL 314-391-8442

MoDOT

EAST-WEST GATEWAY
Council of Governments

Great Rivers Greenway

Appendix 23: Technical Advisory Group Minutes – Meeting 2

Future64 Study
Technical Advisory Group (TAG) Meeting #2
Thursday, July 28, 2022
Virtual meeting via Teams
Prepared by Jessica Hochlan, HDR

Overview

On July 28, 2022, the Missouri Department of Transportation hosted the second of three Technical Advisory Group (TAG) meetings for the Future64 Study.

Communication

An email was sent on July 11, 2022, to invite participants to the meeting. That email was followed up by a calendar invitation. A second email was sent on July 27, 2022, to remind participants for the meeting and to send them pre-meeting documents and a link to the Mural Board.

After the meeting, on July 29, 2022, a follow-up thank you email was sent with links to all meeting documents.

Copies of all email correspondences can be found in Appendix A. Copies of the pre-meeting documents sent to the TAG members can be found in Appendix B.

Meeting Attendees

1. Alvin Nieves-Rosario
2. Amanda Burke
3. Amy Parker
4. Andy Potthast
5. Brooks Goedeker
6. Cindy Simmons

7. Colleen Autry
8. Jason Longsdorf
9. Jeffrey Alvey
10. Jennifer Wade
11. Jessica Hochlan
12. John Kohler
13. John Langa
14. Jonathan Deves
15. Julie Nolfo
16. Kevin Neill
17. Kyle Grayson
18. Lou Kuelker
19. Mark Vogl
20. Michael Lucido
21. Michael Richards
22. Paul Hubbman
23. Rob Orr
24. Rojan Thomas Joseph
25. Samantha Young
26. Sara Lefebvre
27. Scott Ogilvie
28. Shaun Tooley
29. Steve Sobo
30. Taylor March
31. Todd Antoine
32. Tom Blair
33. Tyler Lehde
34. Ylana Padgett

Meeting Content

The virtual meeting began with Andy Potthast (HDR) welcoming the TAG members and laying out the agenda. He asked the attendees to introduce themselves in the chat box.

A list of those introductions and all comments made in the chat during the meeting can be found in Appendix C.

Andy then provided an update on the Future64 study:

- Study Update

- Orientation for Interactive Activities
- Overview of Corridor Strategies

Jason Longsdorf (HDR) gave an overview and explanation of the Level 1 concepts.

Lou Kuelker (HDR) presented the four west side concepts for Boyle/Tower Grove/Papin. He then opened it up for comments and questions on those concepts.

A list of questions and comments from the west side concepts can be found in Appendix D.

Jason Longsdorf (HDR) presented the eleven east side concepts for Market/Grand. He then opened it up for comments and questions on those concepts.

A list of questions and comments from the east side concepts can be found in Appendix E.

Jessica Hochlan (HDR) then presented the Mentimeter Poll. The questions asked were:

- Which two alternatives at I-64/Market/Grand would you like to discuss further?
- Which one alternative at Boyle/Tower Grove/Papin would you like to discuss further?
- Out of all the alternatives shown, what features do you like the most?
- Out of all the alternatives shown, what features do you like the least?

Results from the Mentimeter poll can be found in Appendix F.

The HDR and MODOT teams then answered questions and took comments about the concepts selected during the Mentimeter poll.

A list of questions and comments can be found in Appendix G.

Andy closed the meeting by thanking the TAG members and noting all the meeting materials would be sent out via email for a closer review.

A copy of the PPT and all meeting materials can be found in Appendix H.

Appendix

Appendix A

Copies of all email correspondences

From:	Hochlan, Jessica
To:	tcpeoples@grgstl.org; donna.ware@bjc.org; cautry@cortexstl.org; "Mark Vogl"; mfoley@cmt-stl.org; "Paul Hubbman"; Orrr@stlouis-mo.gov; ogilvies@stlouis-mo.gov; tantoine@grgstl.org; williamsbeth@stlouis-mo.gov; adacoordinator@metrostlouis.org; wilsonj@stlouis-mo.gov; jrlanga@bistatedev.org; lucidoma@slu.edu; sobos@wustl.edu; taylor@trailnet.org; KohlerJ@stlouis-mo.gov; williamsbeth@stlouis-mo.gov; wilsonj@stlouis-mo.gov; Orrr@stlouis-mo.gov; planning@metrostlouis.org; engineering@metrostlouis.org; jrlanga@bistatedev.org; metrobus@metrostlouis.org; paratransit@metrostlouis.org; kcella@cmt-stl.org; taylor@trailnet.org; awehmeier@paraquad.org; philipb@wustl.edu; sobos@wustl.edu; lucidoma@slu.edu; bgoedeker@stlmrc.com; WernerC@stlouis-mo.gov; "Brooks Goedeker"; Chandra Taylor; adacoordinator@metrostlouis.org; tantoine@grgstl.org
Cc:	aaron.groff@modot.mo.gov; Potthast, Andrew; Longsdorf, Jason; jennifer.wade@modot.mo.gov; Julie Nolfo; "Kevin Neill"; "Kyle E. Grayson"; Kuelker, Lou; "THOMAS K BLAIR"; "EDDIE WATKINS JR"; "Melissa Scheperle"; Rojan Thomas Joseph
Bcc:	Hochlan, Jessica
Subject:	Invitation: Future64 - TAG Meeting #2
Date:	Monday, July 11, 2022 5:32:00 PM

Hello Future64 Technical Advisory Group,

The Missouri Department of Transportation (MoDOT) is conducting a Planning and Environmental Linkages (PEL) study on the Interstate 64 central corridor. The Future64 PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process.

We will be holding the second of three Future64 Technical Advisory Group (TAG) meetings on Thursday, July 28 from 10 a.m.-12 p.m. This meeting will focus on Initial Alternative Development and Corridor Strategies. This will be a virtual only meeting.

Click here to join the meeting

Please RSVP to the meeting by emailing Jessica Hochlan at Jessica.Hochlan@hdrinc.com or by calling 314-425-8316
This is the second of three meetings. The first meeting was held on May 11. A final meeting will be held in early fall.
All three meetings are interactive working sessions that will help MoDOT formulate the purpose, need, and goals of the Study.
Thank you for your consideration and we hope to see you at our second TAG meeting.
Sincerely,
The Future64 Study Team

From:	Hochlan, Jessica
To:	Hochlan, Jessica
Bcc:	tcpeoples@grgstl.org; donna.ware@bjc.org; cautry@cortexstl.org; "Mark Vogl"; mfoley@cmt-stl.org; "Paul Hubbman"; Orrr@stlouis-mo.gov; ogilvies@stlouis-mo.gov; tantoine@grgstl.org; williamsbeth@stlouis-mo.gov; adacoordinator@metrostlouis.org; wilsonj@stlouis-mo.gov; jrlanga@bistatedev.org; lucidoma@slu.edu; sobos@wustl.edu; taylor@trailnet.org; KohlerJ@stlouis-mo.gov; planning@metrostlouis.org; engineering@metrostlouis.org; metrobus@metrostlouis.org; paratransit@metrostlouis.org; kcella@cmt-stl.org; awehmeier@paraquad.org; philipb@wustl.edu; bgoedeker@stlmrc.com; WernerC@stlouis-mo.gov; "Brooks Goedeker"; ctaylor; michael.richards@ssmhealth.com; aaron.groff@modot.mo.gov; Potthast, Andrew; Longsdorf, Jason; jennifer.wade@modot.mo.gov; Julie Nolfo; Kevin Neill; "Kyle E. Grayson"; Kuelker, Lou; THOMAS K BLAIR; EDDIE WATKINS JR; Melissa Scheperle; Rojan Thomas Joseph; Sobo, Steven; adadirector; Michael Lucido; Gonzalez, Felix (FHWA); Shaun E. Tooley; Prawl, Toni; Tyler J. Lehde; CYNTHIA R SIMMONS; Padgett, Ylana; Deves, Jonathan
Subject:	Important Information for Tomorrow"s Future64 TAG Meeting
Date:	Wednesday, July 27, 2022 12:08:00 PM
Attachments:	image001.png

Hello,

This is just a reminder that our second Future64 Technical Advisory Group (TAG) meeting is scheduled for **tomorrow** (June 28) from 10 a.m.-12:00 p.m. You should have received a separate calendar invite with a link. Please let me know if you do not have this link.

This meeting will focus on Initial Alternative Development and Evaluation. This will be a virtual only meeting.

Below is a link to download some of the material we plan to discuss tomorrow. Since we have a lot of information to present, it would be beneficial if you familiarize yourself with the material ahead of the meeting. The documents include the finalized Purpose and Need flyer and a draft of the Initial Level 1 Alternatives and Evaluation. Please let me know if you have trouble accessing the link.

Future64 Tag Meeting Materials

We will also be collaborating on a "Mural" Board during the meeting. You will need to have a free Mural account in order to collaborate. **Please take 5 minutes to confirm your access prior to the meeting.**

The link for the meeting is below:

https://app.mural.co/invitation/mural/hdrsandbox9982/1658869678009?sender=u2f083869fd58cb5cf8be6219&key=9ff8ea78-bb0b-4f78-aff9-b89b0ee499fe

1. **If you have a Mural account already**, all you need to do is click the link above and then you should see the mural board titled **"Future64 TAG Meeting #2"** on your dashboard, you may then edit and add comments using the tools provided on the left side of the board.
2. **If you do not have a Mural account**, click the link above and please follow the instructions below to create a free account prior to the meeting. Once you create an account you should see a board with the title **"Future64 TAG Meeting #2"** on your dashboard. If you **click on that board**, it will bring you to the collaboration space. Now that you are in the mural board you can add sticky notes and type onto them, add

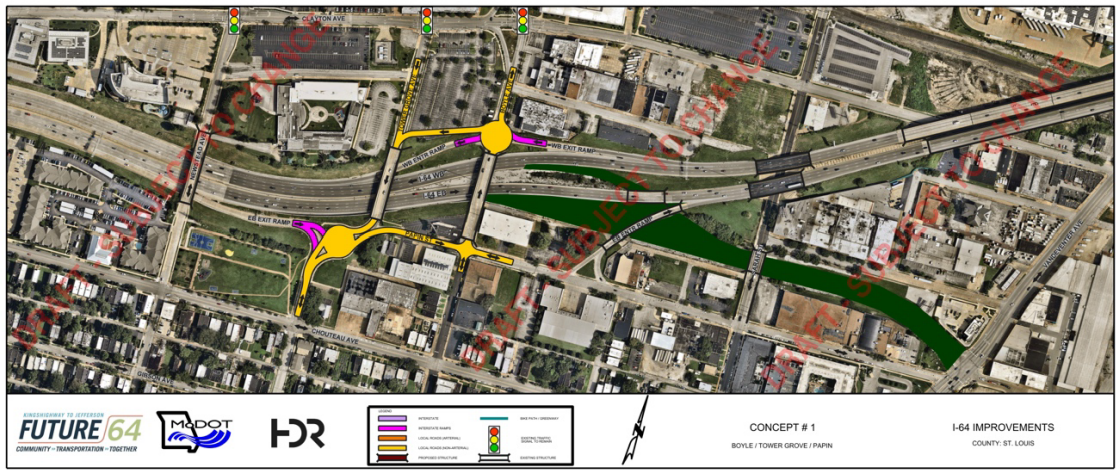
symbols, or make comments using the tools provided on the left side of the mural board.

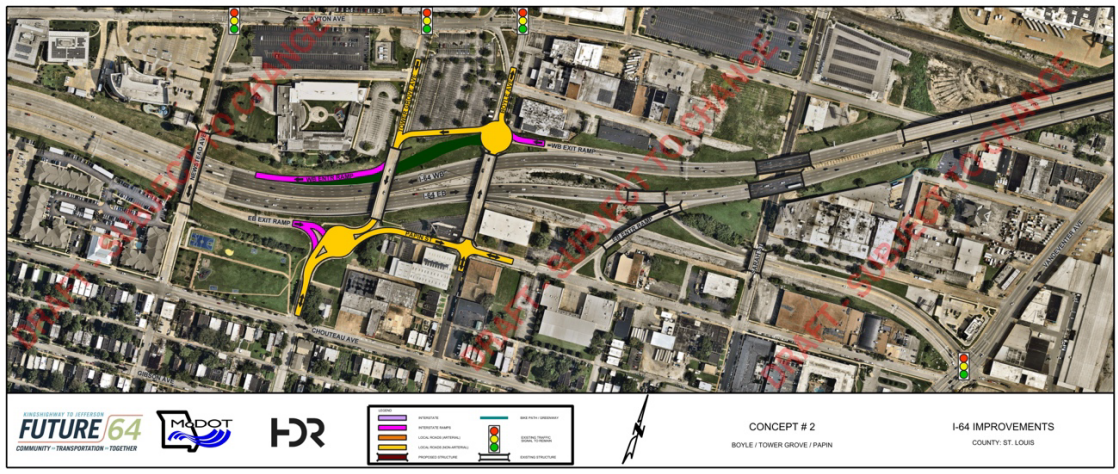
If you run into any issues, or have any questions please do not hesitate to reach out.
This is the second of three TAG meetings that will be held as part of the Future64 Study. A third, and final meeting, will be held in the fall. Thank you for your consideration and we hope to see you at tomorrow's TAG meeting.

Sincerely,
The Future64 Study Team

Appendix B

Copies of all documents sent to the TAG members


CLAYTON AVE
WB EXIT RAMP
I-64 WB
I-64 EB
EB EXIT RAMP
CHOUTEAU AVE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
MoDOT
HDR
CONCEPT # 1
BOYLE / TOWER GROVE / PAPIN
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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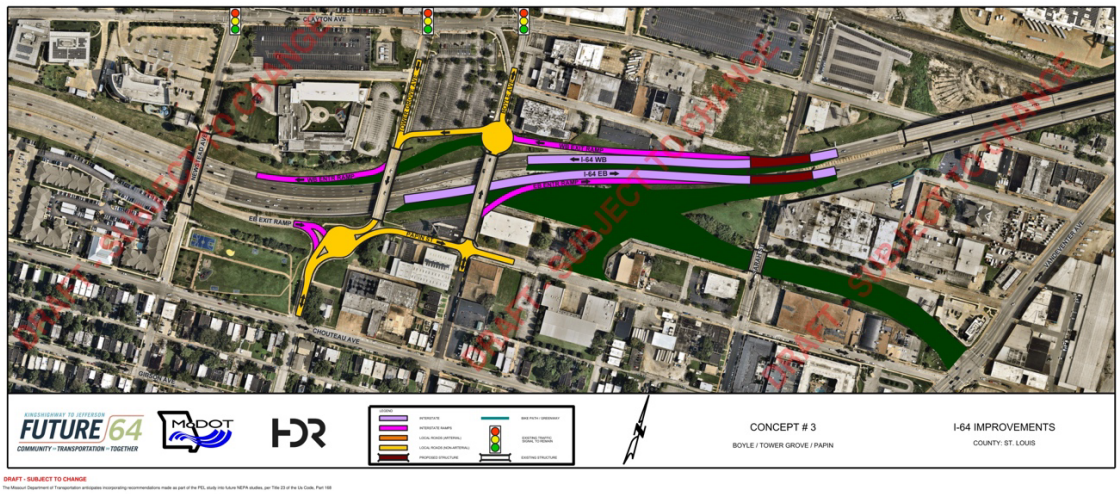
WB EXIT RAMP
I-64 WB
I-64 EB
EB EXIT RAMP
CHOUTEAU AVE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
MoDOT
HDR
CONCEPT # 2
BOYLE / TOWER GROVE / PAPIN
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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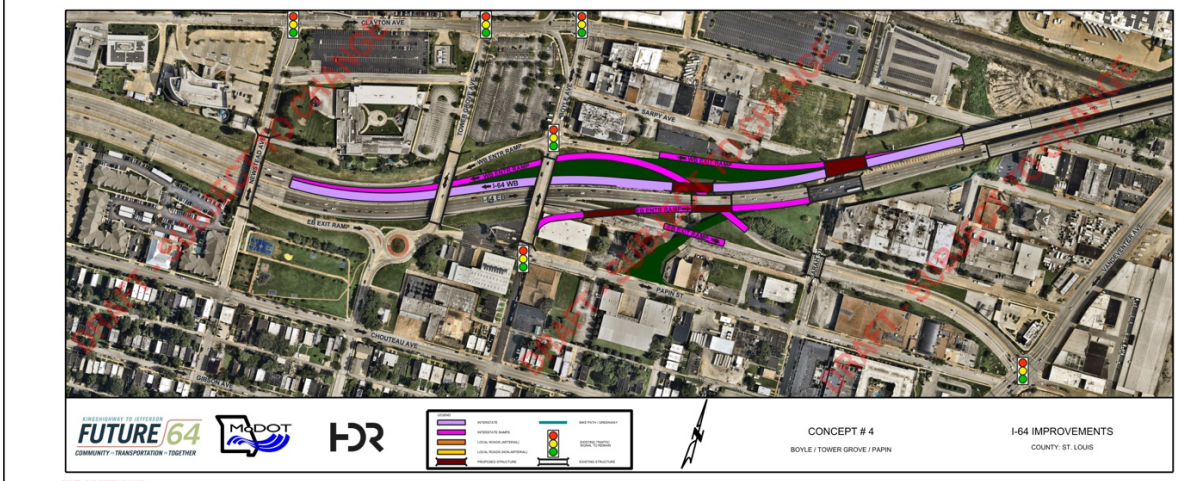
I-64 WB
I-64 EB
EB EXIT RAMP
CHOUTEAU AVE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
MoDOT
HDR
CONCEPT # 3
BOYLE / TOWER GROVE / PAPIN
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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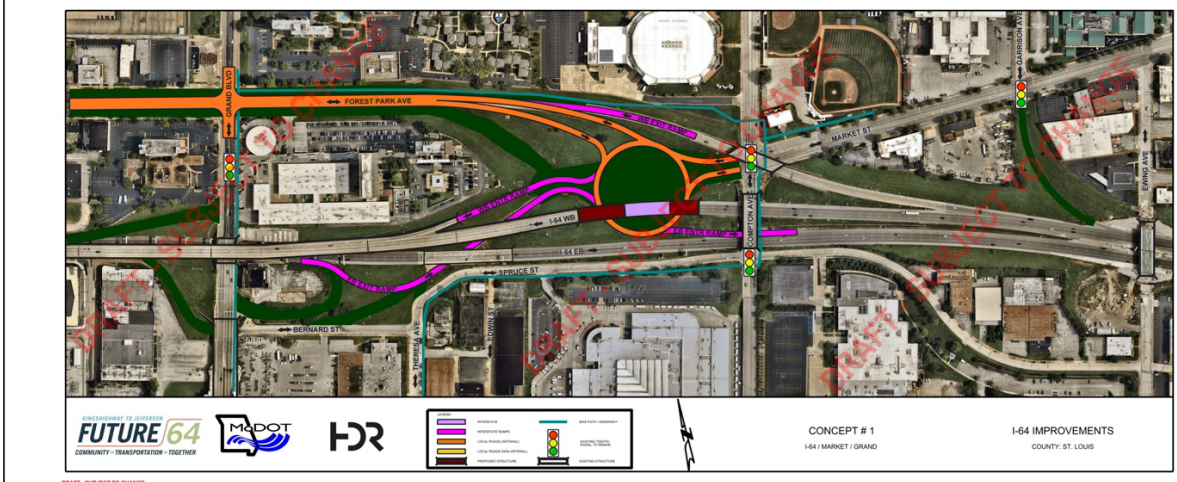
I-64 EB
PAPIN ST
CHOUTEAU AVE
CONCEPT # 4
BOYLE / TOWER GROVE / PAPIN
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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BERNARD ST
MARKET ST
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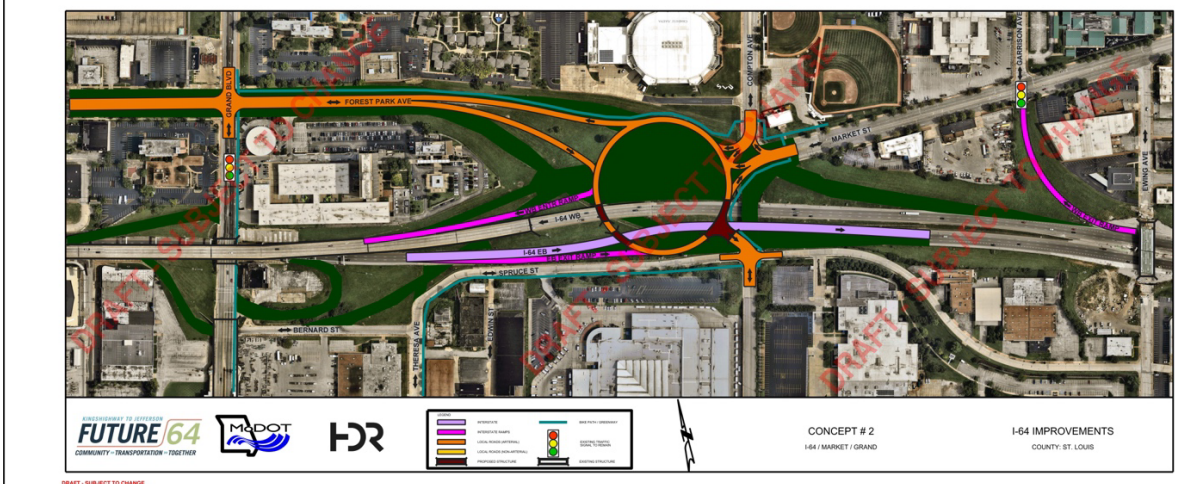
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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I-64 EB
SPRUCE ST
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MARKET ST
CONCEPT # 2
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
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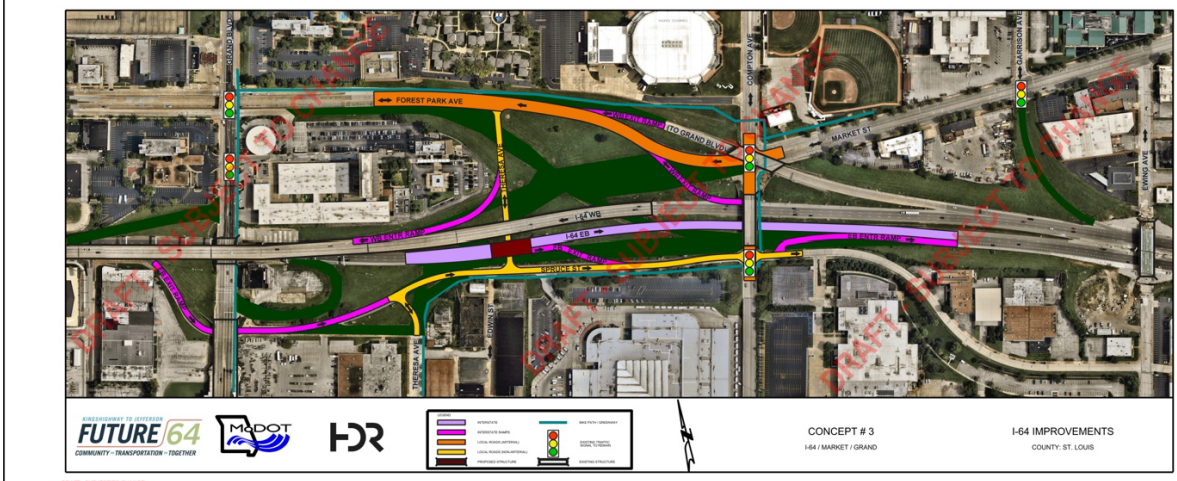
DRAFT - SUBJECT TO CHANGE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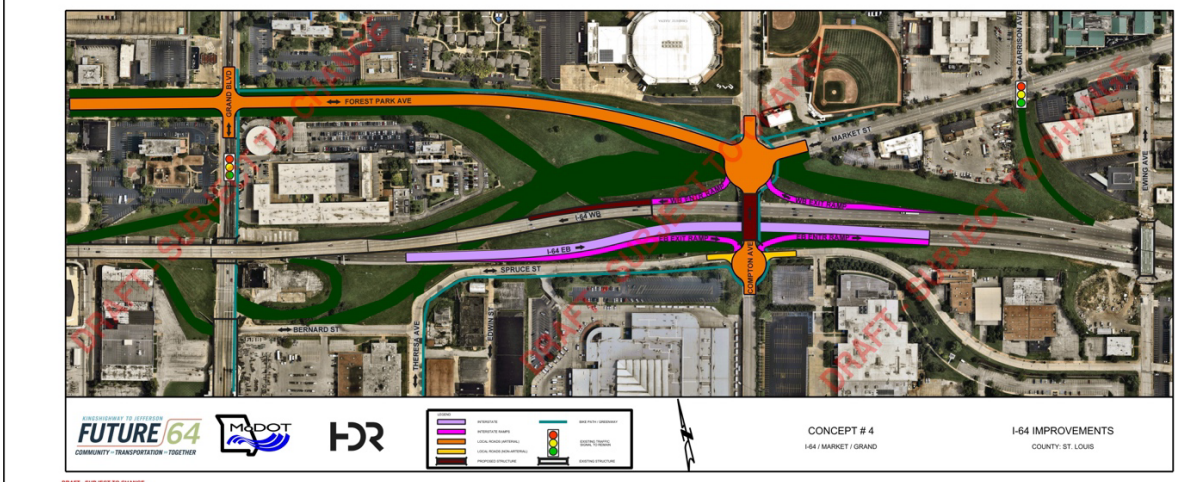
MARKET ST
CONCEPT # 3
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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I-64 EB
SPRUCE ST
BERNARD ST
MARKET ST
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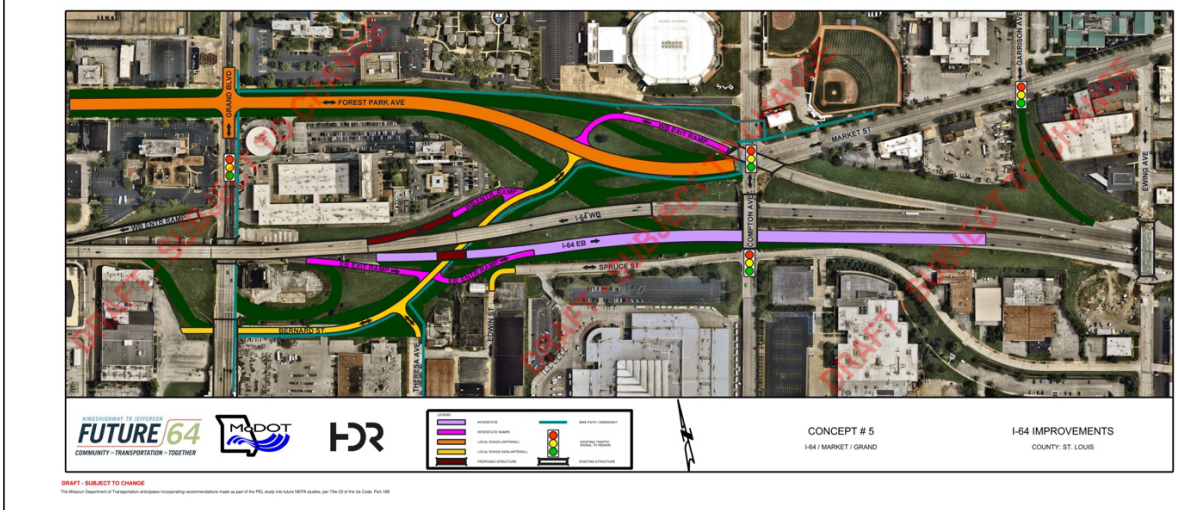
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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I-64 EB
SPRUCE ST
MARKET ST
CONCEPT # 5
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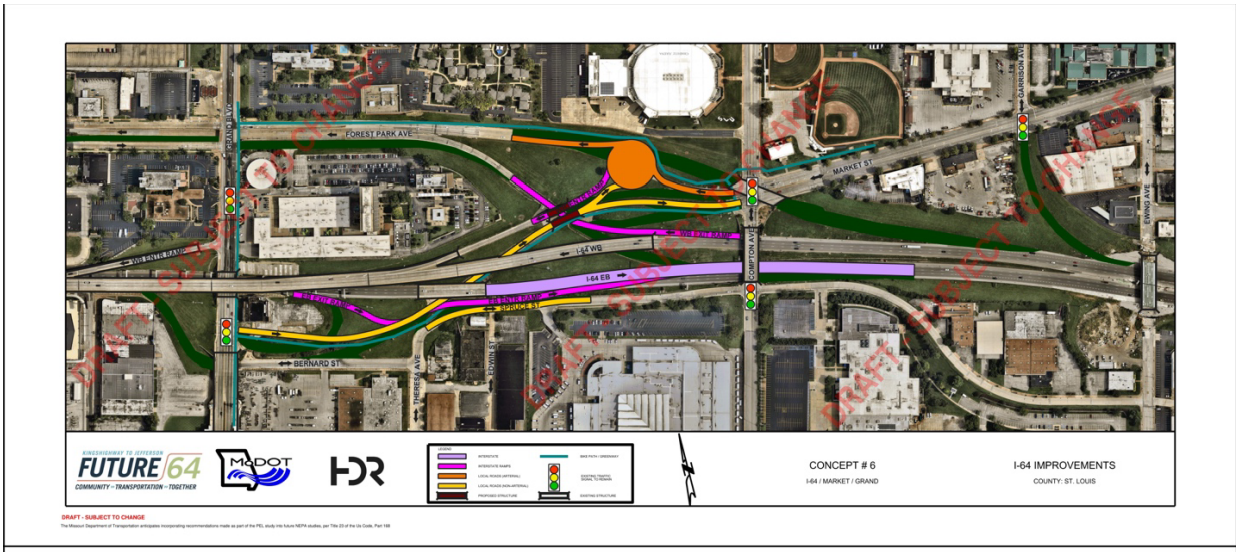
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS
DRAFT - SUBJECT TO CHANGE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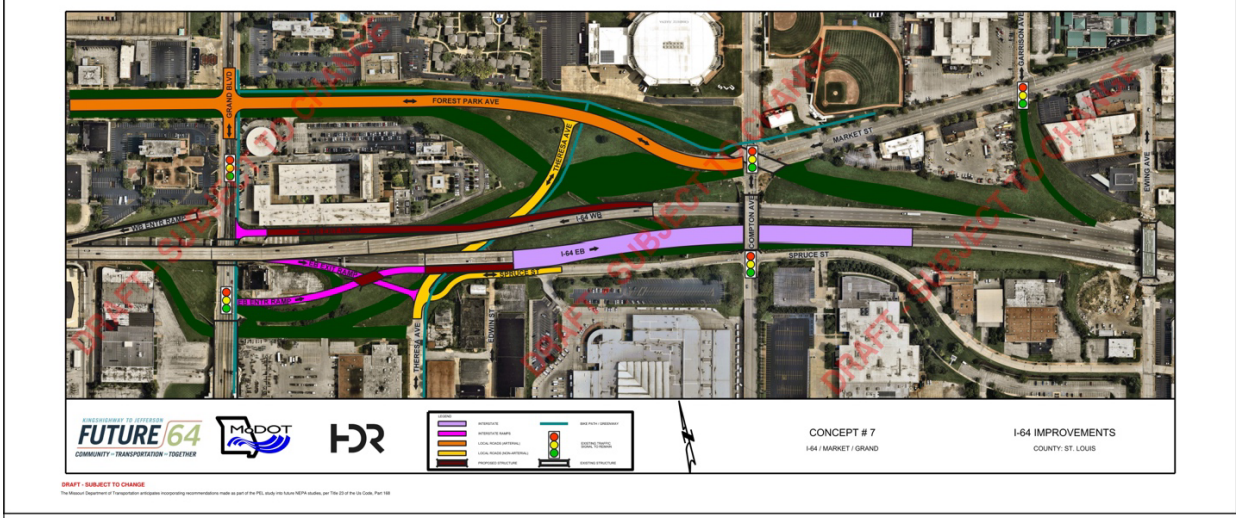
I-64 EB
MARKET ST
SPRUCE ST
COMPTON AVE
GARRISON AVE
EWING AVE
THERESA AVE
IRWIN ST
DRAFT - SUBJECT TO CHANGE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
CONCEPT # 6
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS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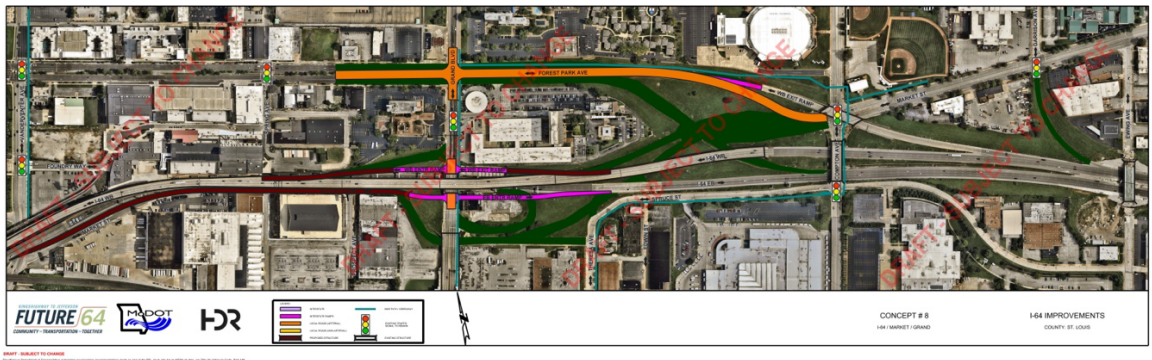
SPRUCE ST
COMPTON AVE
GARRISON AVE
EWING AVE
THERESA AVE
IRWIN ST
DRAFT - SUBJECT TO CHANGE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
CONCEPT # 7
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS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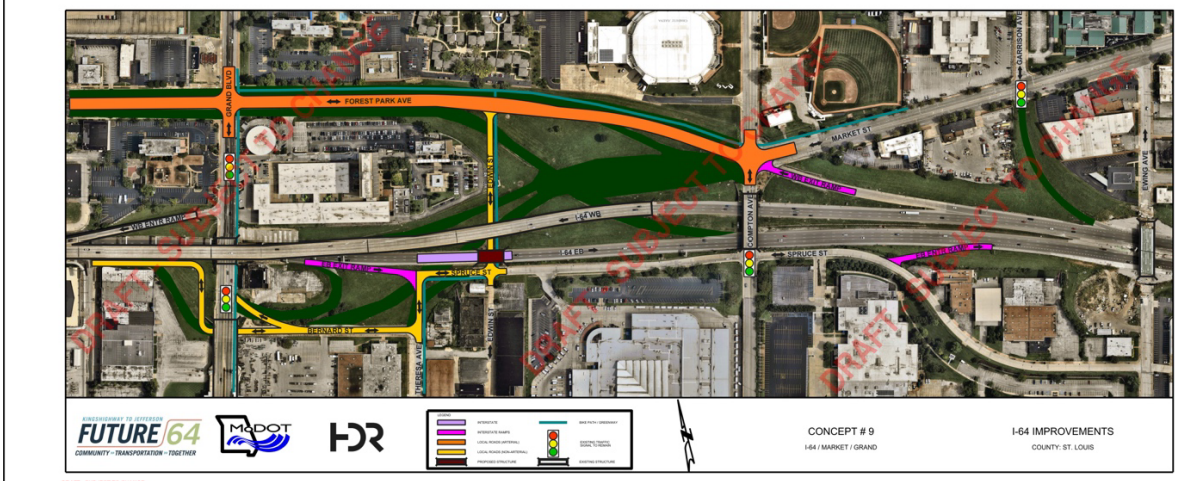
I-64 EB
MARKET ST
SPRUCE ST
COMPTON AVE
GARRISON AVE
EWING AVE
DRAFT - SUBJECT TO CHANGE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
CONCEPT # 8
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS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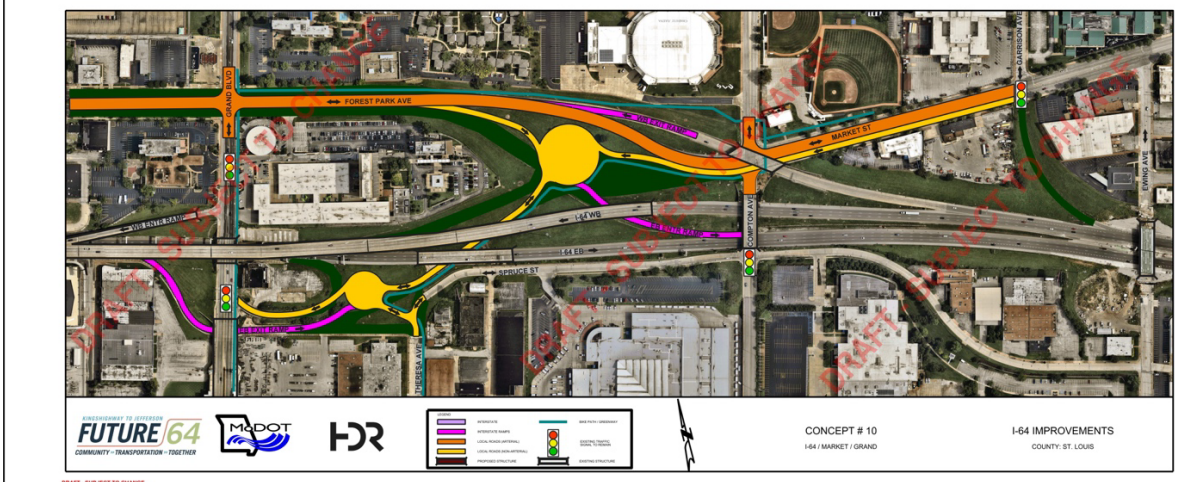
GRAND BLVD
I-64 WB
I-64 EB
SPRUCE ST
BERNARD ST
THERESA AVE
EDWIN ST
COMPTON AVE
MARKET ST
GARRISON AVE
EWING AVE
DRAFT - SUBJECT TO CHANGE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
CONCEPT # 9
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS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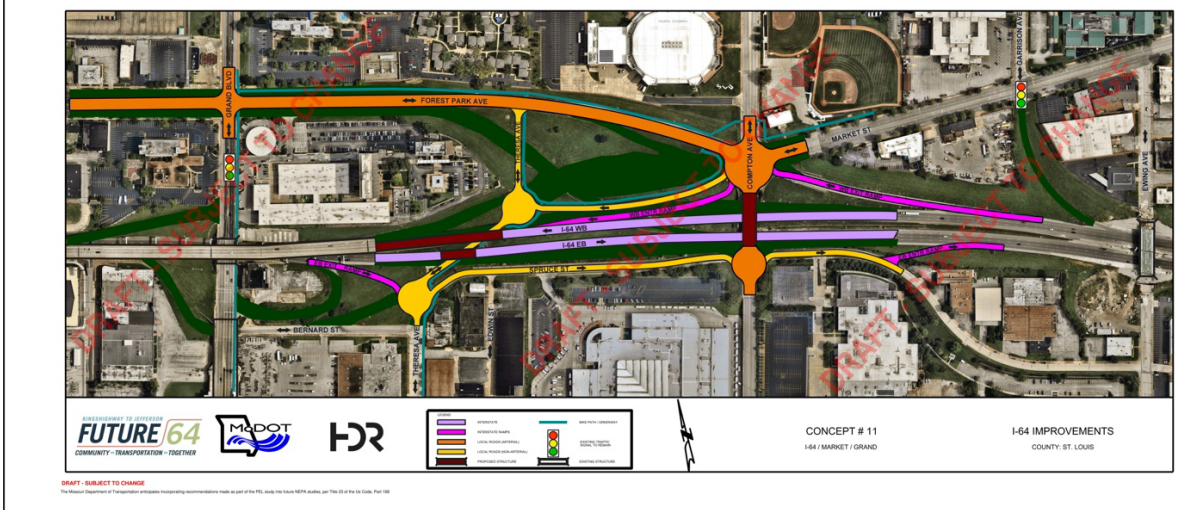
GRAND BLVD
I-64 WB
I-64 EB
SPRUCE ST
THERESA AVE
COMPTON AVE
MARKET ST
GARRISON AVE
EWING AVE
DRAFT - SUBJECT TO CHANGE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
CONCEPT # 10
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS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GRAND BLVD
I-64 WB
I-64 EB
SPRUCE ST
BERNARD ST
THERESA AVE
EDWIN ST
COMPTON AVE
MARKET ST
GARRISON AVE
EWING AVE
DRAFT - SUBJECT TO CHANGE
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
CONCEPT # 11
I-64 / MARKET / GRAND
I-64 IMPROVEMENTS
COUNTY: ST. LOUIS

Draft Future64 Level 1 Alternative Screening

Need	Increase safety for all users		Improve transportation system with intuitive navigation to, from, and across I-64		Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users		Optimize bridge maintenance by improving structural conditions to maintain a good state of repair		Maintain Interstate function, operations, and capacity for the future		Other Challenges to Implementation
Sub Need	Regional Vehicular Through Movements	Bike/Ped	I-64 Access	Interstate / Local Network Interface	Support other entities bike/ped plans	Transit Access/Effectiveness	Structure Repair	Reduce Structures	Capacity	Freight	
Question(s) to ask	Does the concept improve safety on I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network within the study area? Does the improvement address identified crash hot spots?	Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?	Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?	Does the concept facilitate transit access, connectivity to other non motorized modes and/or operations?	How much additional structural repair (not part of a reconfiguration) is necessary to extend all MoDOT bridges life span to 2050?	Does the alternative reduce the total number of MoDOT Maintained structures?	Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?	Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to and from I-64?	Does the alternative impact resources that make the concept extremely challenging to approve or construct?
Data to be used	Scaled measure of the number of potential safety improvements - Low / Med / High (ex. Improved weave movements, lengthened ramps, reduced/consolidated access points on I-64 geometry improvements, addressed conflict point)	Scaled measure of the number of potential safety and comfort improvements - Low / Med / High (ex. Improved crosswalk visibility, ADA improvements, addressed conflict point)	Low/Med/High - Assess out of direction travel by counting turns and signalized intersections to reach major destinations (ex. Hospital Districts, Universities, IKEA/Foundry, Armory, Grand Center)	Qualitative measure of how well the alternative improves the logical and direct (non-circuitous) access/egress from I-64 including consideration of lane balance, driver/user expectations, etc.	Low / Med / High - Qualitative measure of how well the alternative improves connectivity at existing crossings and/or preserves opportunities for planned crossings or creates other new crossings.	Qualitative measure of how well the alternative facilitates connectivity to and from transit stations and stops on a scaled measure of the same - Low / Med / High	In order to achieve at least a 25 year life span, quantify the number of bridges requiring major improvements (Redecking) and the number of bridges requiring a minor amount of work (overlay, Spot Repairs, etc.).	Total number of structures in the corridor.	Qualitative measure of how well the alternative maintains capacity or improves operations - Low / Med / High	Qualitative measure of yes or no (ex. assessing vertical clearances, weave/merge lengths, ramp grades and turn radii, standard entrance ramps)	High /Medium /Low - 4f and historic resources, new bridges. Substantial community or environmental impact. Substantial public or political resistance.
Alternatives											
BTGP_No Action	Low	Low	Medium	High	Low	Medium	Low	Low	Medium	Medium	High
BTGP_Concept 1	High	High	Low	Medium	Medium	High	Medium	High	Low	Low	High
BTGP_Concept 2	Low	High	High	High	Medium	High	Low	Low	Medium	Medium	High
BTGP_Concept 3	Low	High	Low	High	Medium	High	High	Medium	Low	Low	High
BTGP_Concept 4	Medium	Medium	High	High	Medium	Medium	Medium	Low	Medium	High	Low

DRAFT - SUBJECT TO CHANGE

DRAFT - SUBJECT TO CHANGE

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the Us Code, Part 168

Draft Future64 Level 1 Alternative Screening

Need	Increase safety for all users		Improve transportation system with intuitive navigation to, from, and across I-64		Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users		Optimize bridge maintenance by improving structural conditions to maintain a good state of repair		Maintain Interstate function, operations, and capacity for the future		Other Challenges to Implementation
Sub Need	Regional Vehicular Through Movements	Bike/Ped	I-64 Access	Interstate / Local Network Interface	Support other entities bike/ped plans	Transit Access/Effectiveness	Structure Repair	Reduce Structures	Capacity	Freight	
Question(s) to ask	Does the concept improve safety on I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network within the study area? Does the improvement address identified crash hot spots?	Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?	Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?	Does the concept facilitate transit access, connectivity to other non motorized modes and/or operations?	How much additional structural repair (not part of a reconfiguration) is necessary to extend all MoDOT bridges life span to 2050?	Does the alternative reduce the total number of MoDOT Maintained structures?	Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?	Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to and from I-64?	Does the alternative impact resources that make the concept extremely challenging to approve or construct?
Data to be used	Scaled measure of the number of potential safety improvements - Low / Med / High (ex. Improved weave movements, lengthened ramps, reduced/consolidated access points on I-64 geometry improvements, addressed conflict point)	Scaled measure of the number of potential safety and comfort improvements - Low / Med / High (ex. Improved crosswalk visibility, ADA improvements, addressed conflict point)	Low/Med/High - Assess out of direction travel by counting turns and signalized intersections to reach major destinations (ex. Hospital Districts, Universities, IKEA/Foundry, Armory, Grand Center)	Qualitative measure of how well the alternative improves the logical and direct (non-circuitous) access/egress from I-64 including consideration of lane balance, driver/user expectations, etc.	Low / Med / High - Qualitative measure of how well the alternative improves connectivity at existing crossings and/or preserves opportunities for planned crossings or creates other new crossings.	Qualitative measure of how well the alternative facilitates connectivity to and from transit stations and stops on a scaled measure of the same - Low / Med / High	In order to achieve at least a 25 year life span, quantify the number of bridges requiring major improvements (Redecking) and the number of bridges requiring a minor amount of work (overlay, Spot Repairs, etc.).	Total number of structures in the corridor.	Qualitative measure of how well the alternative maintains capacity or improves operations - Low / Med / High	Qualitative measure of yes or no (ex. assessing vertical clearances, weave/merge lengths, ramp grades and turn radii, standard entrance ramps)	High /Medium /Low - 4f and historic resources, new bridges. Substantial community or environmental impact. Substantial public or political resistance.
Alternatives											
MG_No Action	Low	Low	Medium	Low	Low	Low	Low	Low	Medium	Medium	High
MG_Concept 1	Medium	Medium	Medium	Low	Medium	Medium	Low	Medium	Medium	Low	High
MG_Concept 2	Medium	Medium	Low	Low	Medium	Medium	Medium	Low	Medium	Low	High
MG_Concept 3	Medium	High	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	High
MG_Concept 4	High	Medium	Low	High	Medium	Medium	High	High	Medium	Medium	High
MG_Concept 5	High	High	Low	High	High	Medium	Medium	Medium	High	Medium	High
MG_Concept 6	Low	Medium	Low	Low	High	High	Medium	Medium	Medium	Medium	High
MG_Concept_7	Medium	Medium	Medium	Medium	High	Medium	Low	Low	Medium	High	High
MG_Concept 8	Medium	Low	High	High	Low	Low	Medium	Low	Medium	High	Low
MG_Concept 9	Medium	Medium	Medium	Low	Medium	Medium	Medium	High	Medium	Medium	High
MG_Concept 10	Low	Medium	Medium	Low	High	Medium	Low	Medium	Medium	Medium	High
MG_Concept 11	High	High	Low	Medium	High	High	High	Low	Medium	Medium	No

DRAFT - SUBJECT TO CHANGE

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the Us Code, Part 168

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

PROJECT PURPOSE

The purpose of the reasonable transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

PROJECT NEEDS

The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.

Increase safety for all users
- Vehicles
- Bicycles
- Pedestrians

Improve transportation system with intuitive navigation to, from, and across I-64

Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users

Optimize bridge maintenance by improving structural conditions to maintain a good state of repair

Maintain Interstate function, operations, and capacity for the future

PROJECT GOALS

Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.

- Right-size I-64 to reuse available space to benefit the community.
- Support improved land use near transit stations and trails.
- Improve equitable outcomes for disadvantaged communities.
- Coordinate with regional partners to enhance the local transportation network.
- Integrate bicycle and pedestrian facility design best practices into project designs.
- Consolidate access points from interstate to local system.
- Invest in projects that provide good cost benefit improvements.
- Integrate ecology best practices into project designs and right-of-way use.
- Integrate improved aesthetics and visual environment into project designs.

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

FUTURE64.COM

Appendix C

List of Teams chat introductions and all comments

[9:03 AM] Kuelker, Lou
Lou Kuelker - HDR

[9:03 AM] Jennifer A. Wade
Jen Wade - MoDOT Area Engineer in city of St. Louis

[9:03 AM] Jeffrey Alvey, MoSHPO (Guest)
Jeffrey Alvey, Archaeologist at MoSHPO

[9:03 AM] Paul Hubbman (Guest)
Paul Hubbman, East West Gateway

[9:03 AM] Julie Nolfo
Julie Nolfo - Lochmueller Group

[9:03 AM] Taylor March - Trailnet (he/him)) (Guest)
Taylor March (he/him) - Programs Director, Trailnet

[9:03 AM] Richards, Michael
Michael Richards---SSM Health

[9:03 AM] Amanda Burke MOSHPO (Guest)
Amanda Burke, MoSHPO

[9:03 AM] Colleen Autry
Colleen Autry, Director of District Operations at Cortex

[9:03 AM] Kevin Neill
Kevin Neill - Lochmueller Group

[9:03 AM] Kyle E. Grayson
Kyle Grayson, MoDOT Central Office Design Environmental

[9:03 AM] John Kohler (Guest)
John Kohler - City of St. Louis BPS - Planning & Programming

[9:03 AM] Michael Lucido
Michael Lucido - Saint Louis University

[9:03 AM] Young, Samantha
Sammi Young- HDR

[9:03 AM] Deves, Jonathan
Jonathan Deves - HDR

[9:03 AM] Mark Vogl / GRG (Guest)

Mark Vogl, Great Rivers Greenway

[9:03 AM] Alvin I. Nieves-Rosario
Alvin Nieves-Rosario, MoDOT Project Manager

[9:04 AM] THOMAS K BLAIR
Tom Blair - MoDOT District Engineer

[9:04 AM] Todd Antoine
Todd Antoine--Great Rivers Greenway

[9:04 AM] CYNTHIA R SIMMONS
Cindy Simmons, MoDOT SL Planning & LPA Program Manager

[9:12 AM] Amy Parker (Guest)
I am having trouble getting into mural. I have reset my password and it just loops back around.

[9:12 AM] Amanda Burke MOSHPO (Guest)
I am having trouble getting into mural it keeps asking me to sign in over and over

[9:12 AM] Amy Parker (Guest)
thank you

[9:13 AM] Paul Hubbman (Guest)
i'm unable to get into the mural

[9:14 AM] Longsdorf, Jason
If you have another email address (such as a gmail) you can use, sometimes that enables easier access to Mural

[9:14 AM] Taylor March - Trailnet (he/him)) (Guest)
I'm also unable to get into the Mural, keeps bringing me back to the login page

[9:15 AM] John Kohler (Guest)
Same login problem for me.

Appendix D

List of questions and comments from the west side concepts

1. Need to focus on Tower Grove being the north/south bike path. It should not be Boyle.
2. Don't forget that there is a grant location on Sarah.
3. There is concern about limiting access on Grand to SLU Hospital and Cardinal Glennon. There needs to be a better understanding on the impact on EMS services coming east and west on I-64.
4. There are a lot of nuances to look into. This feels remedial and doesn't feel live overall improvements.
5. It feels like the team didn't look at the goals of the SLU campus and these feel uncomfortable.
    a. Julie noted Lochmueller shared their concerns
6. Boyle has a wide separated sidewalk so it may be a touch mix with bike/ped traffic and the highway traffic.
7. Have previous traffic studies been reviewed by the team? SLU partnered on an interchange to service their complex. The goal is patients take Kingshighway, staff take Boyle and freight also uses Boyle. Has the team looked at what has happened since?
    a. Lou noted the team has looked at the AJR
8. It is worth considering how redevelopment land would be by removing direct access to Vandeventer. That puts a lot of traffic onto Papin and Clayton and makes an entrance ramp very close to an elementary school.
9. Was there a no build scored with these concepts?

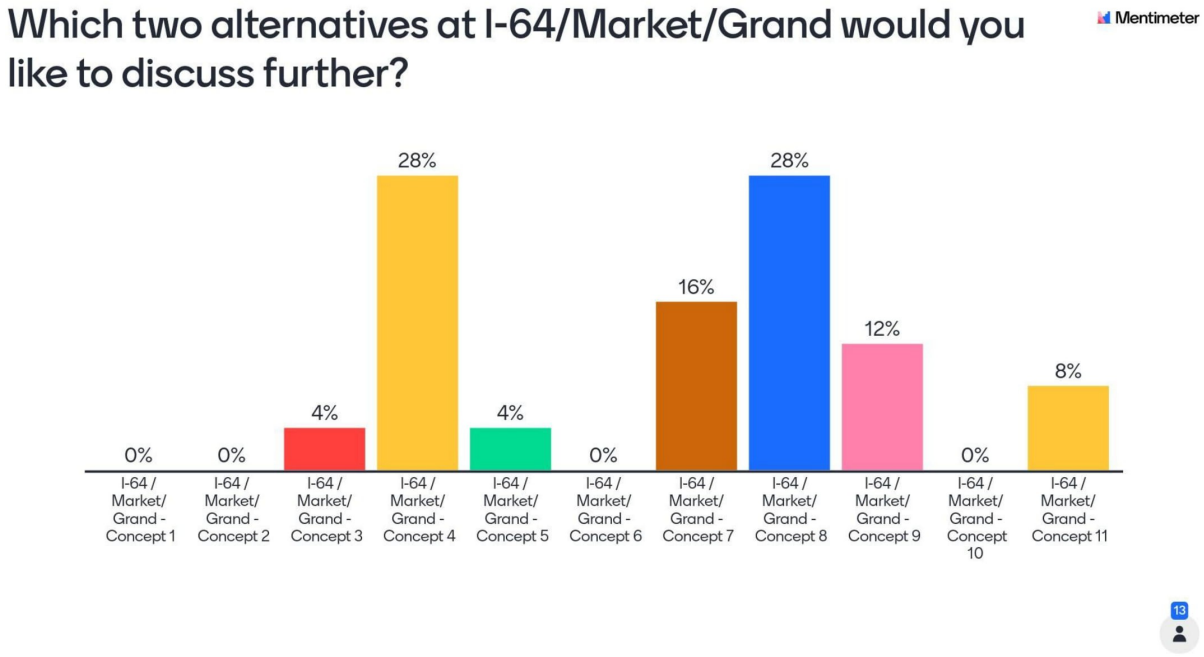
Appendix E

List of questions and comments from the east side concepts

1. Do you have current counts of number of cars utilizing each one of the current ramps? That could be helpful to know current use of the Grand loop ramp, since so many of the concepts remove or alter that movement
    a. There is current data as well as Year 2050 projections. In Year 2050 that eastbound loop off ramp is projected to have 467 vehicles in the AM Peak Hour and 385 in PM Peak Hour.
2. Have you met with Green Streets? They are developing the armory project west of Grand, and this could affect that development.
    a. Green Streets is part of the CAG team.
3. Compton Bridge is an important upcoming connection for people walking and biking.
    a. Several of the concepts don't show the Brickline connection.
4. Grand needs to be a key bus corridor.
5. Is there an assumption for an individual lane for bike/ped in the roundabout? There would be a conflict of the bike path and exiting traffic.
6. Options 3 and 9 clip a listed historic site Council Plaza – it's the whole lot not just a building.
7. How would concept 1 impact EMS access to Cardinal Glennon and SLU.
8. The city is investing in a cycle track and pedestrian facilities. There needs to be a direct connection to the Brickline.

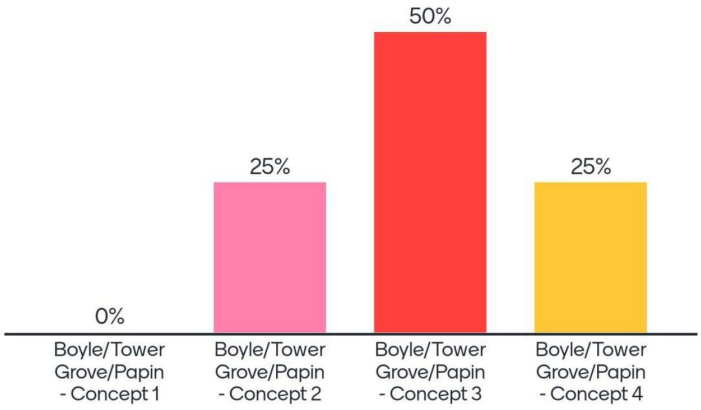
Appendix F

Results from the Mentimeter poll.


Which two alternatives at I-64/Market/Grand would you like to discuss further?
Mentimeter
0%
0%
4%
28%
4%
0%
16%
28%
12%
0%
8%
I-64 / Market/ Grand - Concept 1
I-64 / Market/ Grand - Concept 2
I-64 / Market/ Grand - Concept 3
I-64 / Market/ Grand - Concept 4
I-64 / Market/ Grand - Concept 5
I-64 / Market/ Grand - Concept 6
I-64 / Market/ Grand - Concept 7
I-64 / Market/ Grand - Concept 8
I-64 / Market/ Grand - Concept 9
I-64 / Market/ Grand - Concept 10
I-64 / Market/ Grand - Concept 11
13

Which one alternative at Boyle/Tower Grove/Papin would you like to discuss further?

Mentimeter



12

Out of all the alternatives shown, what features do you like the most?

Mentimeter



16

Out of all the alternatives shown, what features do you like the least?

Mentimeter



10

Appendix G

List of questions and comments

1. Concept #3
    a. Having an access close to the school is problematic
    b. It should dead end at Clayton to keep traffic going to Tower Grove.
    c. This would push the need to acquire land and ROW
2. Concept #4
    a. South roundabout seems impossibly tight given all of its access points
    b. Although we want transit to work well along grand, the bike and ped access might be a higher priority on Compton
3. Concept #8
    a. Potentially leaves the most developable property
    b. There is a benefit to thinking about connecting surface streets south of the highway up to grand – there is going to be more development activity on those lower surface streets – connection will make those developments more attractive in the long run.

Concept #7

- Doesn't show bike/ped connection n/s along Compton or to the Metrolink or market at Harris Stowe

We understand the Compton is a critical n/s bike and pedestrian connections

Appendix H

Copy of the PPT and all meeting materials can be found in Appendix H.

Appendix 24: Technical Advisory Group Minutes – Meeting 3

Future64 Study
Technical Advisory Group (TAG) Meeting #3
Wednesday, December 14, 2022
In person at Great Rivers Greenway
Prepared by Gabriela Bloom, Vector Communications

Overview

On December 14, 2022, the Missouri Department of Transportation hosted the third of three Technical Advisory Group meetings for the Future64 Study.

Communication

An email was sent on October 13, 2022, to inform participants about the meeting. That primary email was followed up by a calendar invitation and three additional reminder emails via MailChimp. The committee received phone calls the week of the meeting to confirm attendance. Reminder emails were sent to meeting attendees with the pre-meeting documents.

After the meeting, on December 20, 2022, the committee received a follow-up thank you email with meeting documents.

See all email correspondences to invite, remind, and follow up with TAG members in Appendix A. Please find pre-meeting documents in Appendix B. The meeting presentation can be found in Appendix C.

Meeting Attendees

Name	Organization
Amy Parker	Metro ParaTransit
Brooks Goedeker	Midtown Redevelopment Group
Bryan Rogers	Metro
Christopher Peoples	Great Rivers Greenway
Collen Autry	Cortex
Donna Ware	BJC
Gerry Kaiser	SSM Health
Jamie Wilson	City of St. Louis
John Kohler	City of St. Louis
Kim Bakker	SSM Health
Lance Peterson	Metro
Paul Hubmann	East West Gateway Council of Governments
Scott Oglive	City of St. Louis
Steve Sobo	Washington University
Taylor March	Trailnet
Todd Antoine	Great Rivers Greenway

CONSULTANTS	
Name	**Organization**
Justin Carney	Development Strategies
Jessica Hochlan	HDR Inc.
Lou Kuelker	HDR Inc.
Jason Longsdorf	HDR Inc.

Andy Potthast	HDR Inc.
Kevin Neill	Lochmueller Group
Julie Nolfo	Lochmueller Group
Tom Blair	MoDOT
Aaron Groff	MoDOT
Shaun Tooley	MoDOT
Cindy Simmons	MoDOT
Jen Wade	MoDOT
Gabriela Bloom	Vector Communications
Chandra Taylor	Vector Communications

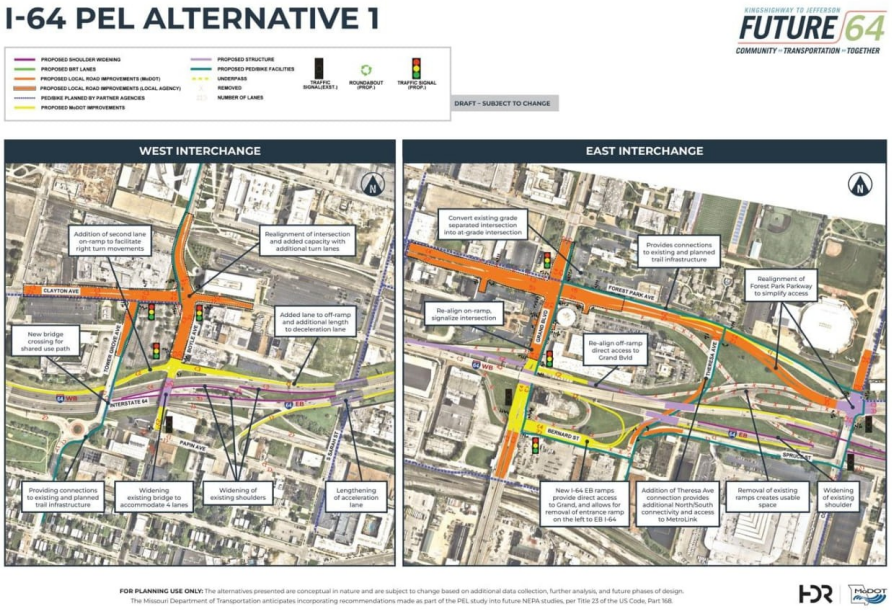
INVITED STAKEHOLDERS	
Name	**Organization**
Aimee Wehmeier	Paraquad
Amy Parker	Metro ParaTransit
Betherny Williams	City of St. Louis
Brian Phillips	Washington University Medical Campus
Brooks Goedeker	Midtown Redevelopment Group
Bryan Rogers	Metro
Catherine Werner	St. Louis City Sustainability Office
Chris Poehler	Bi-State Development
Christopher Peoples	Senior Project Manager
Collen Autry	Cortex
Donna Ware	BJC
Gerry Kaiser	SSM Health
Jamie Wilson	City of St. Louis
Jeff Buttler	Metro ParaTransit
Jessica Gershman	Bi-State Development
John Kohler	Planning and Programming Manager

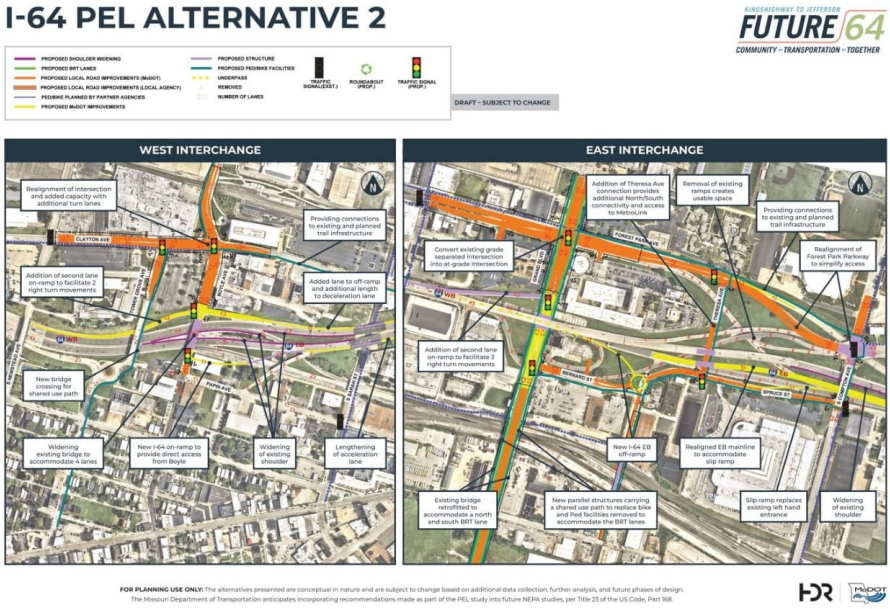
John Langa	Bi-State Development
Kim Bakker	SSM Health
Kim Cella	Citizens for Modern Transit
Lance Peterson	Metro
Michael Lucido	Saint Louis University Campus Operations
Michael Richards	SSM
Mike Foley	Citizens for Modern Transit
Paul Hubmann	East West Gateway Council of Governments
Rob Orr	St. Louis Development Corporation
Scott Oglive	City of St. Louis
Steve Sobo	Washington University
Taylor March	Trailnet
Todd Antoine	Great Rivers Greenway
Travis Wood	Citizens for Modern Transit
Trenise Winters	MetroBus
X	Metro ParaTransit

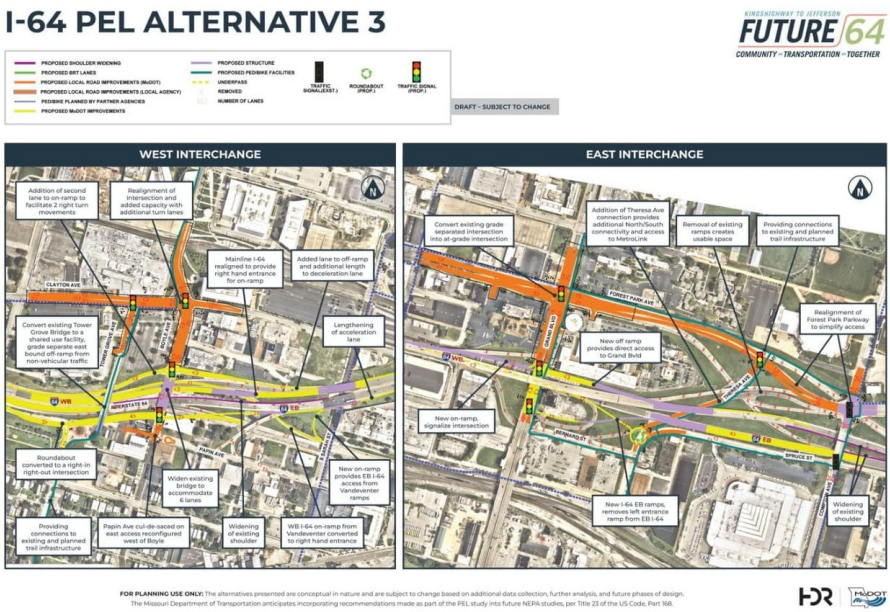
Minutes

The meeting started at 11:30 a.m. Jen Wade of MoDOT opened the meeting and thanked members for attending. Shaun Tooley of MoDOT shared some welcoming remarks. Chandra Taylor of Vector Communications shared group introductions. Then, Andy Potthast of HDR provided PEL Study updates and the project timeline and study area, and an overview of what the project team has been doing since the July 2022 Technical Advisory Group (TAG) meeting.

Next, Lou Kuleker of HDR shared an overview of the three alternatives. Lou emphasized that though the three alternatives are being shared separately from one another, it is possible to incorporate aspects of all three to the final preferred alternative. TAG members had printed versions of the alternatives in front of them and could review the information more closely. TAG members had an opportunity to ask questions about all three alternatives.




I-64 PEL ALTERNATIVE 2
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
PROPOSED SHOULDER WIDENING
PROPOSED BRT LANES
PROPOSED LOCAL ROAD IMPROVEMENTS (MoDOT)
PROPOSED LOCAL ROAD IMPROVEMENTS (LOCAL AGENCY)
PEDBIKE PLANNED BY PARTNER AGENCIES
PROPOSED MoDOT IMPROVEMENTS
PROPOSED STRUCTURE
PROPOSED PED/BIKE FACILITIES
UNDERPASS
REMOVED
NUMBER OF LANES
TRAFFIC SIGNAL(EST.)
ROUNDABOUT (PROP.)
TRAFFIC SIGNAL (PROP.)
DRAFT – SUBJECT TO CHANGE
WEST INTERCHANGE
EAST INTERCHANGE
Realignment of intersection and added capacity with additional turn lanes
Providing connections to existing and planned trail infrastructure
Addition of second lane on-ramp to facilitate 2 right turn movements
Added lane to off-ramp and additional length to deceleration lane
New bridge crossing for shared use path
Widening existing bridge to accommodate 4 lanes
New I-64 on-ramp to provide direct access from Boyle
Widening of existing shoulder
Lengthening of acceleration lane
Addition of Theresa Ave connection provides additional North/South connectivity and access to MetroLink
Removal of existing ramps creates usable space
Providing connections to existing and planned trail infrastructure
Convert existing grade separated intersection into at-grade intersection
Realignment of Forest Park Parkway to simplify access
Addition of second lane on-ramp to facilitate 2 right turn movements
New I-64 EB off-ramp
Realigned EB mainline to accommodate slip ramp
Existing bridge retrofitted to accommodate a north and south BRT lane
New parallel structures carrying a shared use path to replace bike and Ped facilities removed to accommodate the BRT lanes
Slip ramp replaces existing left hand entrance
Widening of existing shoulder
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.
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.


I-64 PEL ALTERNATIVE 3
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
PROPOSED SHOULDER WIDENING
PROPOSED BRT LANES
PROPOSED LOCAL ROAD IMPROVEMENTS (MoDOT)
PROPOSED LOCAL ROAD IMPROVEMENTS (LOCAL AGENCY)
PEDBIKE PLANNED BY PARTNER AGENCIES
PROPOSED MoDOT IMPROVEMENTS
PROPOSED STRUCTURE
PROPOSED PED/BIKE FACILITIES
UNDERPASS
REMOVED
NUMBER OF LANES
TRAFFIC SIGNAL(EST.)
ROUNDABOUT (PROP.)
TRAFFIC SIGNAL (PROP.)
DRAFT – SUBJECT TO CHANGE
WEST INTERCHANGE
EAST INTERCHANGE
Addition of second lane to on-ramp to facilitate 2 right turn movements
Realignment of intersection and added capacity with additional turn lanes
Mainline I-64 realigned to provide right hand entrance for on-ramp
Added lane to off-ramp and additional length to deceleration lane
Convert existing Tower Grove Bridge to a shared use facility, grade separate east bound off-ramp from non-vehicular traffic
Lengthening of acceleration lane
Roundabout converted to a right-in right-out intersection
Widen existing bridge to accommodate 6 lanes
New on-ramp provides EB I-64 access from Vandeventer ramps
Providing connections to existing and planned trail infrastructure
Papin Ave cul-de-saced on east access reconfigured west of Boyle
Widening of existing shoulder
WB I-64 on-ramp from Vandeventer converted to right hand entrance
Convert existing grade separated intersection into at-grade intersection
Addition of Theresa Ave connection provides additional North/South connectivity and access to MetroLink
Removal of existing ramps creates usable space
Providing connections to existing and planned trail infrastructure
Realignment of Forest Park Parkway to simplify access
New off ramp provides direct access to Grand Blvd
New on-ramp, signalize intersection
New I-64 EB ramps, removes left entrance ramp from EB I-64
Widening of existing shoulder
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.
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Questions and comments shared about the three alternatives can be found in Appendix D.

Next, Jason Longsdorf with HDR introduced the initial screening results of each alternative. This included assessing the impact of each alternative along the same metrics and comparing these impacts with a "no build" option. Julie Nolfo and Kevin Neill of Lochmueller Group continued this discussion and went through each Need metric. Justin Carney of Development Strategies then went through the Goal metrics and compared each alternative. *Questions and comments shared about the initial screening results can be found in Appendix E.*

The TAG members broke off into three small groups to complete a small group exercise to discuss the three alternatives in detail. After breaking into groups, a project team member reported out on the group conversation. *Notes from the break-out groups can be found in Appendix F.*

After the break-out groups reported out, TAG members had the opportunity to ask additional questions and share additional comments with the project team. *Questions and comments can be found in Appendix G.*

Andy closed the meeting by thanking TAG members for being a part of the Future64 project. Andy shared that the PowerPoint would be distributed to TAG members after the meeting and questions and comments could be submitted via email to Chandra Taylor of Vector Communications at ctaylor@vectorstl.com.

Jen thanked everyone for their participation and time.

Andy adjourned the meeting at 1:30 p.m.

Following the Technical Advisory Group meeting, three comments were received from TAG members East West Gateway Council of Governments, Metro Transit, and Trailnet. *These comments can be found in Appendices H, I, and J.*

Appendix A: Email correspondences with TAG

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Fwd: Future64 TAG Meeting #3
1 message

Chandra Taylor <ctaylor@vectorstl.com> Wed, Dec 21, 2022 at 12:58 PM
To: Gabriela Bloom <gbloom@vectorstl.com>

---------- Forwarded message ---------
From: **Chandra Taylor** <ctaylor@vectorstl.com>
Date: Thu, Oct 13, 2022 at 3:34 PM
Subject: Future64 TAG Meeting #3
To: Kohler, John <KohlerJ@stlouis-mo.gov>, <williamsbeth@stlouis-mo.gov>, <wilsonj@stlouis-mo.gov>, Ogilvie, Scott <ogilvies@stlouis-mo.gov>, <Orr@stlouis-mo.gov>, <planning@metrostlouis.org>, <engineering@metrostlouis.org>, Langa, John R. <jrlanga@bistatedev.org>, <metrobus@metrostlouis.org>, <paratransit@metrostlouis.org>, <adacoordinator@metrostlouis.org>, <adadirector@metrostlouis.org>, T. Christopher Peoples <tcpeoples@grgstl.org>, Todd Antoine <tantoine@grgstl.org>, mvogl@grgstl.org <mvogl@grgstl.org>, Kim Cella <kcella@cmt-stl.org>, <mfoley@cmt.stl.org>, Taylor March <taylor@trailnet.org>, <awehmeier@paraquad.org>, Paul Hubbman <paul.hubbman@ewgateway.org>, <cautry@cortexstl.org>, <philipb@wustl.edu>, <sobos@wustl.edu>, <donna.ware@bjc.org>, <lucidonna@slu.edu>, <bgoedeker@stlmrc.com>, <michael.richards@ssmhealth.com>, <WernerC@stlouis-mo.gov>
Cc: Hochlan, Jessica <Jessica.Hochlan@hdrinc.com>, Potthast, Andrew <Andrew.Potthast@hdrinc.com>, Longsdorf, Jason <Jason.Longsdorf@hdrinc.com>, Julie Nolfo <JNolfo@lochgroup.com>, Kevin Neill <KNeill@lochgroup.com>, Kuelker, Lou <Lou.Kuelker@hdrinc.com>, Rojan Thomas Joseph <rjoseph@development-strategies.com>, Padgett, Ylana <Ylana.Padgett@hdrinc.com>, <jonathan.deves@hdrinc.com>, Aaron J Groff <Aaron.Groff@modot.mo.gov>, Jennifer A. Wade <Jennifer.Wade@modot.mo.gov>, Kyle E. Grayson <Kyle.Grayson@modot.mo.gov>, THOMAS K BLAIR <Thomas.Blair@modot.mo.gov>, EDDIE WATKINS JR <Eddie.Watkins@modot.mo.gov>, Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>, Shaun E. Tooley <shaun.tooley@modot.mo.gov>, THOMAS J EVERS <Thomas.Evers@modot.mo.gov>, <Tyler.Lehde@modot.mo.gov>, <Cynthia.simmons@modot.mo.gov>

SAVE THE DATE

Please join the Future64 Study team for the last Technical Advisory Group meeting to discuss the selected alternatives and to provide feedback that'll help streamline the outcomes.

Who: Technical Advisory Group

When: Wednesday, December 14, 2022 at 12pm-2pm

Where: Great Rivers Greenway
Mississippi Room
3745 Foundry Way, Suite 253
St. Louis, Missouri 63110

What: This is an in person only event. More details to follow.

If you have questions, contact Chandra Taylor at ctaylor@vectorstl.com.

Thank you, and we look forward to seeing you again.
--
Chandra Z. Taylor
Consultant
Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x102

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

Benefits & Impacts of Alternatives TAG #3



Hello Technical Advisory Group:

The Missouri Department of Transportation thanks you for participating in the third and final Technical Advisory Group meeting for the Future64 PEL Study!

The project intentionally included community and technical experts that would provide insight into the study area. By volunteering your time, your help supported MoDOT through the early stages of enhancing the I-64 transportation system in the central corridor.

This email serves as a reminder that we'll meet again at a ***NEW TIME***:

December 14 11:30am - 1:30pm at Great Rivers Greenway
Mississippi Room
3745 Foundry Way Suite 253
St. Louis, MO 63110
Light meal provided. This is an in-person meeting only.

During this time, you'll review three alternatives that were developed based on months-long analysis. The project team will ask for your feedback one more time before the alternatives are presented at the next public meeting in early 2023.

Again, thank you for continuing to share your insights and advice; we appreciate your support of the I-64 PEL study.

See you next month!

The Future64 Team

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

Technical Advisory Group:

Please join us for the final advisory group presentation on December 14th from 11:30-1:30pm at Great Rivers Greenway. Since a light meal will be included reservations are needed by December 13th. The event is in-person only as there will be hands-on and interactive activities with the three alternatives.

TAG RSVP

During this meeting the project team will present three corridor improvement alternatives and how they were evaluated using the study's Purpose and Need. We value the feedback that you have provided which supported the development of these alternatives. Your input during this final advisory group meeting will shape the outcomes of the Future64 Study.

Please download and review the Purpose and Need document (attached). This provides the framework for the study and was developed based on analysis of the existing conditions and feedback from the stakeholder and public engagement efforts.

Purpose and Need Flyer

The second document to review is the list of evaluation criteria that is linked below. These questions were used to determine how well each alternative met the established needs and goals of the study. Please identify your top 3 questions by ***December 12*** if you would like to discuss during the meeting in the survey linked below.

Evaluation Criteria
Needs and Goals Survey

We appreciate the time and energy that you have invested in the Future64 Corridor and look forward to seeing you next week!



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



Technical Advisory Group:

This is a reminder that we are holding the final Future64 TAG meeting December 14 11:30am-1:30pm at Great Rivers Greenway. Please RSVP for the meeting if you have not already responded.

TAG RSVP

We'll spend the meeting discussing the benefits and weaknesses of the three PEL corridor alternatives. You will have the opportunity to preview maps and become acquainted with the proposed enhancements, then give your input to the planning team. MoDOT is seeking feedback that will be used to evaluate and guide the final recommendations for the Future64 study. Please review and familiarize yourself with the alternatives to help facilitate discussion during the meeting.

Alternative 1
Alternative 2
Alternative 3

The study team has performed an initial evaluation of these alternatives based on the criteria that was established. We will be reviewing select criteria in more detail during the meeting to discuss the process that was used to formulate the initial rating. Attached is the initial results for your review ahead of the meeting.

Level 2 Screening Evaluation

We value the time and effort you put into the Future64 study and are eager to see you in person December 14!

Future64 Team



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

MoDOT Great Rivers Greenway East-West Gateway metro

MoDOT Future64 TAG Meeting #3 *14*

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FUTURE 64

COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

Technical Advisory Group:

The Future64 team appreciates your participation in the I-64 PEL process, Your input helps ensure that the central corridor alternatives bring the most benefit to the community. Thank you all for bringing your expertise and experience to the table and engaging in such beneficial meaningful, and significant conversation during our meetings. We spent the most recent advisory group meeting discussing the benefits and weaknesses of the three PEL corridor alternatives and outlining the proposed enhancements, Your comments provided at the meeting will help shape the recommendations for the Alternatives in the PEL Document.

Please send any additional ideas you'd like the design team to consider to ctaylor@vectorstl.com. You have until December 23rd at the end of the day to leave a comment on the alternatives.

For your reference, the TAG meeting 3 presentation is provided. Review screening results and alternatives to help you make additional recommendations.

TAG Presentation 3

Alternative 1
Alternative 2
Alternative 3

Strip Map 1
Strip Map 2
Strip Map 3

Level 2 Screening Evaluation

Again, thank you from the Future64 team.



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Future64 TAG Meeting #3 RSVP

* First Name

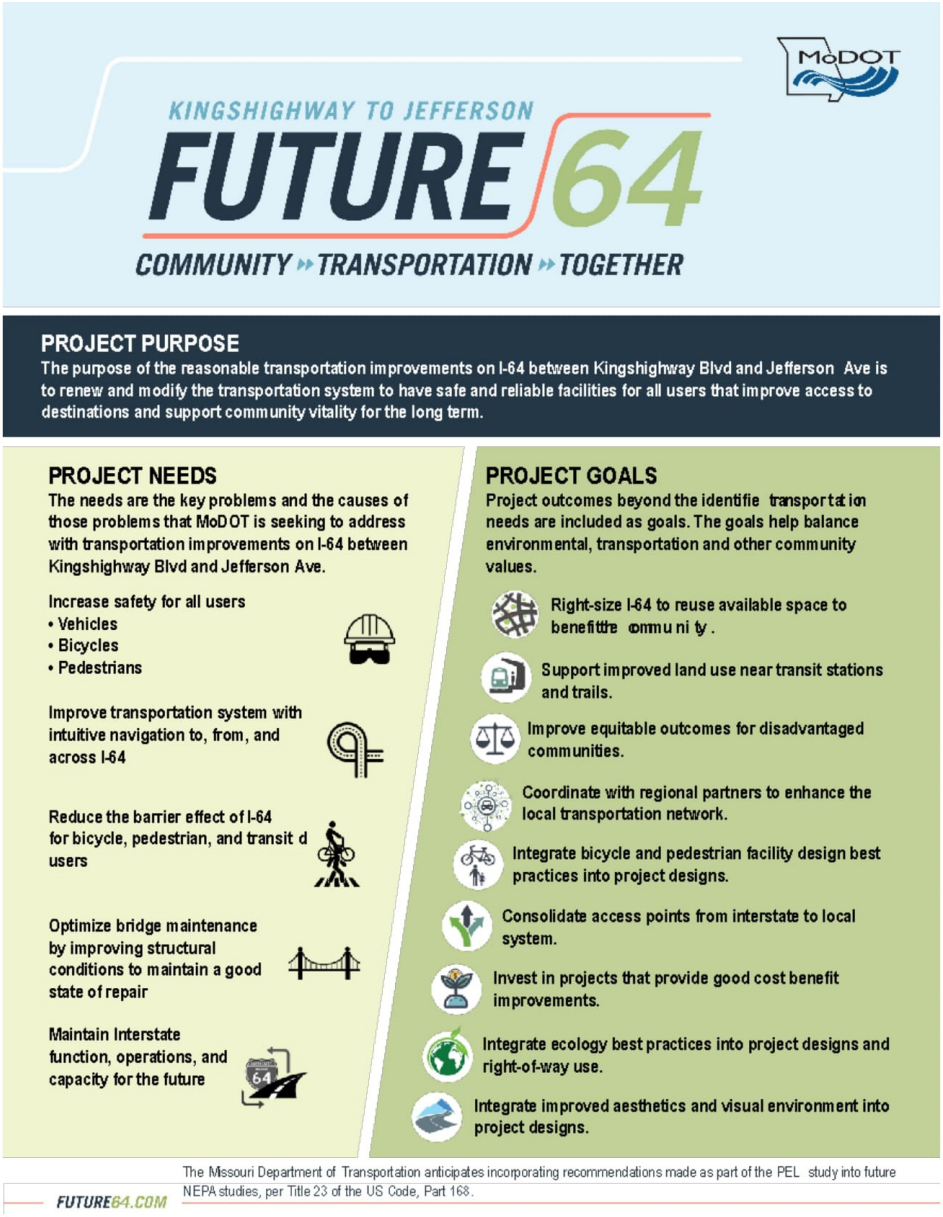
* Last Name

* Confirm your attendance

◯ Accept

◯ Decline

Done


KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
PROJECT PURPOSE
The purpose of the reasonable transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.
PROJECT NEEDS
The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.
Increase safety for all users
• Vehicles
• Bicycles
• Pedestrians
Improve transportation system with intuitive navigation to, from, and across I-64
Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit d users
Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
Maintain Interstate function, operations, and capacity for the future
64
PROJECT GOALS
Project outcomes beyond the identifie transportat ion needs are included as goals. The goals help balance environmental, transportation and other community values.
Right-size I-64 to reuse available space to benefitthe commu ni ty .
Support improved land use near transit stations and trails.
Improve equitable outcomes for disadvantaged communities.
Coordinate with regional partners to enhance the local transportation network.
Integrate bicycle and pedestrian facility design best practices into project designs.
Consolidate access points from interstate to local system.
Invest in projects that provide good cost benefit improvements.
Integrate ecology best practices into project designs and right-of-way use.
Integrate improved aesthetics and visual environment into project designs.
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.
FUTURE64.COM

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Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	**Increased safety for all users**
Sub Need	**Regional Vehicular Movements**
Question(s) to ask:	• Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? • Does the concept improve safety within the local road network and within the study area? • Does the improvement address identified crash hot spots?
Sub Need	**Bike/Ped**
Question(s) to ask:	• Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?

Need	**Improve transportation system with intuitive navigation to, from, and across I-64**
Sub Need	**I-64 Access**
Question(s) to ask:	• Does the concept maintain access or provide access to current and known future destinations?
Sub Need	**Interstate / Local Network interface**
Question(s) to ask:	• Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?

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Page 1 of 5

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	**Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users**
Sub Need	**Support other entities bike/ped plans**
Question(s) to ask:	• Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?
Sub Need	**Transit Access/Effectiveness**
Question(s) to ask:	• Does the concept facilitate transit access and connectivity to other non-motorized modes and/or operations?

Need	**Optimize bridge maintenance by improving structural conditions to maintain a good state of repair**
Sub Need	**Structure Repair**
Question(s) to ask:	• After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?
Sub Need	**Reduce Structures**
Question(s) to ask:	• Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?

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FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	**Maintain Interstate function, operations, and capacity for the future**
Sub Need	**Capacity**
Question(s) to ask:	• Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?
Sub Need	**Freight**
Question(s) to ask:	• Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?

Need	**Environmental Resource Protection**
Sub Need	**Environmental Resources**
Question(s) to ask:	• Does the alternative impact environmental resources?
Sub Need	**Social and Built Environment**
Question(s) to ask:	• Does the alternative impact social and built resources?

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Page 3 of 5

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Goals

Goal	**Right-size I-64, to reduce the highway footprint and reuse the space to benefit the community.**
Question(s) to ask:	• Does the alternative reduce the acreage of footprint of I-64 ROW, interchanges, and ramps? • How much released land is viable for redevelopment (acres)?
Goal	**Support improved land use near transit stations and trails.**
Question(s) to ask:	• Does the alternative support transit and trail-oriented development?
Goal	**Improve equitable outcomes: Protect community assets.**
Question(s) to ask:	• Does this alternative impact any community assets?
Goal	**Improve equitable outcomes: Improve quality of life.**
Question(s) to ask:	• Does this alternative contribute to an improved quality of life for local residents and workers?
Goal	**Improve equitable outcomes: Improved access to underserved communities.**
Question(s) to ask:	• Does the alternative improve access to underserved communities?
Goal	**Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network.**
Question(s) to ask:	• Does the alternative create opportunities to allow for coordinated enhancements in connectivity, safety, and comfort of travel by regional transportation and service delivery partners?
Goal	**Integrate bicycle and pedestrian facility design best practices into project designs.**
Question(s) to ask:	• Are the proposed bicycle and pedestrian facilities designs considered best practices?
Goal	**Consolidate access points from interstate to local system.**
Question(s) to ask:	• Does the alternative consolidate access points from I-64 to the local system?
Goal	**Invest in projects that provide good cost benefit improvements.**
Question(s) to ask:	• Does the alternative have a good cost benefit?
Goal	**Integrate ecology best practices into project designs and right-of-way use.**

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168 Page 4 of 5

Evaluation Criteria Related to Identified Study Goals

Question(s) to ask:	• Does the alternative provide opportunities for green infrastructure, native plantings, and stormwater management?
Goal	**Integrate improved aesthetics and visual environment into project designs.**
Question(s) to ask:	• Does the alternative provide opportunities to improve beautification, placemaking, and inviting infrastructure?

Future64 Technical Advisory Group Survey

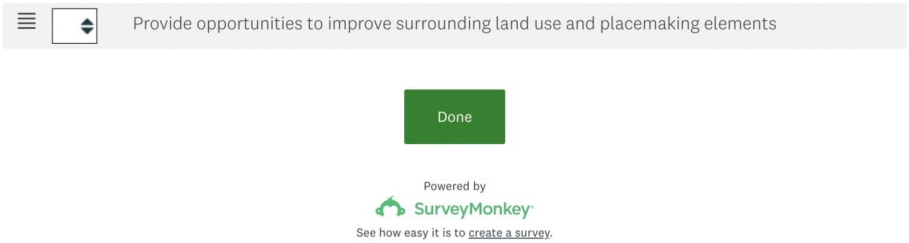
The project team is evaluating the alternatives against all of these needs and goals. We will not have time to address all of these in detail but want to do our best to address the ones of most interest to you. Please select the three you are most interested in hearing about:

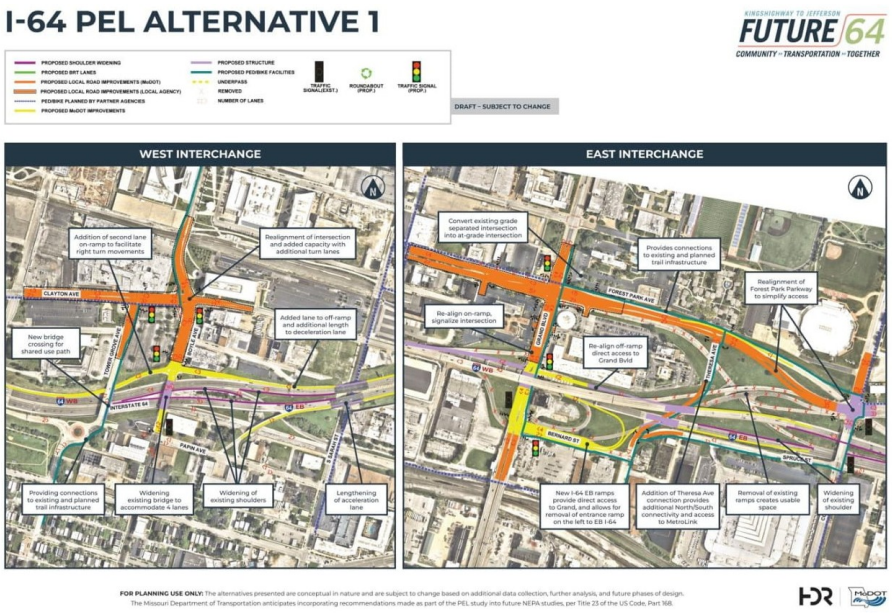
1. Needs

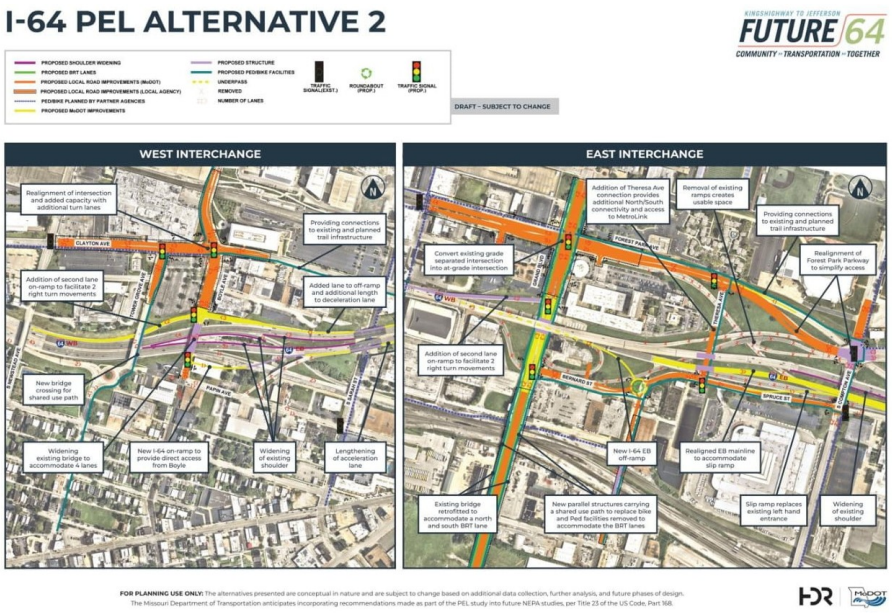
- Safety for vehicles
- Safety for pedestrians and bikes
- Intuitive navigation for I-64 users
- Intuitive navigation for the local roadway network
- Reduced barrier effect for bikes, pedestrians, and transit user
- Bridge and structure maintenance
- Interstate capacity
- Freight movements
- Environmental resource protection
- Community resource protection

2. Goals

- Reduce highway footprint
- Improve land use near transit and trails
- Improve access to schools, hospitals and other community resources
- Improve access to underserved communities
- Improve opportunities for partner agencies to enhance local travel safety and comfort
- Allows for comfortable bicycle and pedestrian facilities
- Consolidates I-64 access points
- Good cost-benefit
- Provide opportunities for green infrastructure and native plantings


Provide opportunities to improve surrounding land use and placemaking elements
Done
Powered by
SurveyMonkey
See how easy it is to create a survey.


I-64 PEL ALTERNATIVE 1
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
PROPOSED SHOULDER WIDENING
PROPOSED BRT LANES
PROPOSED LOCAL ROAD IMPROVEMENTS (MoDOT)
PROPOSED LOCAL ROAD IMPROVEMENTS (LOCAL AGENCY)
PEDBIKE PLANNED BY PARTNER AGENCIES
PROPOSED MoDOT IMPROVEMENTS
PROPOSED STRUCTURE
PROPOSED PED/BIKE FACILITIES
UNDERPASS
REMOVED
NUMBER OF LANES
TRAFFIC SIGNAL(EXIST.)
ROUNDABOUT (PROP.)
TRAFFIC SIGNAL (PROP.)
DRAFT – SUBJECT TO CHANGE
WEST INTERCHANGE
EAST INTERCHANGE
Addition of second lane on-ramp to facilitate right turn movements
Realignment of intersection and added capacity with additional turn lanes
Added lane to off-ramp and additional length to deceleration lane
New bridge crossing for shared use path
Providing connections to existing and planned trail infrastructure
Widening existing bridge to accommodate 4 lanes
Widening of existing shoulders
Lengthening of acceleration lane
Convert existing grade separated intersection into at-grade intersection
Provides connections to existing and planned trail infrastructure
Realignment of Forest Park Parkway to simplify access
Re-align on-ramp, signalize intersection
Re-align off-ramp direct access to Grand Blvd
New I-64 EB ramps provide direct access to Grand, and allows for removal of entrance ramp on the left to EB I-64
Addition of Theresa Ave connection provides additional North/South connectivity and access to MetroLink
Removal of existing ramps creates usable space
Widening of existing shoulder
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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.


I-64 PEL ALTERNATIVE 2
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY – TRANSPORTATION – TOGETHER
PROPOSED SHOULDER WIDENING
PROPOSED BRT LANES
PROPOSED LOCAL ROAD IMPROVEMENTS (MoDOT)
PROPOSED LOCAL ROAD IMPROVEMENTS (LOCAL AGENCY)
PEDBIKE PLANNED BY PARTNER AGENCIES
PROPOSED MoDOT IMPROVEMENTS
PROPOSED STRUCTURE
PROPOSED PED/BIKE FACILITIES
UNDERPASS
REMOVED
NUMBER OF LANES
TRAFFIC SIGNAL(EXIST.)
ROUNDABOUT (PROP.)
TRAFFIC SIGNAL (PROP.)
DRAFT – SUBJECT TO CHANGE
WEST INTERCHANGE
Realignment of intersection and added capacity with additional turn lanes
Providing connections to existing and planned trail infrastructure
Addition of second lane on-ramp to facilitate 2 right turn movements
Added lane to off-ramp and additional length to deceleration lane
New bridge crossing for shared use path
Widening existing bridge to accommodate 4 lanes
New I-64 on-ramp to provide direct access from Boyle
Widening of existing shoulder
Lengthening of acceleration lane
EAST INTERCHANGE
Addition of Theresa Ave connection provides additional North/South connectivity and access to MetroLink
Removal of existing ramps creates usable space
Providing connections to existing and planned trail infrastructure
Convert existing grade separated intersection into at-grade intersection
Realignment of Forest Park Parkway to simplify access
Addition of second lane on-ramp to facilitate 2 right turn movements
New I-64 EB off-ramp
Realigned EB mainline to accommodate slip ramp
Existing bridge retrofitted to accommodate a north and south BRT lane
New parallel structures carrying a shared use path to replace bike and Ped facilities removed to accommodate the BRT lanes
Slip ramp replaces existing left hand entrance
Widening of existing shoulder
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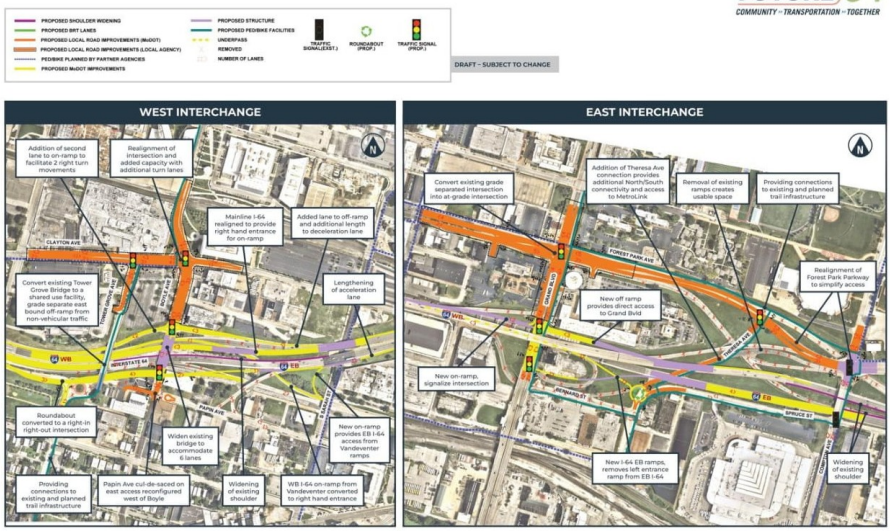
I-64 PEL ALTERNATIVE 3



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Future64 Level 2 Alternative Screening - Needs

Need	Increase safety for all users	
Sub Need	Regional Vehicular-Movements	Bike/Ped
Question(s) to ask	Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network and within the study area? Does the improvement address identified crash hot spots?	Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	High/Best	High/Best

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

DRAFT - SUBJECT TO CHANGE

DRAFT: SUBJECT TO CHANGE

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Need	Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users	
Sub Need	Support other entities bike/ped plans	Transit Access/Effectiveness
Question(s) to ask	Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?	Does the concept facilitate transit access and connectivity to other non motorized modes and/or operations?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	High/Best	High/Best
Alternative 3 Rating	High/Best	Least/Low

Need	Optimize bridge maintenance by improving structural conditions to maintain a good state of repair	
Sub Need	Structure Repair	Reduce Structures
Question(s) to ask	After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?	Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	Moderate	Least/Low

Need	Maintain Interstate function, operations, and capacity for the future	
Sub Need	Capacity	Freight
Question(s) to ask	Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?	Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Least/Low	Moderate
Alternative 2 Rating	High/Best	Moderate
Alternative 3 Rating	High/Best	Moderate

Need	Environmental Resource Protection	
Sub Need	Environmental Resources	Social and Built Environment
Question(s) to ask	Does the alternative impact environmental resources?	Does the alternative impact social and built resources?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	Moderate

DRAFT: SUBJECT TO CHANGE

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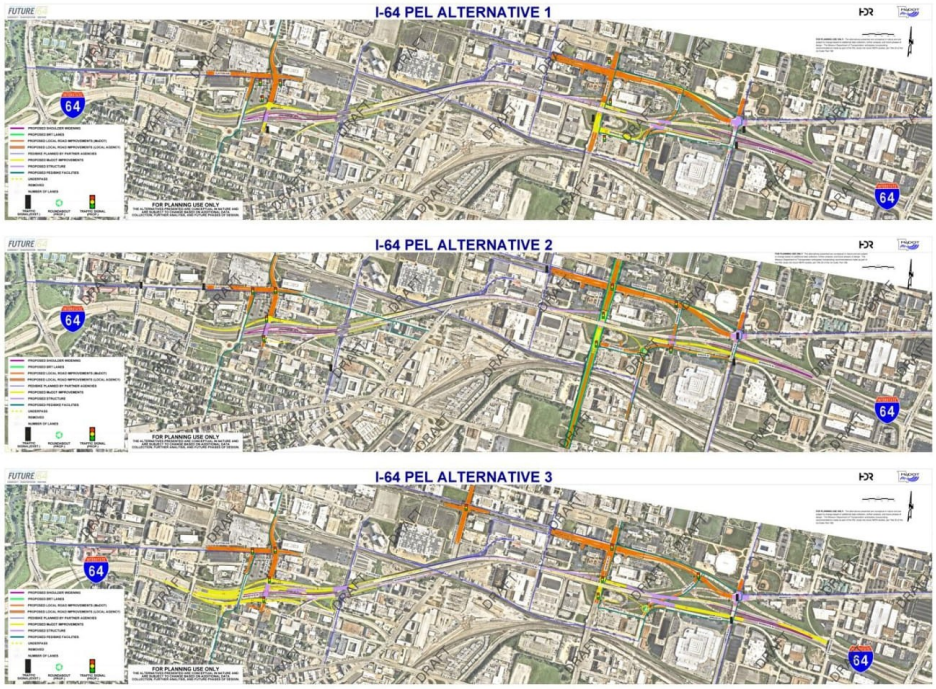
DRAFT: SUBJECT TO CHANGE


I-64 PEL ALTERNATIVE 1
I-64 PEL ALTERNATIVE 2
I-64 PEL ALTERNATIVE 3
64
FOR PLANNING USE ONLY

Future64 Study

Advisory Group Meeting #3

December 14, 2022

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

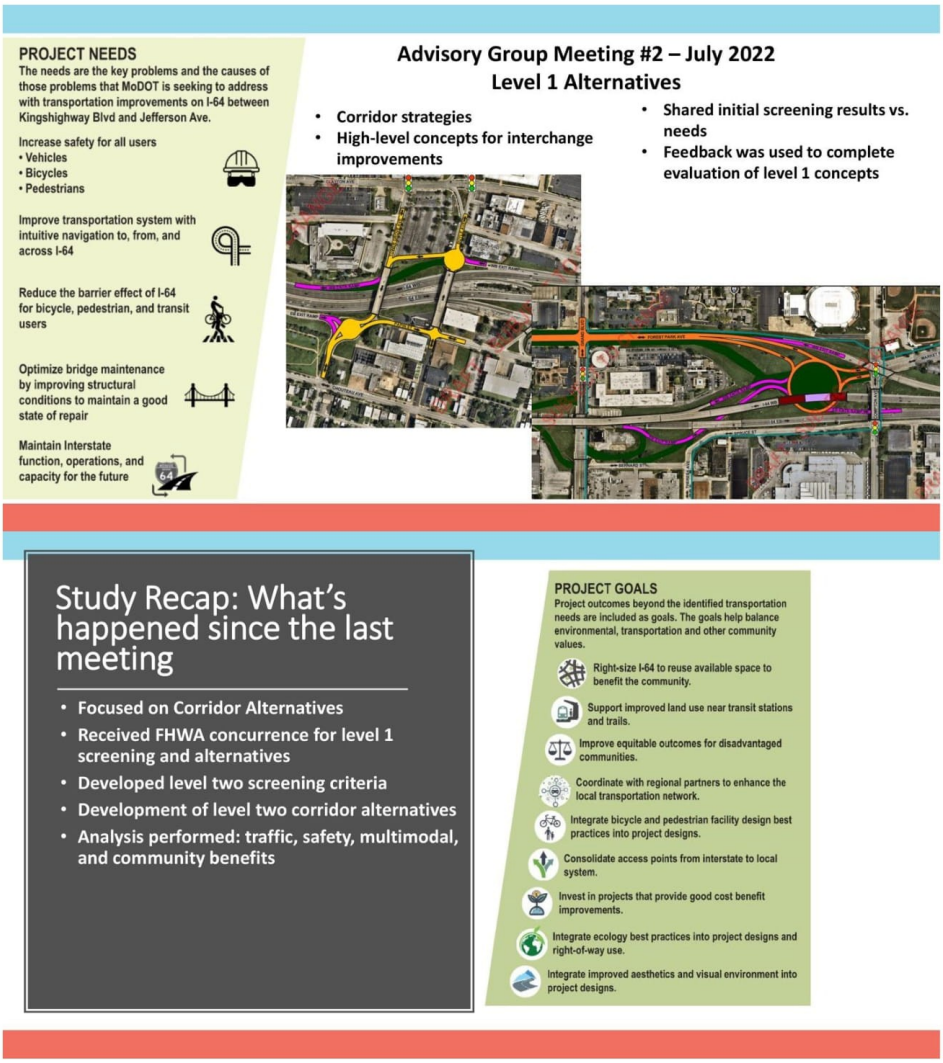
- Introductions
- Project Recap
- Overview of Alternatives
- Initial Screening Results
- Small Group Exercise – Benefits & Impacts of Alternatives
- Round Robin Discussion
- Where do we go from here?

Introductions

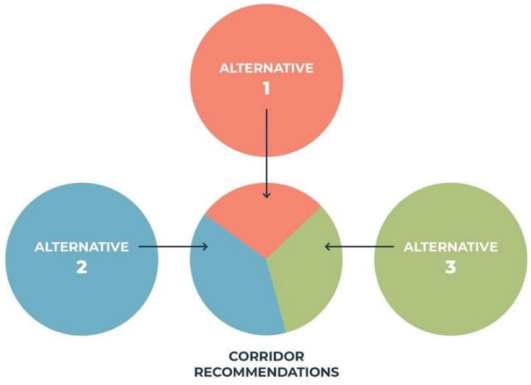
Study Recap - What's happened so far?

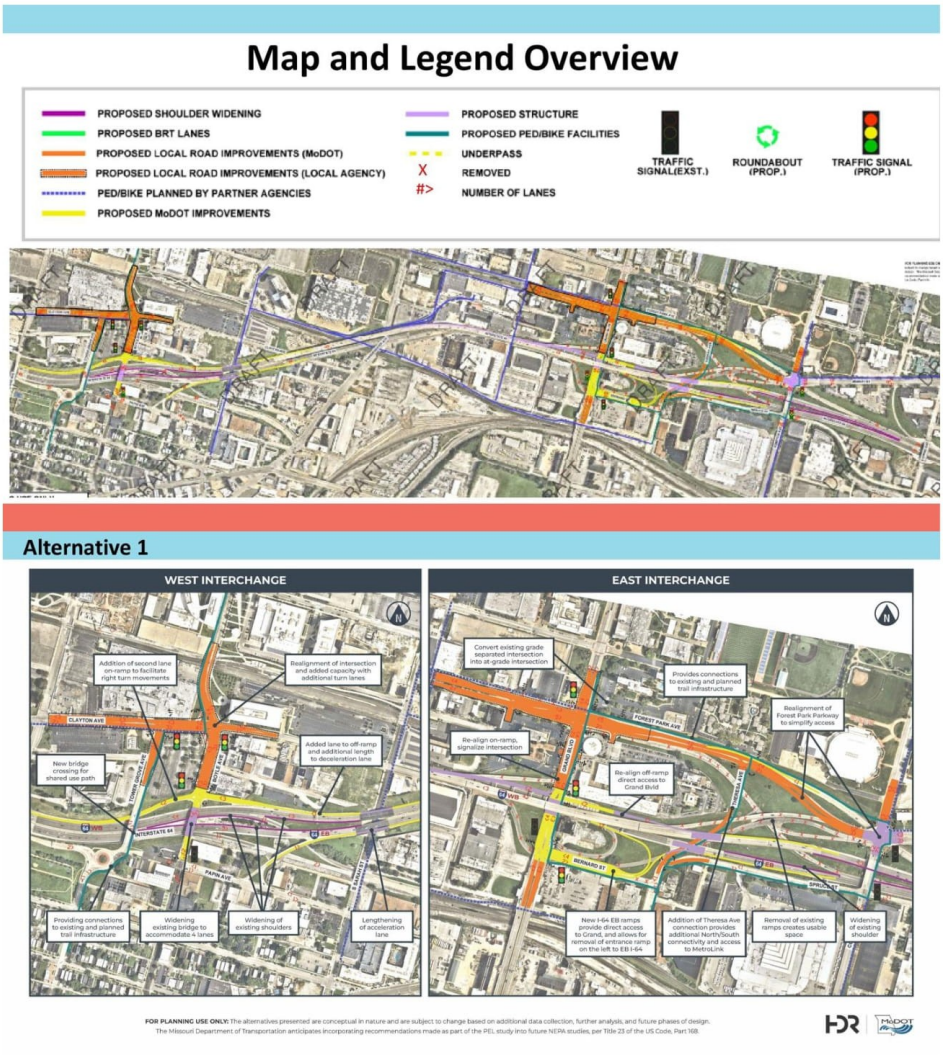



Study Area
LINDELL BLVD
FOREST PARK AVE
OLIVE ST
N
S KINGSHIGHWAY BLVD
S BOYLE AVE
INTERSTATE
64
MARKET ST
PAPIN ST
MANCHESTER AVE
S VANDEVENTER AVE
GRAND AVE
S COMPTON AVE
CHOUTEAU AVE
S JEFFERSON AVE
EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries
MoDOT
Great Rivers Greenway
metro
Advisory Group Meeting #1 – May 2022
Existing Conditions
Existing conditions:
Growth of Corridor
Crash rates above statewide average
Existing access to/from I-64 is challenging
Bridges in need of repair/investment
Transportation investments needed to serve vulnerable population
I-64 creates a barrier effect for community and N-S connections
Lack of high-quality bicycle and pedestrian facilities


PROJECT NEEDS
The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.
Increase safety for all users
• Vehicles
• Bicycles
• Pedestrians
Improve transportation system with intuitive navigation to, from, and across I-64
Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users
Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
Maintain Interstate function, operations, and capacity for the future
Advisory Group Meeting #2 – July 2022
Level 1 Alternatives
• Corridor strategies
• High-level concepts for interchange improvements
• Shared initial screening results vs. needs
• Feedback was used to complete evaluation of level 1 concepts
Study Recap: What's happened since the last meeting
• Focused on Corridor Alternatives
• Received FHWA concurrence for level 1 screening and alternatives
• Developed level two screening criteria
• Development of level two corridor alternatives
• Analysis performed: traffic, safety, multimodal, and community benefits
PROJECT GOALS
Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.
Right-size I-64 to reuse available space to benefit the community.
Support improved land use near transit stations and trails.
Improve equitable outcomes for disadvantaged communities.
Coordinate with regional partners to enhance the local transportation network.
Integrate bicycle and pedestrian facility design best practices into project designs.
Consolidate access points from interstate to local system.
Invest in projects that provide good cost benefit improvements.
Integrate ecology best practices into project designs and right-of-way use.
Integrate improved aesthetics and visual environment into project designs.

Overview of Alternatives




Map and Legend Overview
PROPOSED SHOULDER WIDENING
PROPOSED BRT LANES
PROPOSED LOCAL ROAD IMPROVEMENTS (MoDOT)
PROPOSED LOCAL ROAD IMPROVEMENTS (LOCAL AGENCY)
PED/BIKE PLANNED BY PARTNER AGENCIES
PROPOSED MoDOT IMPROVEMENTS
PROPOSED STRUCTURE
PROPOSED PED/BIKE FACILITIES
UNDERPASS
REMOVED
NUMBER OF LANES
TRAFFIC SIGNAL(EXST.)
ROUNDABOUT (PROP.)
TRAFFIC SIGNAL (PROP.)
Alternative 1
WEST INTERCHANGE
EAST INTERCHANGE
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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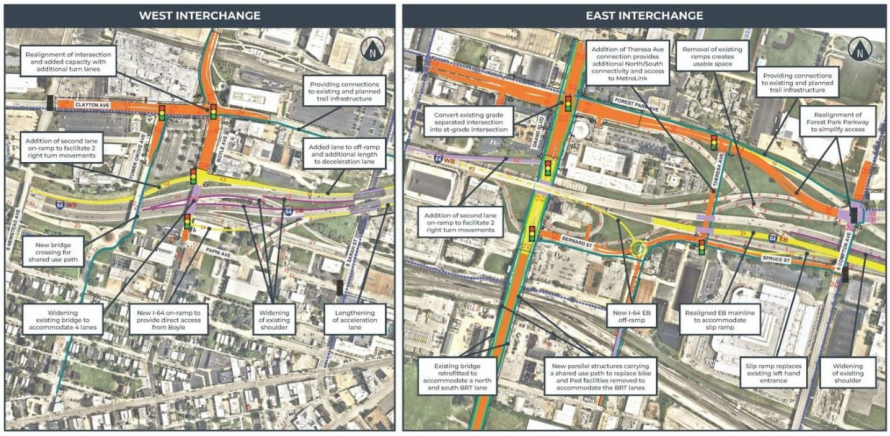
Alternative 2



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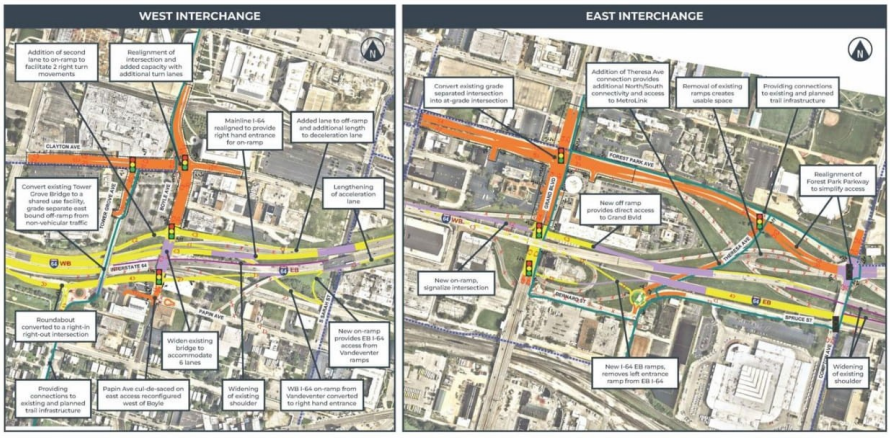
Alternative 3



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Estimated Costs

Bridge Repairs/Replacements to Extend Life Past 2050 = $100M

	Alternative 1	Alternative 2	Alternative 3
Investment on MoDOT System	$80M	$96M	$130M
Investment on Local System	$16M	$28M	$19M
Bridge Repairs	$90M	$90M	$90M

Current Funding FY22-FY26 = $16M

MoDOT Unfunded Needs List
- **Tier 1 - $86M**
- **Tier 2 - $24M**

Initial Screening Results

Need – Safety for All Users

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Moderate**	**Moderate**	**High**
Congestion Reduction		√	√+	√+
Improved interchange spacing				√+
Reduction Access points		√	√+	√+
Removes Left Hand Entrance Ramps		√	√	√+
Improved Interchange Ramps		√	√	√
Improved Shoulders		√	√	√

Need – Safety for All Users: Bike/Ped

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Moderate**	**Moderate**	**Moderate**	**High**
Planned Low Stress Improvements from GRG and City of STL	√	√	√	√
New Intersection at Forest Park and Grand		√-	√-	√-
New Separated Facilities Along Grand, Theresa and Forest Park		√	√	√
Clayton Ave Improvements			√+	
Grade Separation at Tower Grove and Conversion to Ped Only				√+

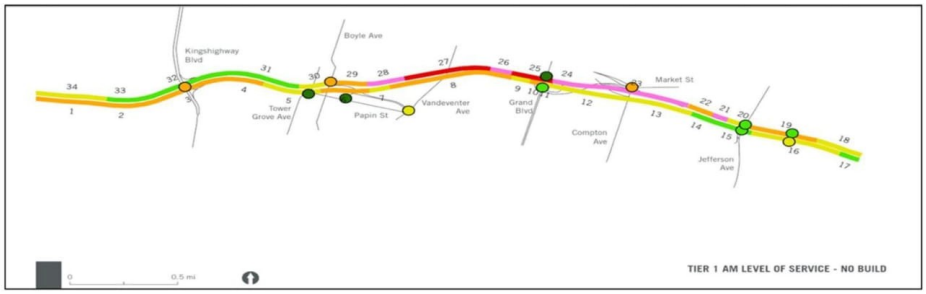
Need – Intuitive I-64 Access

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Moderate**	**Moderate**	**Moderate**
Removal of Market Street On and Off Ramp		√	√	√
Consolidated Access at Boyle		√	√	√
Consolidated Access at Grand Blvd		√	√	√
No Significant Travel Time Increases		√+	√+	√

Need – Reduced Barrier Effect

	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Moderate**	**High**	**High**
Increase of more than 1 mile of new facilities			√	
Increased crossings of I-64		√	√	√
Increased grade separated crossings of RR			√	
Improved connectivity to Grand MetroLink Station		√	√	√

Need – Maintain Interstate Function, Operations and Capacity for Future

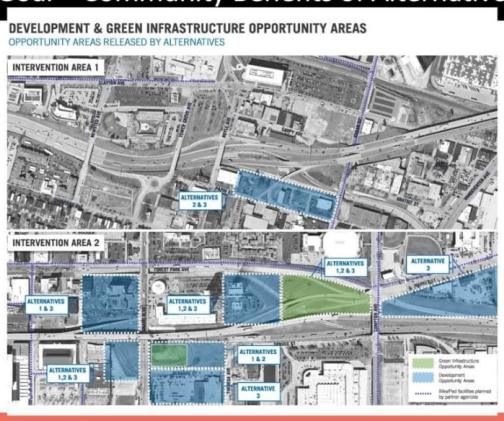


	NB	Alt1	Alt2	Alt 3
Performance Rating	**Low**	**Low**	**High**	**High**

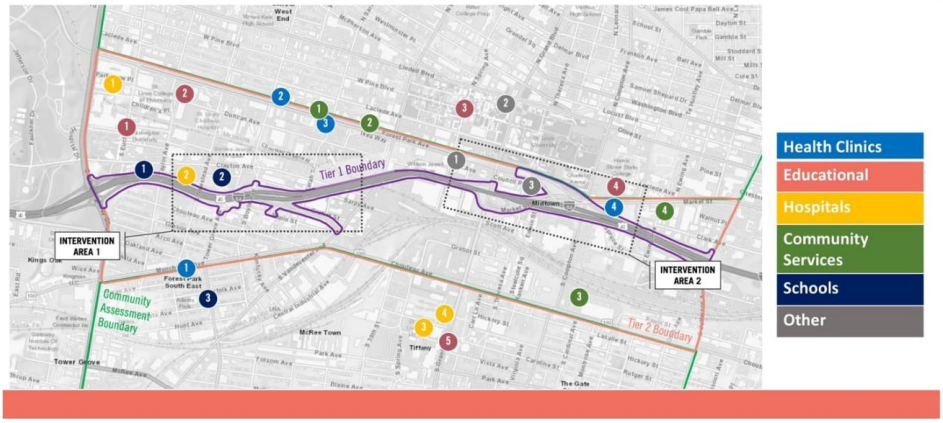
Goal – Right-size I-64 to Reduce Highway Footprint

	NB	Alt1	Alt2	Alt 3
Performance Rating	**N/A**	**Moderate**	**Moderate**	**High**
Potential Released Acreage		6.5	7.1	10.7
Potential Redevelopment Acreage		14.7	14.8	30.8
Potential Residential Units		700	600	1800
Potential Commercial SQFT		25,000	12,000	58,000
Potential Developments with Transit Access		3	4	5
Potential Developments with Trail Access		3	4	6

Goal – Community Benefits of Alternatives



Goal – Improve Equitable Outcomes: Protect Community Assets



Goal – Improve Equitable Outcomes: Protect Community Assets

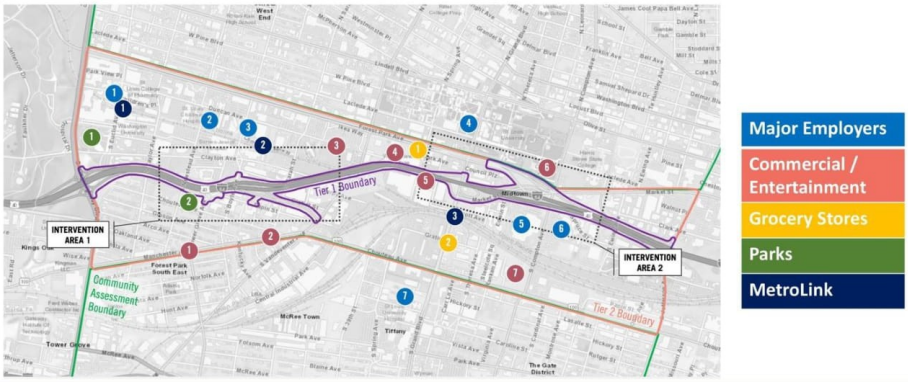
10 MIN WALK RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Marginal	High
Higher Education	Medium	Marginal	Medium
Hospitals	Marginal	Low	Low
Community Services	Low	Marginal	Low
Schools	Marginal	Marginal	Marginal
Other Community Assets	High	Medium	High
OVERALL SCORE	**Medium**	**Low**	**Medium**

10 MIN BIKE RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Low	Low
Higher Education	Low	Low	Low
Hospitals	Low	Low	Low
Community Services	Low	Low	Low
Schools	Marginal	Low	Low
Other Community Assets	Medium	Medium	Marginal
OVERALL SCORE	**Low**	**Low**	**Low**

Goal – Improve Equitable Outcomes – Improve Quality of Life



Goal – Improve Equitable Outcomes – Improve Quality of Life

10 MIN WALK RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Medium	Low	High
Commercial and Entertainment Destinations	Medium	Marginal	Medium
Groceries	High	Low	High
Parks	Marginal	Marginal	Low
OVERALL SCORE	**Medium**	**Low**	**High**

10 MIN BIKE RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Low	Low	Low
Commercial and Entertainment Destinations	Low	Low	Low
Groceries	Medium	Medium	Medium
Parks	Marginal	Marginal	Marginal
OVERALL SCORE	**Low**	**Low**	**Low**

Goal – Improve Equitable Outcomes – Improved Access to Underserved Communities

ALTERNATIVES RANKED FOR ACREAGE OF 10 MIN WALKSHED SERVING VULNERABLE AREAS

Community Assets	Rank 1	Rank 2	Rank 3
Health Clinics	Alternative 3	Alternative 1	Alternative 2
Higher Education	Alternative 3	Alternative 1	Alternative 2
Hospitals	Marginal Variation		
Community Services	Alternative 3	Alternative 1	Alternative 2
Schools	Marginal Variation		
Other Community Services	Alternative 1	Alternative 3	Alternative 2

Quality Of Life	Rank 1	Rank 2	Rank 3
Major Employers	Alternative 3	Alternative 1	Alternative 2
Commercial and Entertainment Locations	Alternative 3	Alternative 1	Alternative 2
Parks	Alternative 3	Alternative 2	Alternative 1
Grocery Stores	Alternative 3	Alternative 1	Alternative 2

Transit Stops	Rank 1	Rank 2	Rank 3
Transit Stops	Alternative 1	Alternative 3	Alternative 2

Small Group Exercise

Benefits and Impacts of Alternatives



Round Robin Discussion

- Share your thoughts
  - What excites you most about the alternatives?
  - What should MoDOT focus on as the Future64 Study moves into the next phases of planning and project development?
  - Is there anything you can tell us to improve future PEL studies?

Where do we go from here?

- What happens with the feedback from these meetings?
- Meet with elected officials
- Public meeting – January 18, 2023
- PEL Report with Recommendations for Next Steps of Planning - April 2023



Thank You!

For more information, visit
www.future64.com
or
Email: Chandra Taylor
ctaylor@vectorstl.com

Appendix D: Questions & Comments about Alternatives

General

- How much time has your team spent watching the bikes?
    - The project team has done site visits and documented bikes crossing over on the bike/ped bridges throughout the course of the project.
- Have you done counts? There is anecdotal information but not quantitative data. Is the team guessing? Where are the commuters going? Where are the boots on the ground to count people walking and biking?
    - The project team worked closely with East West Gateway to extract data and account for 2050 shifts. All this is documented.
    - A lot of information about this is available on the website, including quantitative data and the technical review process.
    - The information presented tonight is a holistic picture of the alternatives.
- Can you walk us through that data? We need to spend time understanding the data before looking at alternatives.
    - This is not going to be covered today. We can work with MoDOT to go through it with you.
- For a project this big, you would have spent several hours in a workshop before talking about alternatives at all.
    - We are calling these “alternatives”. We have drawn up 15-16 ideas, ruled out ideas, assembled 3 “alternatives”. We wanted to look at a diversity of ideas. The “alternatives” are arranged to see as many elements as possible.
    - The project team is still in the planning process. TAG members are involved in the planning process, and no decisions have been made so far.

Questions and comments about Alternative 1

- No comments/questions about Alternative 1

Questions and comments about Alternative 2

- Would Spruce be one-way going east?
    - Yes, Spruce would be one-way from Theresa to Compton.

Questions and comments about Alternative 3

- No comments/questions about Alternative 3

Appendix E: Questions & Comments about Initial Screening Results

Safety Bike/Ped

- Forest Park Ave./Grand Blvd. received check minuses across the board. What is it currently?
    - These are negative because of increased exposure and distance of crossings if Forest Park and Grand are at-grade. This intersection would be much bigger than it is today.
    - This doesn't mean that an at-grade intersection doesn't work. We can do things that are more bike/ped friendly to improve this.
- Right now, is Forest Park Ave./Grand Blvd. lower or higher than check minus? Is doing nothing (no build) better than doing something?
    - The check minus assumes that the intersection is built for 2050 projected vehicle capacity.
    - Car capacity was put as the top priority because of the potential volume of traffic in 2050.
- Why do anything, then?
    - When we look at these alternatives, we would see more emphasis for low-stress crossings. Having an at-grade intersection would be an improvement over what's there now. It's still an improvement but with inherent safety issues.
- Even though Forest Park Ave./Grand Blvd. is not part of the MoDOT system, that intersection impacts the situation on I-64.

Maintain Interstate Function, Operations and Capacity for Future

- Is the Forest Park Ave./Grand Blvd. footprint the same for at-grade?
    - There are some differences in turn lanes that adjust the footprint slightly but in all three alternatives the footprint is big.
- St. Louis City, in partnership with Saint Louis University, is planning on updating the intersection at Forest Park Ave./Grand Blvd. However, this is updated by the City (at-grade or grade separated), it needs to be incorporated into the Future64 planning.
- How much growth is predicted for 2050?
    - It varies depending on where you are. There are 30-40 known or likely hospital developments. Projections are based on East West Gateway's models.
- Forest Park Parkway volumes decline after the Forest Park/Grand intersection. When you look at overall vehicular growth and consider the at-grade intersection, local traffic will be diverted elsewhere to avoid this intersection.
    - Yes, traffic volume dropped 20-30%. This information is available in the technical report.

Appendix F: Small Group Report-out Notes

Group 1

- Alt 3: Group has concerns if out-of-direction traffic is required at Grand. This could impact EMS access.
- Alt 3 at Boyle/Tower Grove Ave: Preference to keep Tower Grove Ave. as a facility for vehicles as well. Having both North-South connections helps draw traffic of Boyle.
- Because of change to access on Compton/Market, feedback about the Theresa connection is vital, especially for events at Chaifetz Arena. Coming in/exiting events at the same time could be a big challenge
- It would be good to have Theresa go all the way to Chouteau, especially as more development comes to Grand.
- There is a desire to keep Forest Park Ave./Grand Blvd. grade separated but look for other ways to make it easier for bike/ped to move across the intersection safely

Group 2

- Compton over I-64 needs separated bike/ped
- Compton/Forest Park is high stress bike/ped area
- Boyle Ave "joy" (north of I-64)
    - Safety/pedestrians
    - Reduces volume?
- Highlight bus rapid transit on Grand
- Alt 2: One-way operations at Spruce impacts Metro's operation facilities. If it's a one-way, this reduces options.
- Alt 1: No easy access for vehicles to get to Metrolink station
- Keeping Forest Park and Grand separated
    - High disabled population
    - Bike/ped facilities
- Curiosity about keeping Forest Park Ave./Grand Blvd. grade separated. Why is that still an option?
    - There is concern about all six lanes of traffic up to grade. Students live there and walk there. Right now, they cross two lanes of traffic, on ramp, and exit ramp. When you bring another four lanes up, people in cars don't stop.
    - Students often disobey turn signals, impacting traffic.
- Forest Park Ave./Grand Blvd: Needs to be a consideration on how to make an at-grade intersection safer, more lanes across, more pedestrian refuges.
- Forest Park Ave./Grand Blvd: Another issue is people trapped in the intersection. There is still merit to analyze this as existing configuration, more welcoming and safe. Not a traffic benefit to add all the traffic lanes in there.
- Forest Park Ave./Grand Blvd: Not yet convinced at at-grade is the answer, specifically when you consider pedestrian safety. Need to think about the amount of foot traffic.
- Spring St. is a major Brickline north-south connection, a lot of bike/ped connections there. Not just connection along Grand. Spring will be another bike/ped area. Concern that if nothing there to slow people down off I-64, this could be an issue.

    - We still have some data about separated interchange. It's reflected in the north-bound data.
- Forest Park Ave./Grand Blvd: City has approved having mid-block crossing between Element Hotel and here. Having another light at Forest Park Ave. will help send a signal to slow down, prioritize pedestrians crossing safely.

Group 3

- Labels: Revise labels from BRT to bus lanes on alternatives and graphics for Jan. 18th public meeting / Jan. 13th Mayor / Cabinet meeting
- Labels: Revise labels to make it easier to see Theresa crossing on Alternative 2 for Jan. 18th public meeting / Jan. 13th Mayor / Cabinet meeting
- Concern about access to land uses along Forest Park Avenue
- Concern with access to property containing Anheuser Busch sign at southeast corner of Grand and I-64
    - Only one of the three alternatives has land-use access issues
- Impact to land use along Forest Park Ave. was an issue. Is there a way to do a gut check on the impact on existing land uses or off-system roads? Identifying the issues that may come up or beneficial outcomes?
- Theresa crossing needs to be more visible.
- Coordination is needed to make improvements work at Clayton/Boyle. Further analysis is needed.
- Have railroads been at the table at all?
    - No.
- Supportive of Theresa crossing railroad tracks but needs further analysis after this study
- Desire for ramp alternative to stairs and elevator at Grand MetroLink station area because elevator is out of commission so often and people with disabilities would like a spiraling ramp option < further analysis but not MoDOT
- City wants to have additional coordination on how to study and invest together on how local/MoDOT roadways work together such as Boyle/64 interchange

Appendix G: Additional Questions and Comments

- The City is going to be resurfacing Grand. There needs to be a greater conversation about what restriping the lanes will be like, especially by Chouteau. The City is working with WSP to figure out what the new lines are going to look like. This effort needs to be incorporated into the Future64 conversations.
- In addition to many students walking/biking along Forest Park Ave./Grand Blvd. intersection, there is also a high concentration of people with disabilities who need a usable pedestrian crossing.
- Build bike facilities so they don't collect debris, causing bikes to swerve into traffic.
- In light of what's been discussed at Forest Park Ave./Grand Blvd., will this effort open a reanalysis about keeping the underpass? Or is it a strong recommendation that this become an at-grade intersection?
    - A lot of the discussion today covered the benefits and shortcomings of Forest Park Ave./Grand Blvd. becoming an at-grade intersection. There needs to be further analysis is future studies and phases.
    - The Future64 team is not refining the alternatives after this process. We are collecting feedback to make the final recommendations for what the next study starts from.
- Is there another study after this? Everyone's input will go into potential suggestions that go forward to another study?
    - The purpose of PEL Study is to help develop recommendations and implementation plan. This does not provide MoDOT clearance to build the project. It narrows down alternatives. Elements from Alternatives 1, 2, and 3 will continue to be analyzed. Pieces of each alternative may move forward.
    - All this information moves forward into some type of NEPA approval process/environmental approval.
    - For elements that are in the City's right of way, there's more flexibility. Alternatives in this plan are not determinative of what happens in the City infrastructure. We can make informed but independent decisions about City infrastructure. The environmental process is far more significant for highway elements than for City infrastructure, depending on how it is funded.
    - The City and SLU have some things to discuss about the Forest Park Ave./Grand Blvd. intersection. These discussions can happen in parallel. This intersection is not MoDOT's jurisdiction. MoDOT can function with what we think will be coming. The City has to decide what they're doing with that intersection. The City and MoDOT are engaged in this process together.
    - The NEPA process isn't the only point of input. The City can do stakeholder and community engagement independent of MoDOT's work.
- Will we have the chance to see final designs before final decisions are made? I want another opportunity to see this before it's released.
    - Through this process you know rationale of why some things were ruled out and pushed forward.
    - Some of the things discussed today will happen in the next contract/project phase.

Appendix H: Comments submitted from East West Gateway Council of Governments

From: Paul Hubbman <paul.hubbman@ewgateway.org>
Sent: Tuesday, December 20, 2022 3:04 PM
To: ctaylor <ctaylor@vectorstl.com>
Cc: Marcie Meystrik <Marcie.Meystrik@ewgateway.org>; Potthast, Andrew <Andrew.Potthast@hdrinc.com>; Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Subject: I-64 PEL - some additional thoughts

Team,
Discussing internally and thinking a bit more about the project options, i'd like to submit the following additional thoughts:

1. On all three alternatives, the parking lot bordered by Tower Grove, Clayton, Boyle, and I-64 needs an enhanced, strong, greenway-type connection to whichever property it is serving (verify, but perhaps the building across Boyle????). It is a large lot presumably driving many pedestrian crossings at peak hours, and every leg of adjacent roadway is slated for additional vehicular lanes / longer pedestrian crossings.
2. In light of the concerns articulated by SLU staff about the at-grade proposal for the Grand / Forest Park intersection, we recommend that this intersection be evaluated in a way that includes not only vehicular movements, volume, and level of service, but also pedestrian volumes, level of service, and level of stress. The university generates significant pedestrian traffic at this location, and the intersection's capacity to safely and efficiently facilitate significant pedestrian traffic needs to be considered equally to moving vehicular traffic. Should grade separated options be considered, regardless of mode, pedestrian facilities need to be both practical and attractive. Pedestrian tunnels, for instance, are often dark and seem unsafe. Additionally, lengthy ramps for tunnels or bridges often discourage use because they force an indirect route, encouraging people to cross the road in an unsafe manner.
3. In light of the barrier effect goal of facilitating transit access, strategies to better connect to the potential Norths Side / South Side Jefferson alignment (at the east end of the study area) need to be thought through and included, particularly within the context of the bike / ped facility network in the area.
4. Also, and just to reiterate, consideration of the impacts of the off-system roadway modifications on existing land uses needs to be included in the end result. We do a lot of work to repair or mitigate negative consequences of roadway expansions or other modifications on existing uses and communities, usually well after the fact and at great cost. Identifying likely impacts (positive or negative) on existing properties and uses (as well as possible solutions) should be included in the discussion of the development impact of the various options.

Thanks again for all of your hard work and for facilitating such a productive conversation.
Enjoy your holidays.
Paul Hubbman

Appendix I: Comments submitted from Metro Transit

Metro Transit review of three Alternatives for I-64 project

	Alternatives		
	1	2	3
Keeps operational access from I-64 EB to Grand MetroLink Station	No	Yes	Yes
Keeps operational access from I-64 EB to Grand Ave.	Yes	Yes	Yes
Improves operational access from I-64 to Forest Park Ave	Yes	Yes	No
Improves operational access from Forest Park Ave to I-64	No	Yes	No
Improves operational access from Main Shop to I-64	No	Yes	No
Keeps easy operational access from I-64 EB to Main shop	No	Yes	No
Keeps easy operational access from I-64 WB to Main shop	No	Yes	Yes
Buses able to directly access Grand MetroLink Station and Grand Blvd. via Bernard	No	Yes	No
Keeps operational access Main shop to MetroLink Station	Yes	No	Yes

Below are Metro's comments:

These comments concern plans between Grand and Compton
Concern for the number of ramp and road connections intersecting Grand Blvd. which would impact transit rider safety and movement accessing Grand MetroLink station and associated bus stops on Grand Blvd.
Alternative 2 has most Yes but the concern with this plan is access between Main Shop and Grand MetroLink Station due to one way road on Spruce.
Metro uses acess to Grand MetroLink from Main Shop for Security personal
If alternative 2 were selected Metro would like to see if an acess road could be built between the Main Shop to just west of beginning one way road. This would be similer to one way reverse acess between North County Transit Center and STL at FVCC and W. Florissant
Change the wording of “Proposed BRT” to “Dedicated Bus Lanes"
These alternatives enhance MetroLink station access for transit users.
However, these alternatives do not carry forward an at-grade midblock crossings recommended by the TAP published in 2021 for pedestrian and transit user safety.

Appendix J: Comments submitted from Trailnet

It's refreshing to see MoDOT undergo a process like this Planning and Environmental Linkages Study that recognizes and emphasizes more realistically the roles of other forms of mobility outside of cars. The Alternatives presented reflected a refreshing amount of consideration to the barrier that a major highway like I-64 can be to the communities it travels through. That being said, Trailnet has a few overall comments that we feel could benefit the project.

1. To only see dedicated bus lanes in one of the concepts was a disappointment, and it is our opinion that dedicated bus lanes should be considered regardless of which alternative concept is ultimately selected. The #70 Grand bus currently carries almost a fifth of the people traveling along Grand, and up until recent declines in ridership due to COVID and driver shortages, it carried as much as 10,000 people a day (close to half the people traffic on the corridor per MoDOT's 2021 AADT counts of 22,000 cars per day). Given the City of St. Louis's non-attainment status for air quality, East West Gateway Council of Governments focus on Transportation Equity and choice, and the ability of public transportation to address multiple converging challenges the city is facing (air quality issues, disparities in commute times outlined by the City of St. Louis's Equity Indicators report, increasing traffic fatalities among people walking and biking, dangerous driving, an overall need for better bus service, and the positively disproportionate role that investing in transit facilities can have on lower income people) we strongly encourage MoDOT to integrate and recommend both dedicated lanes as well as transit signal priority on all the alternatives moving forward.

2. Of the alternatives presented we thought that the West Interchange of Alternative 1 appears to be the best for people walking and biking while still considering overall project costs and the desires of automobile users, while the East Interchange of 2 was a clear champion for people who are getting across the I-64 corridor by foot, bus, or bike.

3. We felt that the benefit and utility of a dedicated bike/pedestrian only bridge at Tower Grove in the West Interchange of Alternative 3 was a bit over emphasized by the Screening Document and ratings. By the time any projects from this PEL would be initiated, there will be a high quality low stress crossing of the corridor just two blocks East on Sarah Street, and the natural flow of people walking and biking will be clearly signed to show that as a preferred low stress route (this is shown on the concepts, but may not have been given significant enough weight as likely the preferred crossing for people on bikes) It's our opinion that a new shared use path bridge crossing (as shown in West Interchange 1 & 2) will be a significant addition and alternative, and by our assessment the one removed conflict point at Papin with Alternative 3 would likely be outweighed by the significantly wider crossing and potentially increased sound stress created from a much geographically larger Boyle configuration.

4. Regardless of whether Grand at Forest Park Parkway is Grade separated, or at grade, there is a need to make sure this interchange is flawlessly designed for bus service and people on foot. Also a key element is to mitigate the speed and kinetic energy of automobiles as they exit I-64 westbound here. Something the current configuration does poorly, and why crossing Forest Park Parkway at Spring feels so stressful and dangerous on foot. When these interchanges are updated, special consideration and emphasis should be placed on design and visual cues that show people driving that they are no longer on a highway.

We are encouraged by the conversations, and consideration shown in this process, and we look forward to additional opportunities to engage with MoDOT and others as projects and ideas move forward from this study. Thank you for including us in your review.

If you have any questions about the above comments, please don't hesitate to reach out to me or our team for clarification. I can also be reached by phone at 859-967-9260.



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Appendix 25: Commuter Survey Summary

J6I3585: Future64 Study
Commuter Survey Summary

June 2022

Prepared by:

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Overview

This paper summarizes the findings of the Future64 Commuter Survey, which was done for the Missouri Department of Transportation (MoDOT) and administered by Vector Communications. From April 18, 2022 to May 25, 2022, a commuter study was conducted to investigate commuting patterns to destinations, reasons for traveling to the corridor, and how individuals navigate the study area. The survey also analyzed commuters' attitudes about existing modes of travel. MoDOT is using this data to determine how to make I-64 a better fit for the community.

MoDOT is interested in assessing the effectiveness of its highway and determining the best approach to integrate it into the transportation system. The commuter study included a representative sample of travelers from the central corridor between Kingshighway Blvd and Jefferson Avenue. After the 1,307 surveys were completed, the results were grouped to represent the commuting concerns and transportation needs in the project area.

Data collection of the Future64 Commuter Survey includes the following topics:

- Destination while going through the corridor
- Reasons for using the study area
- Frequency of travel through the I-64 central corridor
- Typical times travelers are in the area
- Types of modes of transportation
- Transportation concerns when not driving a vehicle
- Critical transportation issues when driving
- Alternative means of transportation if they performed better

The survey was conducted online and with a street team of two to four people. The team spent six days outside at various locations asking people to complete the survey on an iPad. At some locations there was a QR code that allowed participants to respond on their phones.

See the survey in Appendix A

Survey Results

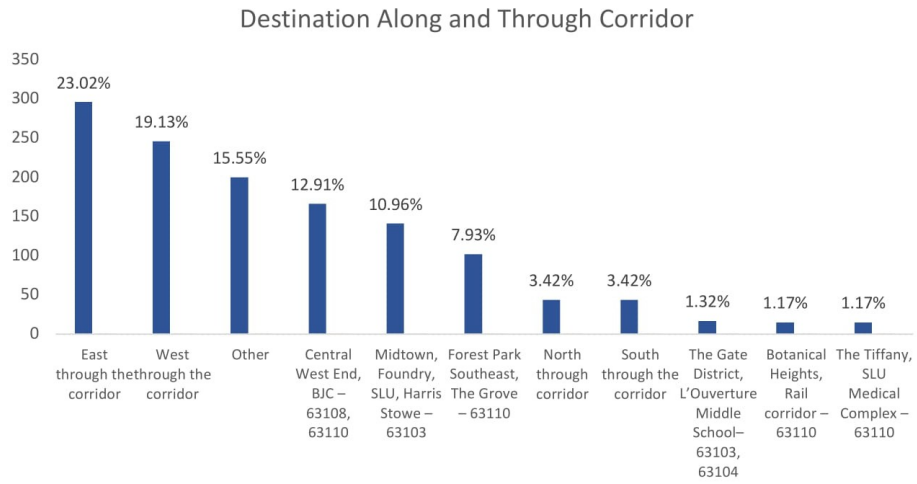
1. **Please tell us your home zip code.**

   Before answering all the questions, participants were prompted to provide their zip code. This was the only mandatory question asked. The most common zip codes were from 63110 (Kings Oak), 63104 (McKinley), 63108 (Central West End), 63118 (Benton Park), and 63116 (Bevo Mills).

A full list of zip codes can be found in Appendix B.

2. What is your destination when traveling along or across the corridor?

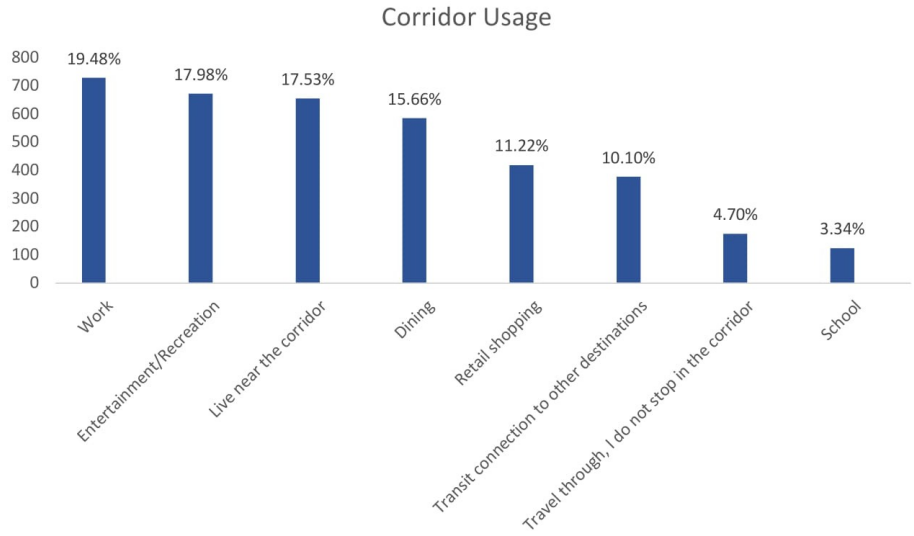
MoDOT is interested in knowing where individuals are going as they drive through the corridor. 1,286 people responded to this question. Two hundred and sixty responders (23%) travel east along the corridor, while 294 responders (19%) travel west. Many comments (15.55%, or 200) fell into the "other" group. The Central West End, BJC area was also a popular location, with 166 or 12.91% responses reporting that this is where they travel.



Verbatim comments can be found in Appendix C.

3. Why do you use the I-64 central corridor? Check all that apply.

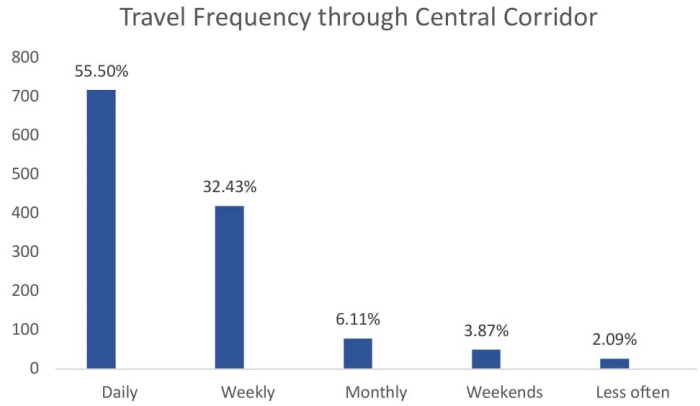
There were 3,743 responses to this question as respondents could choose from several options. Seven hundred and twenty-nine, or 19.48% of participants in the survey indicated work was their primary reason for using the I-64 corridor and 673 respondents, or 17.98% of participants chose entertainment/recreation. A small number of responders (176, or 4.7%) travel through the corridor and do not stop.



See a count of the options in Appendix D.

4. How often do you travel to the I-64 central corridor?

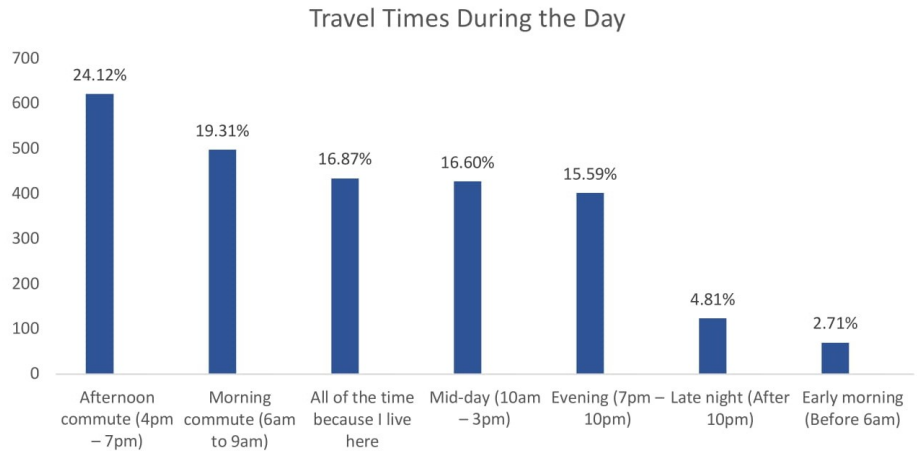
More than half of the 1,292 replies (717, or 55.5 percent) came from everyday users of the corridor. Thirty-two percent, or 419 respondents, were weekly visitors, with 79 responses, or 6 percent, stating they visit the corridor monthly.



A count of the options can be found in Appendix E.

5. **What times of day do you typically travel in the area? Check all that apply.**

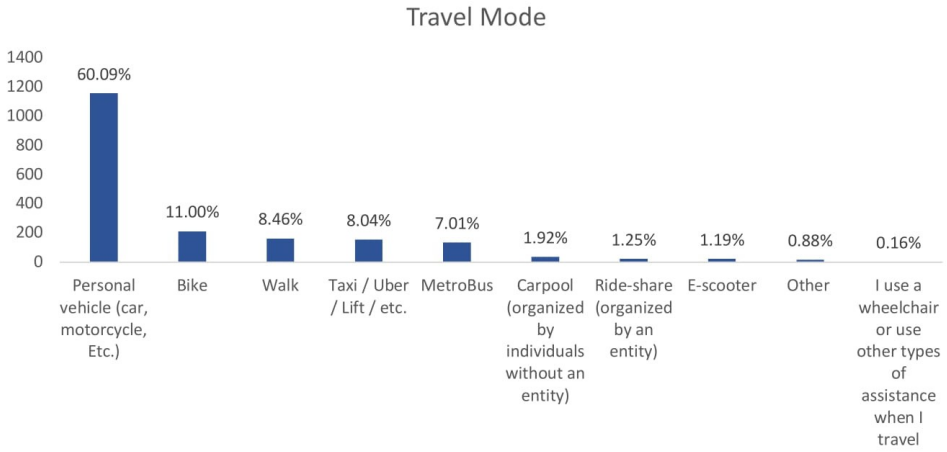
In addition to how often the corridor was traveled, respondents were also asked what time of day they typically came to the area. A quarter of the responses (622, or 24 percent) were from commuters who traveled to the area in the afternoon between 4 and 7 p.m. Four hundred and ninety-eight, or 19% mostly commute in the morning between 6 and 9 a.m. A minimal amount of 435 responders, or 16.87% replied they live in the study area. And 428, or 16.60% of responders visit the corridor between 10 a.m. to 3 p.m.



A list of options and their frequency can be found in Appendix F.

6. **How do you normally travel through the I-64 corridor between Kingshighway Blvd. and Jefferson Ave.? Check all that apply.**

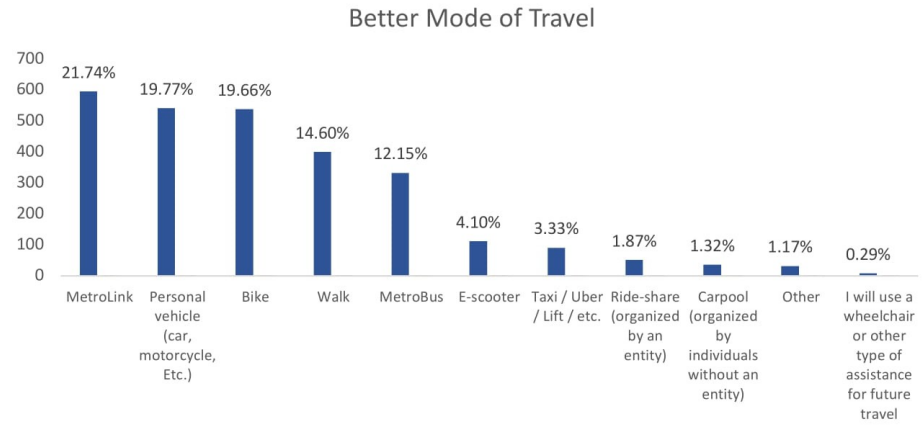
There are many different travel modes used to get around the central corridor. The most common way is by personal vehicle (1,158 responses, or 60%), bike (212 responses, or 11%), and walking (163 responses, or 8.46%). In the "other" category commercial truck was the number one answer with 5 responses, or .26% out of the 17 comments.



A categorized list, count of responses, and verbatim comments can be found in Appendix G.

7. **Which modes would you want to use if they worked better for you? Check all that apply.**

Of the 2,732 responses to this question 594 respondents (21.74%) indicated they would like to ride the MetroLink if it worked better for them. Twenty percent, or 540 responses would drive a personal vehicle and another 537 responders (19.66%) would bike. Less than 1% (8 responses) would like to use a wheelchair or other types of assistance.



Verbatim comments can be seen in Appendix H.

8. **Rank the most important issues about traveling in the area when you are not driving. 1 being the most important.**

The three highest ranking responses in each category can be found below.

I will continue to travel by personal vehicle only
A majority of responses (38%, 447) were from people who will continue to drive a personal vehicle through the corridor. Subsequently, 8 percent, or 93 responses ranked this issue as second in importance. Lastly, 35 participants, or 3% of respondents, ranked this as being their third most important issue.

Weighted Average
447 X 3 = 1,341
92 X 2 = 184
35 X 1 = 35
Total = 1,560

Too stressful to bike or walk
The corridor being too stressful to bike or walk is the most important issue for 124 respondents, or 10.86%. Two hundred and twenty-three, or 19.53% thought this was the second most important issue when not driving the corridor. And one hundred and ninety-seven, or 17.25% of respondents said this issue was a number three for them.

Weighted Average
124 X 3 = 372
223 X 2 = 446
197 X 1 = 197
Total = 1,015

Uninviting experience walking or biking
One hundred and four responders (9% percent) said this was the most important factor to them. This topic was ranked second in importance by 219 people, or 19% of those questioned. This was the third most significant issue for 242 participants, or 21% of the total.

Weighted Average
104 X 3 = 312
219 X 2 = 438
242 X 1 = 242
Total = 992

Feeling unsafe walking or biking
Only 104, or 9 percent of participants ranked this as the most important issue. It was ranked second by 19%, or 219 respondents. And, for this choice, 242 respondents (21%) ranked this issue number three.

Weighted Average
104 X 3 = 312
219 X 2 = 438
242 X 1 = 242
Total = 992

Lack of accessible bike and pedestrian paths
This is the most significant concern for 109 responders (9.53 percent). It is ranked second most important by 134 participants, or 12 percent. Another 12% said it was the third most significant problem when not in a vehicle.

Weighted Average
109 X 3 = 327
134 X 2 = 268
134 X 1 = 134
Total = 729

Not easy to get around for person with disability (curb cuts, audible signals, etc)
The most serious concern in the corridor, according to a small minority (24 responses, or 2.17%), are those with impairments having trouble getting around. Another 28 individuals (2.53 percent) listed this as the second most important concern. While the third ranking for this topic received 42 answers, or 3.80% of the total.

Weighted Average
24 X 3 = 72
28 X 2 = 56
42 X 1 = 42
Total = 170

Auto traffic makes the area too stressful or uncomfortable to walk or bike
Ninety-nine participants or (8.56%) agree this is the most important issue in the study area. Auto traffic is also a concern for those who placed it second (9.26 percent, or 107 responses). One hundred and nine, or 9.43 percent, believe it is third most serious problem.

Weighted Average
99 X 3 = 297
107 X 2 = 214
109 X 1 = 109

Total = 620

Lack of public transit connections
Lack of public transit connections was ranked most important by 3.81%, or 43 responses. Fifty-six participants (4.96%) chose this as the second most important issue in the central corridor. The third highest rank came from 61 participants or (5.4%).

Weighted Average
43 X 3 = 129
56 X 2 = 112
61 X 1 = 61
Total = 302

Difficult to access MetroLink stations
This was the number one ranked response for 2.8%, or 32 participants. Another 5 percent or 57 respondents thought it was the second most difficult problem in the area when not driving. More participants (5.7 percent, or 65) stated this problem would be their third most important choice.

Weighted Average
32 X 3 = 96
57 X 2 = 114
65 X 1 = 65
Total = 275

Bus stops are uninviting or low quality to wait for bus
Small groups of participants ranked this as their top three issues. The most important was ranked by 1%, or 13 respondents. A few more (26 respondents, or 2.31%) chose to rank this at number two. A total of 40 survey respondents, or 3.56% ranked this their number three.

Weighted Average
13 X 3 = 69
26 X 2 = 56
40 X 1 = 40
Total = 165

I-64 is a barrier to north-south connections
Only 7.33%, or 83 responders said this was a top issue for them. The number two spot was ranked by 5.39%, or 61 people. Forty-two people (3.71%) responded that this was an issue when they weren't driving.

Weighted Average
83 X 3 = 249

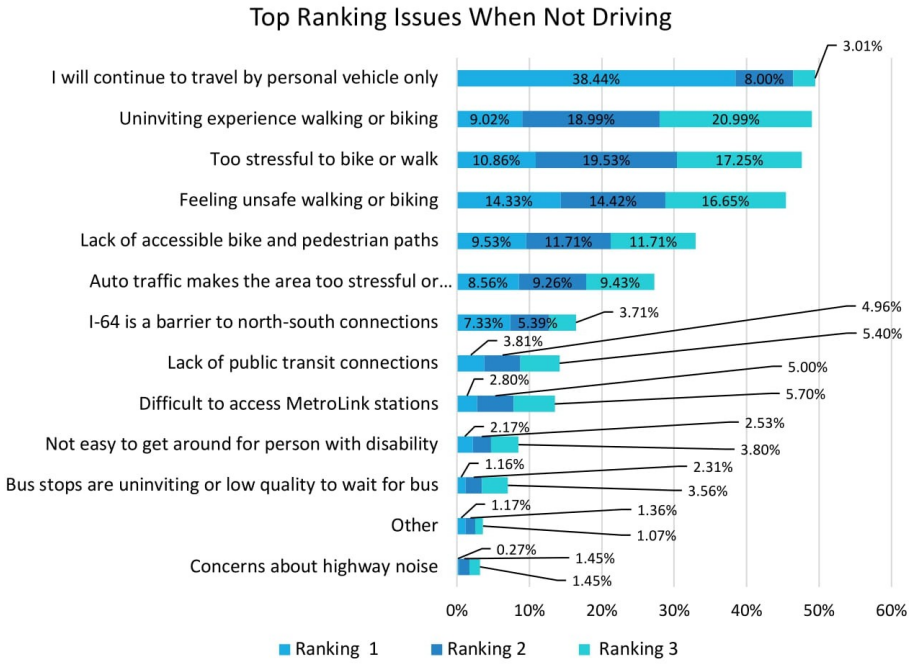
61 X 2 = 122
42 X 1 = 42
Total = 413

Concerns about highway noise
This issue was of low concern to the survey respondents. The top ranking was chosen by .27%, or 3 people. It was ranked the second most important issue by 1.45%, or 16 respondents. Lastly, another 16 survey takers said this was the third highest priority issue in the corridor.

Weighted Average
3 X 3 = 9
16 X 2 = 32
16 X 1 = 16
Total = 57

Other
“Other” is a category in which respondents might rate additional concerns. "Other" issues were selected as the most significant by 1.17%, or 12 respondents, according to the ranking. With 1.36 percent replies, fourteen individuals believed the "other" options were essential, while survey participants (1.07 percent, or 11 responses) agreed "other" concerns should be listed in third place.

Weighted Average
12 X 3 = 36
14 X 2 = 28
11 X 1 = 11
Total = 75



Find the full list of rankings in Appendix I.

9. Rank the most important issues in the area when you are driving. 1 being the most important.

The top three replies in each category are listed below.

I do not drive
This ranked low for many respondents as the number one most important selection by 10.21 percent or 101 respondents. It came in as the second most important choice by 2.21%, or 21 responses. And the third top choice was selected by 2.33%, or 23 respondents.

Weighted Average
101 X 3 = 303
21 X 2 = 42
23 X 1 = 23
Total = 368

Merging onto highway
Twenty percent, or 215 participants agreed this should be the most important issue to drivers within the corridor. 21.70%, or 238 responders ranked this number two. 205 responders, or 18.69 %, chose this issue as number three.

Weighted Average
215 X 3 = 645
238 X 2 = 476
205 X 1 = 205
Total = 1,326

Short ramps for accelerating onto the highway
This issue garnered 9.82% of the vote, or 107 responses, as the first choice. This topic was chosen as the second most important issue by 19%, or 212 replies. The third position was ranked by about the same number of individuals (19.08%, or 208).

Weighted Average
107 X 3 = 321
212 X 2 = 424
208 X 1 =208
Total = 953

Close distances between highway ramps
A small amount of respondents (5.5%, or 60) have this as their number one pressing issue for drivers in the corridor. Ninety-one or 8.39% of people who took the survey said this was number two on their list of issues when driving. This was ranked third by 17.88%, or 194 respondents.

Weighted Average
60 X 3 = 180
91 X 2 = 182
194 X 1 = 194
Total = 556

Being dumped into fast lane
This was ranked by 4.51%, or 48 respondents as the number one issue they experience when driving through the study area. Approximately 6.3%, or 67 responders chose this as the number two issue and only 8.74%, or 93 respondents ranked this issue third.

Weighted Average
48 X 3 = 144
67 X 2 = 134
93 X 1 = 93

Total = 371

Navigating on/off highway (including signage)
When traveling around the corridor, 4.19 percent, or 45 respondents, chose this as the most essential concern. For number two, 5.68 percent of respondents (61 in total) felt that this is an important problem. This was the third most popular pick among the 1,073 respondents (6.62 percent, or 71 responses).

Weighted Average
45 X 3 = 135
61 X 2 = 122
1,073 X 1 = 1,073
Total = 1,330

Navigating around area without using highway
Driving around the area without taking the highway is the most important issue for 7.94% or 85 respondents. A few more participants (8.78%, 94) responded to this statement as the second important issue they see in the corridor. Survey takers (7.56%, 81) responded this as their third choice.

Weighted Average
85 X 3 = 255
94 X 2 = 188
81 X 1 = 81
Total = 524

Other peoples' driving behavior
This topic was significant to 21.83%, or 251 responders. This pick was voted second by 15.91 percent, or 183 responders. 10.17 percent, or 117 survey takers, placed this topic third.

Weighted Average
251 X 3 = 753
183 X 2 = 366
117 X 1 = 117
Total = 1,236

Roadways in disrepair (I.e. potholes, poor signage, lack of striping)
One-fourth of the respondents, or 286 people, identified this as the most critical concern in the corridor when driving. In second place, 16.77%, or 192 responses, stated that this was significant. Third spot collected 11.35% of the vote by 130 respondents.

Weighted Average
286 X 3 = 858

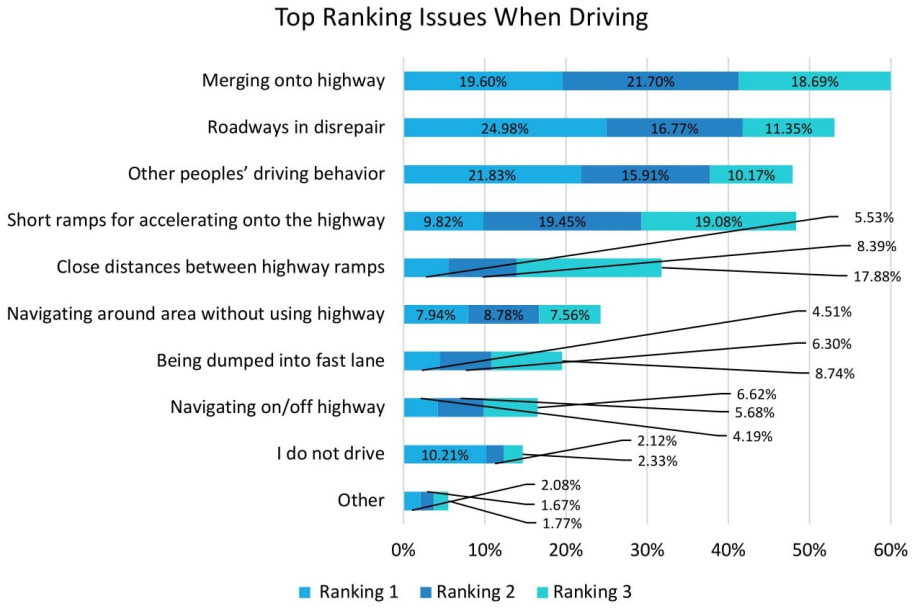
192 X 2 = 384
130 X 1 = 130
Total = 1,372

Other

Another option was presented to participants to rank answers within the "other" category. Twenty, or 2.08%, respondents said they had "other" important issues they wanted to provide. Sixteen, or 1.67% of the 960 survey takers said their number two fell into the "other" box. Lastly, as the top third choice (1.77%, 17 respondents) selected "other" for their issues that impact drivers in the study corridor.

Weighted Average

20 X 3 = 80
16 X 2 = 32
17 X 1 = 17
Total = 129



Find the full list of rankings in Appendix J.

10. What could make getting around in the future better, or please provide information on your "other" responses from questions 8 & 9. The top 10 coded responses are below.

- Bike/Ped (110)
- Public Transit (64)
- Ramps (54)
- Highway (53)
- Other (45)
- Traffic (45)
- Safety (43)
- Maintenance (43)
- Lanes (39)
- Protected Lanes (32)

Open ended responses can be found in Appendix K.

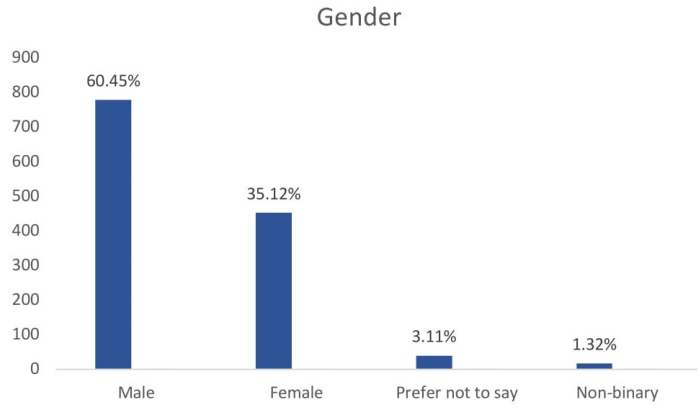
11. How did you learn about this survey?

- Social media (529)
- Word of Mouth (340)
- Website (325)
- Newspaper (151)
- Flier (14)

Demographics

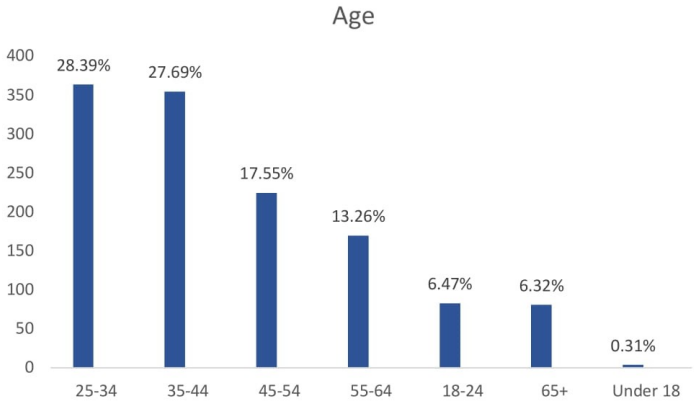
Participants were asked to give identifying information at the end of the survey to better understand the respondents' backgrounds and attributes. Males (60.45 percent, 778 responses), those aged 26-34 (28.39 percent, 364 responses), and White/Caucasians (73 percent, 939 responses) were the most frequently reported demographic categories among the 1,307 completed surveys.

12. Gender



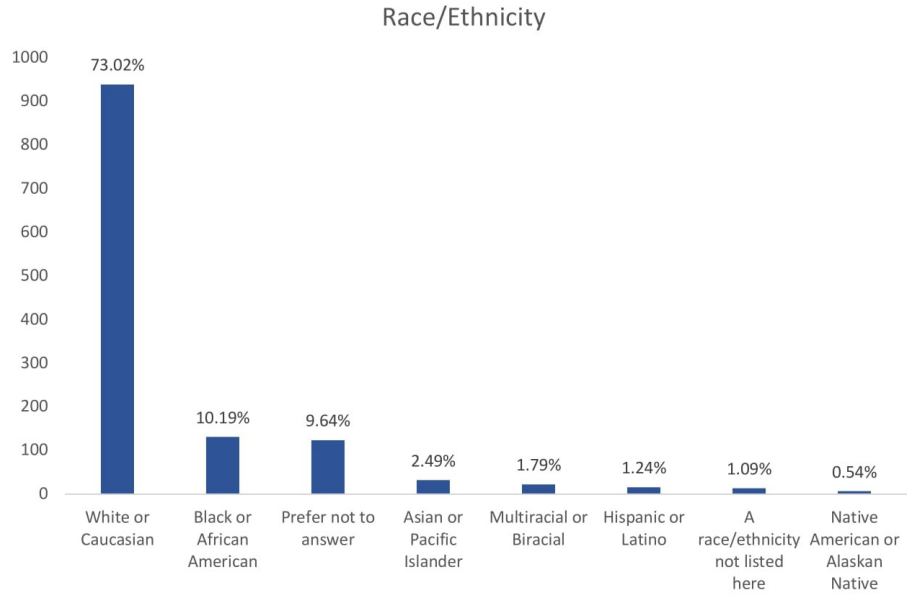
A list of participant genders can be found in Appendix L.

13. Ages



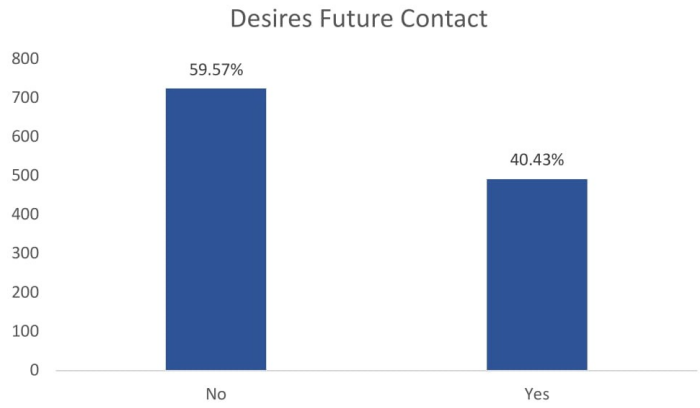
Ages are listed in Appendix M.

14. Which of the following best describes you? Please select one.



Race/Ethnicity of participants can be found in Appendix N.

15. Please include me on all future e-mails about the study.



A count of responses can be found in Appendix O.

Conclusion

Commuters answered the survey's questions in a variety of ways. Driving is still the most prevalent form of transportation in this area, and travel to the corridor for work. The top commuter issues are revealed by the rating system, and the findings should be analyzed to improve the driving experience while simultaneously working to create an environment that supports biking and walking.

Appendix

Appendix A – Commuter Survey

Future64 Commuter Survey (In-Person/Street Team)

The Missouri Department of Transportation and its partners are studying possible infrastructure improvements along Interstate 64 from Kingshighway to Jefferson. This includes redesigning highway interchanges, supporting public transportation, reconnecting surface streets, and supporting movement north and south of I-64.

MoDOT wants to hear from you and other residents, business owners and other central corridor users to figure out how to make I-64 a better fit for the community.

THEN IF THEY HAVE TIME AT THE END: Your answers to the questions are an integral part of the process to help establish the goals of the Future64 study: Transportation. Community. Together.

Future64 Commuter Survey (Online/Meetings/etc.)

The Missouri Department of Transportation (MoDOT) in cooperation with the City of St. Louis, East-West Gateway Council of Governments, Great Rivers Greenway, and Bi-State / Metro Transit is studying possible infrastructure improvements in St. Louis' central corridor, spanning from Kingshighway Boulevard to Jefferson Avenue along Interstate 64.

This will help MoDOT think holistically about how reconfiguring highway operations can work with other modes of transportation to make the central corridor meet the complexity of multimodal transportation needs in the area. This includes redesigning highway interchanges, supporting public transportation, reconnecting surface streets, integrating the Brickline Greenway, and supporting movement north and south of Interstate 64, whether over or under the highway.

MoDOT wants to hear from you as residents, business owners, pedestrians, bicyclists and other central corridor users to figure out how to make I-64 a better fit for the community. This comprehensive planning effort will lead to creative and equity-based transportation projects that will benefit everyone traveling in the corridor.

Your answers to the questions below are an integral part of the process to help establish the goals of the Future64 study: Transportation. Community. Together.

Study Corridor Map


LINDELL BLVD
N
S KINGSHIGHWAY BLVD
FOREST PARK AVE
OLIVE ST
INTERSTATE
64
MARKET ST
PAPIN ST
MANCHESTER AVE
S VANDEVENTER AVE
GRAND AVE
CHOUTEAU AVE
S JEFFERSON AVE

1. Zip Code*
   Please tell us your home zip code _____

2. What is your destination when traveling along or across the corridor?
   - ○ East through the corridor
   - ○ West through the corridor
   - ○ South through the corridor
   - ○ North through corridor
   - ○ Central West End, BJC – 63108, 63110
   - ○ Forest Park Southeast, The Grove – 63110
   - ○ Midtown, Foundry, SLU, Harris Stowe – 63103
   - ○ Botanical Heights, Rail corridor – 63110
   - ○ The Tiffany, SLU Medical Complex – 63110
   - ○ The Gate District, L'Ouverture Middle School– 63103, 63104
   - ○ Other: _____

3. Why do you use the I-64 central corridor? Check all that apply.
   - ○ Live near the corridor
   - ○ Retail shopping
   - ○ Dining
   - ○ Entertainment/Recreation
   - ○ Work
   - ○ School
   - ○ Transit connection to other destinations
   - ○ Travel through, I do not stop in the corridor

4. How often do you travel to the I-64 central corridor?
   a. Daily
   b. Weekly
   c. Weekends
   d. Monthly
   e. Less often

5. What times of day do you typically travel in the area?
   a. All of the time because I live here
   b. Early morning (Before 6am)
   c. Morning commute (6am to 9am)
   d. Mid-day (10am – 3pm)
   e. Afternoon commute (4pm – 7pm)
   f. Evening (7pm – 10pm)

g. Late night (After 10pm)

6. How do you normally travel through the I-64 corridor between Kingshighway Blvd. and Jefferson Ave.? Check all that apply.
   - ○ Bike
   - ○ Carpool (organized by individuals without an entity)
   - ○ E-scooter
   - ○ MetroBus
   - ○ MetroLink
   - ○ Personal vehicle (car, motorcycle, Etc.)
   - ○ Ride-share (organized by an entity)
   - ○ Taxi / Uber / Lift / etc.
   - ○ Walk
   - ○ I use a wheelchair or use other types of assistance when I travel
   - ○ Other: _____

7. Which modes would you want to use if they worked better for you? Check all that apply.
   - ○ Bike
   - ○ Carpool (organized by individuals without an entity)
   - ○ E-scooter
   - ○ MetroBus
   - ○ MetroLink
   - ○ Personal vehicle (car, motorcycle, Etc.)
   - ○ Ride-share (organized by an entity)
   - ○ Taxi / Uber / Lift / etc.
   - ○ Walk
   - ○ I will use a wheelchair or other type of assistance for future travel
   - ○ Other: _____

8. Rank the most important issues about traveling in the area when you are not driving.
   a. I will continue to travel by personal vehicle only
   b. Too stressful to bike or walk
   c. Uninviting experience walking or biking
   d. Feeling unsafe walking or biking
   e. Lack of accessible bike and pedestrian paths
   f. Not easy to get around for person with disability (curb cuts, audible signals, etc)
   g. Auto traffic makes the area too stressful or uncomfortable to walk or bike
   h. Lack of public transit connections
   i. Difficult to access MetroLink stations
   j. Bus stops are uninviting or low quality to wait for bus
   k. I-64 is a barrier to north-south connections
   l. Concerns about highway noise
   m. Other: _____

9. Rank the most important issues in the area when you are driving.
    a. I do not drive
    b. Merging onto highway
    c. Short ramps for accelerating onto the highway
    d. Close distances between highway ramps
    e. Being dumped into fast lane
    f. Navigating on/off highway (including signage)
    g. Navigating around area without using highway
    h. Other peoples' driving behavior
    i. Roadways in disrepair (I.e. potholes, poor signage, lack of striping)
    j. Other: _____

10. What could make getting around in the future better?
    [Text Box]

11. How did you learn about this survey?
    - ○ Newspaper
    - ○ Social media
    - ○ Website
    - ○ Word of mouth
    - ○ Flier

12. Gender
    - ○ Male
    - ○ Female
    - ○ Non-binary
    - ○ Prefer not to say

13. Age
    - ○ Under 18
    - ○ 18 – 24
    - ○ 25 – 34
    - ○ 35 – 44
    - ○ 45 – 54
    - ○ 55 – 64
    - ○ 65 or above

14. Which of the following best describes you? Please select one.
    - ○ Prefer not to answer
    - ○ Asian or Pacific Islander
    - ○ Black or African American
    - ○ Hispanic or Latino
    - ○ Native American or Alaskan Native

- White or Caucasian
- Multiracial or Biracial
- A race/ethnicity not listed here

15. Please include me on all future e-mails about the study. Check the box. ☐

Thank You!

Appendix B – Zip Codes

Zip Code	Count
63110	154
63104	153
63108	97
63118	87
63116	74
63139	58
63103	51
63109	46
63130	36
63122	29
63112	29
63117	22
63119	21
63105	20
63146	15
63021	15
63017	15
63011	14
63144	14
63101	14
63111	14
63143	13
63114	13
63123	12
63376	11
63141	10
63106	10
63033	9
62269	9
63366	8
63102	8
63121	8
63132	8
63113	8
63368	7
63131	6
63136	6
63031	6
63385	6
63043	5

62226	5
63034	5
62062	5
63124	5
62034	5
63005	4
63304	4
62221	4
62223	4
63126	4
63301	3
62208	3
63367	3
62234	3
63138	3
63115	3
63303	3
63129	3
63040	3
63135	3
63134	3
63038	2
63145	2
63074	2
62025	2
63194	2
62205	2
62002	2
63026	2
62281	2
62236	2
62285	2
62040	2
62294	2
63125	2
63379	2
63128	2
64143	2
63042	2
63137	2
62249	1

62215	1
65102	1
62609	1
63357	1
63127	1
63701	1
6314	1
95070	1
63049	1
62097	1
62260	1
63120	1
62801	1
62254	1
62265	1
64465	1
63133	1
65203	1
63012	1
62231	1
63052	1
62220	1
63044	1
63318	1
620622	1
63362	1
63104-3348	1
30144	1
63126-3210	1
62298	1
62202	1
62258	1
62271	1
63028	1
62035	1
65043	1
63020	1
65201	1
63025	1
90048	1
63164	1

96313	1
63177	1
62244	1
63108-1333	1
63090	1
631q0	1
62061	1
62084	1

Appendix C – What is your destination when traveling along or across the corridor?

Destination	Response
East through the corridor	296
West through the corridor	246
Other (please specify)	200
Central West End, BJC – 63108, 63110	166
Midtown, Foundry, SLU, Harris Stowe – 63103	141
Forest Park Southeast, The Grove – 63110	102
South through the corridor	44
North through corridor	44
The Gate District, L'Ouverture Middle School– 63103, 63104	17
Botanical Heights, Rail corridor – 63110	15
The Tiffany, SLU Medical Complex – 63110	15

Verbatim Comments – Other (please specify)

Code	Responses
BJC	Bjc
Clayton	Midtown, Foundry, CWE, SLUHigh, Clayton
County	Brentwood
County	from West County to downtown
County	Richmond Heights
Cultural Institutions	Botanical Gardens
Cultural Institutions	Cortex
Cultural Institutions	Cortex 63110
Cultural Institutions	Grand Center

Cultural Institutions	Grand Center / Powell Hall
Cultural Institutions	Usually Grand Center, sometimes metro east and back
CWE	Branch off @ 40 & Kinghway: north, south or CWE. Or continue West
CWE	Have our Engineering Design office and Testing Laboratory within walking Distance from the Corridor!! We are located in Central West End, BJC, and Lindell District - 63108, 63110. We are very interested in this project as we worked on the previous Interstate I-64 Design-Build during Drainage, Utility, and Material Testing. Great Specialty in Environmental Engineering/Studies..
Dining	Food in the city
Downtown	Stifel Theater
Downtown	To and from downtown STL
Downtown	To/From Downtown so East and West
Each Direction	Daily- Vandeventer both directions plus 64 both ways, Jefferson, grand, boyle and forest park.
Each Direction	All directions
Each Direction	All directions
Each Direction	All directions as I live in the neighborhood
Each Direction	All directions through the corridor
Each Direction	All directions thru corridor
Each Direction	All directions. There are destinations everywhere and a strong street grid with many connections is needed.
Each Direction	All of the above
Each Direction	All of the above
Each Direction	All of the above
Each Direction	All of the above
Each Direction	All of the above
Each Direction	all of the above options, literally all of them
Each Direction	All of the above, except The Tiffany and The Gate
Each Direction	All of the above, thus proving its centrality. From TGE I drive north along Compton to SLU and west along I-64 and FPP to my kids' schools. Coming home I drive south and east, exiting I-64 at either Vandeventer or Market.
Each Direction	All of the above, thus proving its centrality. From TGE I drive north along Compton to SLU and west along I-64 and FPP to my kids' schools. Coming home I drive south and east, exiting I-64 at either Vandeventer or Market.
Each Direction	All of thee above. (FYI-Poorly framed question)
Each Direction	All of them!
Each Direction	All of these
Each Direction	All options listed above
Each Direction	All over as I live and work near corridor

Each Direction	All. I live in the neighborhood and utilize all corridors outlined above.
Each Direction	Almost all of the above, not specifically the midtown locations given.
Each Direction	Almost all of the above.
Each Direction	Almost all of the above. Live just east of Kingshighway, office is just east of Jefferson, kids' schools are off Jefferson and in cwe, and dine and shop in the area
Each Direction	Almost all of these - need to allow people to select multiple options
Each Direction	As a resident in this area I travel to all locations listed.
Each Direction	Both directions to and from work from Kingshighway to the Jefferson or Market exits
Each Direction	Both East (evening) and West (morning) through the corridor
Each Direction	Both East and West
Each Direction	Both east and west
Each Direction	Both east and west for Forest Park, Delmar, Brentwood, dining, shopping
Each Direction	Both East and West through the corridor
Each Direction	Both East and west through the corridor
Each Direction	Both east and west travel through
Each Direction	East / West / to points south
Each Direction	East & West commuting, errands, play, etc. Occasionally north/ south. I live downtown, work in west county but play and shop primarily between Clayton and home. 64 is usually the fastest way to get around.
Each Direction	East AND West
Each Direction	East and west
Each Direction	East and west along I-64 to and from downtown STL
Each Direction	East and West commuting
Each Direction	East and west every day to and from work in Des Peres
Each Direction	east and west through corridor for job downtown
Each Direction	east and west through the corridor
Each Direction	East and west through the corridor
Each Direction	East and West through the corridor
Each Direction	East AND West through the corridor
Each Direction	East and West through the corridor each day.
Each Direction	East and west, to various neighborhoods
Each Direction	East and West. Destination is Chesterfield or Metro East.
Each Direction	East in the morning west in the evening. How is this not an option. You people have no idea what is going on
Each Direction	East mostly and west from Hanley
Each Direction	East or west through the corridor. Sometimes to the Central West End
Each Direction	East through and also west through
Each Direction	East through, West through, Midtown/Foundry
Each Direction	east to work, west home
Each Direction	east-west travel typically, multiple destinations

Each Direction	East, West, North and South I travel through here all the time and don't have just one destination.
Each Direction	East, West, North, South, The Grove, Midtown all applicable
Each Direction	East, west, south through the corridor
Each Direction	East/west (I live off Jefferson)
Each Direction	EB and WB through the corridor
Each Direction	every direction
Each Direction	frequent travel throughout the entire corridor, including all neighborhoods included in and adjacent to it
Each Direction	Highways typically have two destinations, right? To and from?
Each Direction	I live ~1 mile south of the corridor so I use it frequently for travel in most all directions
Each Direction	I live in the area and go many directions
Each Direction	I live in the corridor (Tower Grove Exit) and experience travelling in both directions multiple times a week and at different times of day
Each Direction	I live in Tower Grove and frequently take 40W from Grand to Kingshighway and back. And I drive all over the city along the route.
Each Direction	i live in Tower Grove East work at MOBOT, walk and rollerblade in forest park, got to art museum etc. music events on Washington use these streets to move around the city
Each Direction	I live very close to the project so all of the above
Each Direction	I think it is fine the way it is.... NO MORE CONSTRUCTION AND CLOSING OF HIGHWAYS AS IT WAS DONE JUST A YEAR AGO
Each Direction	I travel all directions through the corridor
Each Direction	I travel along, across, and stop within the corridor
Each Direction	I travel east, west, and through 63110
Each Direction	I travel in all directions through this corridor. But the form only lets me choose one. This questions isn't helpful to me.
Each Direction	I travel in many of the areas listed above.
Each Direction	I travel multiple directions to multiple destinations in the corridor because I live nearby. Surprised 'varied' isn't an option...
Each Direction	I travel on I-64 in both directions, 4-5 times per week.
Each Direction	I use several of these routes to go to work. E/W mostly through corridor.
Each Direction	I use the corridor all the time going all directions.
Each Direction	I use the grand and vandeventer exit for multiple destinations
Each Direction	I visit all of the destinations listed above
Each Direction	It varies, but most of the above.
Each Direction	It varies.
Each Direction	Live in the area and use public transportation
Each Direction	Live in Tower Grove South so have to travel in all directions at different times
Each Direction	many of the above

Each Direction	Most of the above
Each Direction	Most of the above as many of my destinations are in this area
Each Direction	multiple (BJC, Central West End, the Grove, midtown, further west to Brentwood, etc)
Each Direction	Multiple destinations
Each Direction	multiple different destinations
Each Direction	Multiple locations both ways
Each Direction	multiple, but primarily east, south, grove, foundry, botanical
Each Direction	North-south to school, work, restaurants, parks, etc. East west to shopping, activities, transport (airport)
Each Direction	North/south as well as East/west
Each Direction	Numerous destinations
Each Direction	Often westbound to the CWE / Dogtown, also frequently cross the corridor north and south bound
Each Direction	Passing through from east to west and back
Each Direction	Pretty much all of the above.
Each Direction	Several. We travel south through the corridor from our home, as well as East/West along the freeway.
Each Direction	Through all destinations through the corridor.
Each Direction	Throughout the corridor
Each Direction	Travel both directions through the corridor daily to a variety of places and neighborhoods both listed here and not.
Each Direction	Varies daily.
Each Direction	Varies, usually west then east.
Each Direction	Various tourist attractions and shopping/dining.
Each Direction	WB to Shaw (63110), EB to Downtown (63103). Occasionally NB/SB between CWE and Shaw
Each Direction	West, South, North, CWE, FPSE, Midtown are all destinations.
East	Illinois
East	Wells Fargo
East	West to Mercy Ballas or St. Luke's, shopping in Galleria area or plaza frontenac, and then back home
Entertainment	E/W for work, all for dining/entertainment
Entertainment	Fox, stadium, botanical gardens, grove.
Entertainment	Powell Hall
Entertainment	Powell symphony hall (grand exit during the week, market exit on show nights due to traffic back up on highway) vandeveter exit every morning to drop kids off at Lab Montessori school
Forest Park	Forest Park
Forest Park	Forest Park & CWE
Forest Park	Forest Park Kingshighway-Union
Forest Park	Forest Park to downtown

Grand	I work at SLSC and live off of Grand.
Hospital	Hospitals
Hotel	Angad Arts Hotel...Work
Illinois	West in the AM from IL and East in the PM from West Port
Midtown	64 east to grand exit for returning home from work
Midtown	Compton & Spruce
Midtown	IKEA
Midtown	SLU area as well as NE of Jefferson and Market
Neighborhood	Compton Heights
Neighborhood	CWE, Midtown, The Grove, S to Tower Grove, E to downtown
Neighborhood	Doentown
Neighborhood	Dogtown
Neighborhood	Downtown
Neighborhood	Downtown
Neighborhood	Downtown
Neighborhood	downtown
Neighborhood	Downtown
Neighborhood	Downtown
Neighborhood	Downtown
Neighborhood	Downtown
Neighborhood	Downtown - 63101
Neighborhood	Downtown 63102
Neighborhood	Downtown and back to SLU and the GATE District (63104)
Neighborhood	Downtown for work
Neighborhood	downtown St. Louis for my job
Neighborhood	Downtown West
Neighborhood	Downtown, 6th st exit
Neighborhood	downtown, Broadway & Washington
Neighborhood	Dutchtown
None	A hooker that lives in Shaw
None	I avoid the area because north/south is severed, and east/west is a bottle neck.
None	Live in
North	Grand Ave, South -> North across I-64
North	Ranken Yech
North	Ranken Yech
North	West to 270 for work and east back home
Outside Corridor	My Destinations are generally east and west of the corridor.
Residence	Home!
Residence	Work from home

South	3300 South Compton Ave
South	Lafayette Square
South	Lafayette Square
South	Lafayette square
South	lafayette square
South	Lafayette Square 63104
South	Shaw
South	Shaw neighborhood
South	Soulard
South	Tower Grove
South	TOWER GROVE EAST
South	Tower Grove East, 63118
South	Tower Grove Park & Home
South	Tower Grove South
South	Tower grove, downtown, vandeventer, Jefferson
Sports Arenas	Blues and Cardinals Games as well as traveling to IL to visit family
WashU	BACK AND FORTH TO WORK AT WU MED CAMPUS FROM MY HOME IN TGE, 63118.
WashU	Washington Umiversity area- 63130
WashU	Washington University Medical Campus
West	Kingshighway
West	Not good with directions, going to Danforth campus
Work	To & from work. To & from West End & City Foundry
Work	work

Appendix D – Why do you use the I-64 central corridor? Check all that apply.

Reason for using the corridor	Response
Work	729
Entertainment/Recreation	673
Live near the corridor	656
Dining	586
Retail shopping	420
Transit connection to other destinations	378
Travel through, I do not stop in the corridor	176
School	125

Appendix E – How often do you travel to the I-64 central corridor?

Travel Frequency	Response

Daily	717
Weekly	419
Monthly	79
Weekends	50
Less often	27

Appendix F – What times of day do you typically travel in the area? Check all that apply.

Time of Day	Response
Afternoon commute (4pm – 7pm)	622
Morning commute (6am to 9am)	498
All of the time because I live here	435
Mid-day (10am – 3pm)	428
Evening (7pm – 10pm)	402
Late night (After 10pm)	124
Early morning (Before 6am)	70

Appendix G – How do you normally travel through the I-64 corridor between Kingshighway Blvd. and Jefferson Ave.? Check all that apply.

Mode of Travel	Response
Personal vehicle (car, motorcycle, Etc.)	1158
Bike	212
Walk	163
Taxi / Uber / Lift / etc.	155
MetroBus	135
Carpool (organized by individuals without an entity)	37
Ride-share (organized by an entity)	24
E-scooter	23
Other	17
I use a wheelchair or use other types of assistance when I travel	3

Verbatim Comments – Other (please specify)

Code	Verbatim Comment
Bike	I would like to Bike more, and plan to bike to the Grand MetroLink station along Compton from where I live
Car	Car, BUT my family would bike if infrastructure was safe enough for children.
Car	I do not use MetroLink as often as I would like. The system needs speed and frequency improvements. It also doesn't reach enough of my destinations. If it did I would use it more. Making the experience better by enclosing at least

	part of the stations and heating/ cooling them would also make it much more appealing to the masses. If I didn't have to drive I wouldn't.
Commercial Truck	Commercial truck
Commercial Truck	Tractor trailer
Commercial Truck	work truck
Commercial Truck	work vehicle
Commercial Truck	Work vehicle
None	Seldon use that portion
Ride Share	Part time Uber Driver
Rollerblades	Rollerblading
Run	Run
Run	run
Truck	Truck
Walk	Exercise on foot
Walk	I commute on a skateboard and or walk
Walk	I would not feel safe walking or biking

Appendix H – Which modes would you want to use if they worked better for you? Check all that apply.

Mode of Travel	Response
MetroLink	594
Personal vehicle (car, motorcycle, Etc.)	540
Bike	537
Walk	399
MetroBus	332
E-scooter	112
Taxi / Uber / Lift / etc.	91
Ride-share (organized by an entity)	51
Carpool (organized by individuals without an entity)	36
Other	32
I will use a wheelchair or other type of assistance for future travel	8

Verbatim Comments – Other (please specify)

Code	Verbatim Comments

Other	None
Other	Skateboard
Other	Greenways and other multi-modal connectors make it easier to go carless
Other	Run
Other	Commuter Rail
Other	Commuter rail
Other	Run
Other	None
Other	I woild use bike if there were lanes for sure. I would use metro link now if there was a bus from my house that took me more easily to the link
Other	I sometimes use this corridor to travel to frequent dr aptmts at siteman. Metrolink would be very convenient for me, but safety issues prevent me from using it. I've used it in the past, and last trip there was almost a riot.
Other	I'd rather not have to travel down town for work at all
Other	A gondola between Forest Park - Downtown (multiple stops)
Other	I'd love to bike if I had fully protected bike lanes. I'd love to take MetroLink if it felt more secure and safe.
Other	would love north / south metrolink
Other	Prefer to drive
Other	metro link scares me
Other	Car share
Other	Subway, but we do not have one so…
Other	Bicycle
Other	Personal jet
Other	Bike: I would bike more if there were more safer routes.
Other	Work harder, drive a car—**** bikes
Other	Armored vehicle
Other	A legit subway/German tram system
Other	None
Other	Why doesn't metro go to St.Charles don't you think that's kinda racist???
Other	This falls under bikes but more bike paths that help connect neighborhoods to each other and transit. Building bike paths to/ from MetroLink would make it far more accessible/ usable.
Other	Car
Other	No other realistic options
Other	Bike
Other	Gondola
Other	Truck

Appendix I – Rank the most important issues about traveling in the area when you are not driving. 1 being the most important.

	1	2	3	4	5	6	7	8	9	10	11	12	13
I will continue to travel by personal vehicle only	38.44%	8.00%	3.01%	4.64%	4.04%	4.47%	3.18%	3.44%	3.27%	3.35%	4.21%	10.06%	9.89%
	447	93	35	54	47	52	37	40	38	39	49	117	115
Too stressful to bike or walk	10.86%	19.53%	17.25%	13.40%	12.08%	8.49%	5.17%	3.94%	2.54%	2.54%	1.49%	1.23%	1.49%
	124	223	197	153	138	97	59	45	29	29	17	14	17
Uninviting experience walking or biking	9.02%	18.99%	20.99%	16.65%	9.97%	8.15%	5.55%	3.90%	2.86%	1.04%	0.78%	1.21%	0.87%
	104	219	242	192	115	94	64	45	33	12	9	14	10
Feeling unsafe walking or biking	14.33%	14.42%	16.65%	18.11%	11.76%	7.64%	5.32%	4.55%	2.58%	2.15%	1.12%	0.94%	0.43%
	167	168	194	211	137	89	62	53	30	25	13	11	5
Lack of accessible bike and pedestrian paths	9.53%	11.71%	11.71%	12.94%	20.45%	13.11%	7.43%	5.07%	2.97%	2.80%	1.75%	0.35%	0.17%
	109	134	134	148	234	150	85	58	34	32	20	4	2

Not easy to get around for person with disability (curb cuts, audible signals, etc)	2.17%	2.53%	3.80%	5.97%	8.51%	17.01%	15.75%	10.14%	9.95%	7.51%	6.61%	5.88%	4.16%
	24	28	42	66	94	188	174	112	110	83	73	65	46
Auto traffic makes the area too stressful or uncomfortable to walk or bike	8.56%	9.26%	9.43%	9.26%	10.03%	12.80%	17.04%	10.29%	6.49%	3.72%	2.42%	0.61%	0.09%
	99	107	109	107	116	148	197	119	75	43	28	7	1
Lack of public transit connections	3.81%	4.96%	5.40%	5.22%	5.75%	8.85%	14.60%	23.27%	14.25%	7.70%	4.07%	2.04%	0.09%
	43	56	61	59	65	100	165	263	161	87	46	23	1
Difficult to access MetroLink stations	2.80%	5.00%	5.70%	4.47%	5.43%	5.35%	9.03%	13.50%	26.38%	13.15%	6.49%	1.93%	0.79%
	32	57	65	51	62	61	103	154	301	150	74	22	9
Bus stops are uninviting or low quality to wait for bus	1.16%	2.31%	3.56%	4.18%	5.34%	4.98%	5.69%	8.54%	14.86%	31.14%	13.35%	4.00%	0.89%
	13	26	40	47	60	56	64	96	167	350	150	45	10

I-64 is a barrier to north-south connections	7.33%	5.39%	3.71%	4.24%	4.24%	4.77%	5.04%	5.12%	6.10%	13.25%	31.89%	7.33%	1.59%
	83	61	42	48	48	54	57	58	69	150	361	83	18
Concerns about highway noise	0.27%	1.45%	1.45%	1.90%	1.72%	2.26%	3.16%	3.25%	2.98%	6.41%	19.51%	48.42%	7.23%
	3	16	16	21	19	25	35	36	33	71	216	536	80
Other	1.17%	1.36%	1.07%	0.88%	0.78%	0.78%	0.88%	1.66%	1.27%	1.95%	2.53%	12.95%	72.74%
	12	14	11	9	8	8	9	17	13	20	26	133	747

Appendix J – Rank the most important issues in the area when you are driving. 1 being the most important.

	1	2	3	4	5	6	7	8	9	10
I do not drive	10.21%	2.12%	2.33%	2.12%	1.21%	1.21%	1.72%	2.53%	30.13%	46.41%
	101	21	23	21	12	12	17	25	298	459
Merging onto highway	19.60%	21.70%	18.69%	14.86%	8.93%	7.02%	4.01%	2.83%	1.46%	0.91%
	215	238	205	163	98	77	44	31	16	10
Short ramps for accelerating onto the highway	9.82%	19.45%	19.08%	17.06%	15.60%	8.35%	4.40%	4.50%	1.19%	0.55%
	107	212	208	186	170	91	48	49	13	6
Close distances between highway ramps	5.53%	8.39%	17.88%	20.65%	15.39%	13.64%	10.60%	5.62%	1.75%	0.55%
	60	91	194	224	167	148	115	61	19	6

Being dumped into fast lane	**4.51 %**	**6.30 %**	**8.74 %**	**12.78 %**	**16.92 %**	**18.98 %**	**13.44 %**	**12.88 %**	**4.61 %**	**0.85 %**
	48	**67**	**93**	**136**	**180**	**202**	**143**	**137**	**49**	**9**
Navigating on/off highway (including signage)	**4.19 %**	**5.68 %**	**6.62 %**	**8.67 %**	**15.38 %**	**21.06 %**	**23.11 %**	**12.02 %**	**2.52 %**	**0.75 %**
	45	**61**	**71**	**93**	**165**	**226**	**248**	**129**	**27**	**8**
Navigating around area without using highway	**7.94 %**	**8.78 %**	**7.56 %**	**7.47 %**	**9.43 %**	**11.95 %**	**22.04 %**	**20.07 %**	**4.48 %**	**0.28 %**
	85	**94**	**81**	**80**	**101**	**128**	**236**	**215**	**48**	**3**
Other peoples' driving behavior	**21.83 %**	**15.91 %**	**10.17 %**	**8.26 %**	**5.91 %**	**8.26 %**	**9.30 %**	**16.26 %**	**3.74 %**	**0.35 %**
	251	**183**	**117**	**95**	**68**	**95**	**107**	**187**	**43**	**4**
Roadways in disrepair (I.e. potholes, poor signage, lack of striping)	**24.98 %**	**16.77 %**	**11.35 %**	**7.16 %**	**6.99 %**	**4.54 %**	**5.33 %**	**11.79 %**	**9.87 %**	**1.22 %**
	286	**192**	**130**	**82**	**80**	**52**	**61**	**135**	**113**	**14**
Other	**2.08 %**	**1.67 %**	**1.77 %**	**1.56 %**	**1.46 %**	**0.62 %**	**0.94 %**	**4.27 %**	**37.19 %**	**48.44 %**
	20	**16**	**17**	**15**	**14**	**6**	**9**	**41**	**357**	**465**

Appendix K – What could make getting around in the future better, or please provide information on your "other" responses from questions 8 & 9.

Code	Verbatim Response
Access	Better access to and from 64 from Clayton/Skinker and kingshighway
Access	There needs to be access to eastbound I-64 from Grand or Compton
Access	Better access routes into Forest Park for the South

Access	Okc street car, scooter lanes. Stl needs better metro link connections to growing neighborhoods to make the city easier to access
Access	Improve access to Compton/Chaifetz arena. The line to turn onto northbound Compton is horrible for events at Chaifetz
Access	Eliminate spaghetti ramps under Compton linking 64 and FPP/Market. Bring Grand/FPP up to grade like Kingshighway/FPP. FPP/Market joined as a throughway. Access to both FPP and Market now from Grand or Jefferson (eliminate Compton). Extend Theresa over railroad tracks south of 64 to better integrate Steelcote Square. Extend Pappin all the way to Grand for more connectivity. Spring Avenue should be reinstated from FPP to Chouteau. Dead ends should not exist. Replace Grand/64 with tight diamond interchange.
At grade	The intersection of Forest Park Ave and Grand is in critical need of being reworked to be an at grade intersection. The area is confusing and the land is wasted.
At grade	At grade Forest Park Parkway at Grand. Traditional Grand and 64 intersection. Removal of FFP east of Grand.
At grade	FPP-Grand being at grade! Also, too many highway ramps/exits, drivers don't need a highway ramp every other block, and it takes up so much valuable real estate and hinders pedestrians.
At grade	Making the intersection of Forest Park Parkway and Grand Ave. at grade and more pedestrian-friendly would be massively helpful. Additionally, building new bike paths that are physically separated from car traffic would also be great, especially along roads like FPP that don't even need to have 6-8 lanes for cars.
Bike/Ped	Create intentional space for non automobile users. Treat bikers/peds as equal road users and force drivers to begin to change behavior. Super dangerous out there with so many huge trucks
Bike/Ped	More bike/walking paths
Bike/Ped	More walkable. Less noise. Fewer exits.
Bike/Ped	Improved paths for bikes/scooters/pedestrians/public transit. More public parking options to allow for more active driving lanes.
Bike/Ped	Protected bike lanes. Protected bike lanes. Add a north south metro line
Bike/Ped	North/South greenway for walking/biking Local Business sign posts Effective/Efficient lighting on roads, esp. lane markers during rain.
Bike/Ped	As a part-time bike commuter I would like to see pedestrian traffic increase and vehicle traffic decrease. I'd prefer to leave the car at home and rely on public transit when weather conditions don't lend to biking or when I just don't want to ride a bike.

Bike/Ped	There need to be paved walk ways wide enough to accommodate none motorized transport like skateboards, bikes and walking that offer protection from cars. Tunnels under the street at intersections or something similar. Commuting around a city of any kind should be less dependent on having a car, or be so accommodating to none a car transport that people are incentivized to walk, ride a bike or use the bus.
Bike/Ped	Metro and I really like bike pathways
Bike/Ped	Pedestrians and bikers are an afterthought in that car-centric part of town. I do enjoy urban walking but I'd have to be very alert and on the defensive to walk anywhere near there.
Bike/Ped	A) There should be a combined bike+pedestrian bridge connecting both SLU campuses, Grand Metro, new housing, and the future Brickline--S. Theresa looks like a possible candidate where it could be built. B) Every off-ramp intersection should have a roundabout whenever possible--e.g., I-64 at Hampton, I-64 at Tower Grove Ave. C) Make street crossings safe and accessible for pedestrians and people in personal mobility devices (wheelchairs, scooters, etc.)
Bike/Ped	Bring FPP and Grand to grade level. With every new off-ramp intersection, incorporate roundabouts. Make sure bike lanes are protected and pedestrian infrastructure makes it safe to cross at any and every intersection. Look at S. Theresa for building a pedestrian and bicycle bridge over the train tracks to make it easier for cyclists and pedestrians to access Grand Metro station and connect with the Brickline.
Bike/Ped	I would like to roller skate around more. So a smoother road without much potholes would be awesome :) -Not sure about the meaning of "being dumped into fast lane".
Bike/Ped	North-South bridges should be friendly to bicycles, pedestrians, and wheelchairs.
Bike/Ped	Green space, bike paths, pedestrian bridges.
Bike/Ped	Wider sidewalks with safer ways to cross the street. I only cross the street when the walk sign is on because I like rules, but it's almost impossible to cross Forest Park at Taylor or Newstead without someone trying to turn into you as you cross. I'm a slow walker too so I barely make it across in time. I'd love if I could walk but the sidewalks are too narrow for me to not cause traffic jams with my snail pace. :(I'm paying $1200 a year to park at WUSM because I can't safely cross roads in a timely manner.
Bike/Ped	Metrolink access, bike or natural pathways for safer pedestrian travel.
Bike/Ped	More walkable and bikable areas.
Bike/Ped	things are spread out within the corridor with lots of vacancies in between which makes walking take more time and feel less safe. some areas are very nice and walkable but it can feel like you have to drive to/from those areas
Bike/Ped	Better investment in providing safe, well maintained access for walking, bikes

Bike/Ped	Increasing the number of points with safe north-south crossing of 64 for those on bikes and foot would make me very very happy
Bike/Ped	Better cycling, walking infrastructure
Bike/Ped	Fast Lane for vehicles not needed access to the exit ramps, just going through to IL or into MO. Wider sidewalks for pedestrians and marked/designated bike lanes. Attach to a Greenway.
Bike/Ped	Please please PLEASE add a pedestrian/bike bridge or tunnel across the highway to provide access north and south. Especially needed near the foundry and amory. That area will be very popular soon and we need to have direct and inviting ways to cross. While I mention this spot, it could be used all over this corridor.
Bike/Ped	Additional driving lane and more biking paths
Bike/Ped	Protected bike lanes (bollards, curbs, etc.) would make short trips safer for pedestrians, vehicles, and cyclists. High speeds, heavy traffic, and lack of infrastructure make many of the roads in this area dangerous to walk/bike along. Discouraging people from walking or biking creates heavier car traffic as people feel forced to drive to stay safe. Dedicated bus lanes on busy roads would make public transportation more timely and inviting while preventing car traffic from having to stop and wait/swerve into other lanes. Expanded north/south access to the metrolink or a trolleybus running north/south on kingshighway.
Bike/Ped	64 is a massive barrier to safe transit north south, especially for walking or biking, and it cuts through neighborhoods/districts that could be linked, were it not for 64. I live just north of 64, and biking south on any street that has a onramp/offramp is always scary due to cars flying off the freeway or accelerating on to it and not paying attention to cyclists. Chouteau is less pleasant to use due to proximity to 64.
Bike/Ped	Question 8 "other": number of traffic lights makes travelling by bike very slow (not that it's any different for a car) but the difference between bike commuting from the county to the CWE (where I used to work) vs downtown (where I work now) is all the traffic lights. If there was a magical bike path that went under roadways and avoided lights that would be amazing. For question 11 "how did you learn about this survey" the LED sign on I-64 led me to google.
Bike/Ped	I-64 severely limits biking north and south across the corridor, because there are limited crossings that don't involve biking on busy, scary streets (Kingshighway, Grand, Jefferson). This is a very intimidating area to bike. I would love to be able to ride my bike when I take my child to his pediatrician in the corridor, for example, but I would be super uncomfortable using a bike trailer or toddler seat on my bike in a high traffic area where cars routinely speed.
Bike/Ped	MUST do better allowing pedestrians and bicycles to travel safer. That allows both to connect w/bus and metro

Bike/Ped	More walkability/bikeability. Anyone enforcing any traffic laws. More money going to street repairs.
Bike/Ped	No proper walking paths. Vehicles do not stop for pedestrians even when pedestrians have walk sign on. Right turners just race through pedestrians. King's highway ramp towards west is short. Left turn ramp on to 64 west from grand is hard to enter and is often misunderstood for local road. I stopped at the signal ahead thinking it was for 64 west left signal but it is for a local road. Remove so many left turns in short distances and add left turn signal at 64 west ramp in Grand blvd. Add biking and pedestrian over bridge in grand from SLU grand hall to SLU Medical center with access at the Grand station. Remove the grand blvd underpass. Roads are pathetic resembling some third world country.
Bike/Ped	Bike lanes would improve the experience so much. I currently feel unsafe biking in the middle of car traffic.
Bike/Ped	Better bike lanes
Bike/Ped	Better bike lanes
Bike/Ped	More pedestrian-friendly paths/sidewalks. Bike-friendly infrastructure Pedestrian/bike paths
Bike/Ped	better pedestrian facilities, fewer on/off ramps
Bike/Ped	A comprehensive approach that includes bike/ped/transit/car
Bike/Ped	Connections across and off the highway that are designed with active transportation and safety in mind. Increased infrastructure for biking, walking, and transit. Dedicated bike lanes, barriers between cars and pedestrians, increased traffic calming measures..
Bike/Ped	Fix the disastrous interchange at Grand / Market / FOPO — connect forest park to market. This current layout turns two potentially amazingly walkable districts into islands, benefitting no one.
Bike/Ped	Focus on more walkable, bikable, and mass transit friendly solutions. The highways flowing through the city have ruined all walkability and flow between areas in our urban core.
Bike/Ped	Pedestrian safety is nonexistent in this area. The fact that there's a heavily trafficked sidewalk that bisects the on-ramp for I-64 West at Grand is a huge hazard for the pedestrians walking from the metro or from SLU's south campus. The bike lanes are constantly full of broken glass and are dangerous due to people driving in them. I would love to walk or bike more in this area, but it is simply unsafe to do so.
Bike/Ped	more pedestrian bridges over the highway. better sidewalks on bridges. dedicated bike lanes over the highway.
Bike/Ped	Give more space for people to walk, bike, and use public transportation. This will ease traffic congestion, strain on our roadways, encourage local spending and growth, and transform the community into the most desirable in the region

Bike/Ped	Better options for people to safely commute via bike and for drivers to clearly see bike lanes.
Bike/Ped	Pedestrian bridges
Bike/Ped	Safe, high quality side walks, bike lanes and public transit stations would make it more likely I would avoid using my private vehicle when heading to locations along the corridor. Obviously pedestrians and bikes aren't going to be on the highway itself, but having easy to use routes that run generally parallel would be appreciated. The first exit after Kingshighway headed east is a personal headache, because of it being both an on ramp and an off ramp, and there being two different exits using the same initial lane. Getting cut off or being unable to enter/exit the highway, particularly during morning commute is a real issue. Morning commute tends to be smoother (going west to east) than the evening commute (east to west) which backs up and slows down significantly between Kingshighway and Clayton or Big Bend exits. I dislike the Grand exit, under the highway, because of the short time to move over and exit, and because where it meets with Grand is rather narrow and often has people pan handling, making an already small space for cars even more dangerous.
Bike/Ped	The ability to walk, bike, or access transit on bridges/overpasses is my biggest concern.
Bike/Ped	Better bike lanes, more traffic cops, fix the potholes
Bike/Ped	Would like to make it easier to get from South Tower Grove to the entertainment districts (CWE, Foundry, Forest Park, Grove, Etc.) using something other then a car.
Bike/Ped	Consider sub-terrain solution similar to Dallas' Klyde Warren Park. Connections across the highway (N/S) need to be elevated - the pedestrian bridge near KngsHwy is a good start! Our Metro systems NEEDS to be uplifted along with any infrastructure improvements - this is a symbiotic transit network.
Bike/Ped	Bike lanes that are protected with curbs or concrete barriers
Bike/Ped	traffic calming, narrower streets, more biking and walking options
Bike/Ped	More bike/pedestrian-friendly options for crossing the highway. Ideally just cover the highway where possible.
Bike/Ped	I64 is a massive barrier to being able to get safely north south and east west via foot, bike, scooter, or transit. The intersections with the highway are dangerous, and when I am driving, I am always worried that a pedestrian or cyclist will end up too near to me. The noise, environment, and crossing areas, particularly around Grand, are so unpleasant it makes me bike or walk nearly a mile out of the way to avoid it. In the heart of the city, in the middle of a college campus, our infrastructure should prioritize people walking and people biking.
Bike/Ped	Less car dependency overall. Mixing land uses to decrease the need for a motor vehicle

Bike/Ped	Better walkable, bikeable, ADA compliant, pedestrian connections. Improved Streetscape, landscaping, trees, natives, etc.
Bike/Ped	Clearly marked and protected pedestrian and bicycle lanes. Better public transit.
Bike/Ped	Less car dependency overall. Mixing land uses to decrease the need for a motor vehicle
Bike/Ped	More accessible and attractive walking and biking paths around 40 but also over the train tracks just south of 40. The near southside (Lafeyette Square, Peabody, Lasalle Park, Gate District) is really inaccessible from downtown in anything other than a car or bus. Which is unfortunate because the distance between these neighborhoods and the vibrant entertainment areas in the central corridor is within relatively reasonable walking and biking distance.
Bike/Ped	Making it less auto-oriented. The area is uninviting to pedestrians and businesses. The entire area is cut off by huge roads and highways. Walking there feels unsafe because of the fast cars and the lack of pedestrian activity, which is conducive to crime. Removing the highway would be best, but bringing it at-grade, capping it, or otherwise making it a better fit for an urban area is paramount. Would love to see this area become urban again!
Bike/Ped	fewer personal vehicles, dedicated bike lanes/ walking lanes, more metrolink lines
Bike/Ped	Easier and more non-car transportation especially crossing the highway north-south. Highways were built to get people through an area not for the people who actually live and use the areas they run through. I-64 and to a lesser extent Forest Park Parkway/Avenue are barriers to transit for anyone not in a personal car, this project should be focused on ways to make them less hostile to people on foot and on bikes.
Bike/Ped	Walkability and bikability. Nearly everyone I know would enjoy walking or biking as opposed to driving.
Bike/Ped	The bigger picture here is that all of these concerns are inextricably related. We've built a city that is excessively dependent on automobiles for mobility and managed to even do that badly. There needs to be a significant refocused effort on human mobility—safe walking/biking paths, accessibility improvements, SIGNIFICANT investment in transit infra, and road diets/traffic calming measures to discourage the aggressively wreckless driving on our streets.
Bike/Ped	Simplification of grand and forest park intersection. Easier and safer bike/walking paths.
Bike/Ped	This has been car centric for too long. Cuts off the central corridor from South City and forces in order to feel safe one to drive. I have biked through this area for over a decade and feel like I am taking greater risks compared to just driving. There should not be an interstate running through the center of the city! I drive as well and work in Midtown, living in South City. I would be ok with street calming, in consideration of all users and not just car first.

Bike/Ped	Please, please, please make this corridor human scale. That is, prioritize people first, cars last. People that walk, run, bike, and public transit are first, second, third, etc. priority. This must include linking North-South corridors with the Brickline Greenway, Forest Park, Midtown, Tower Grove etc.
Bike/Ped	More bike paths and reduce the number of exits in this area
Bike/Ped	Connect Market and Forest Park Parkway with standard grid, not ramps. Make the Grand and FPP intersection more pedestrian friendly.
Bike/Ped	Lack of north/south connections through area on bike or walking is biggest concern. Example is getting to city foundry from south city by bike - no good connections
Bike/Ped	Make biking safer
Bike/Ped	Integrated bike and pedestrian pathways, especially to connect North to South, but also adjacent to the highway.
Bike/Ped	More bike/pedestrian accessibility (particularly north-south traversal) and reduced noise/dominance from interstate.
Bike/Ped	Space for biking more north south options
Bike/Ped	Better MetroLink connections and BRT would be great for STL. And the intersection of 64/Forest Park Ave is way too big and hard to navigate for pedestrians.
Bike/Ped	More pedestrian scale. Traffic calming. Soft scaping. Better lighting.
Bike/Ped	If St. Louis wants to be a truly great city, we have to provide people with robust transportation options. This corridor is car centric currently, but with an increasing population (especially young people), we should be aiming to give people that. Giving people protected bike infrastructure. Allowing pedestrians to walk safely and not have to be in constant conflict with cars. Making the bus a viable option (increased frequency, dedicated ROW). And even decreasing noise on 64 with quieter asphalt or even more ambitious projects like fairway hoods wherever possible. But again, giving people options that will allow them to make the choice to get out of their cars should be MoDOT's main focus within cities. It's greener, safer, and provides Missourians with a chance for a better life.
Bike/Ped	Ready for Brickline to connect Forest Park to the Arch. I can bike safely through the park and want more biking and Metro connections to get to work in Downtown West and to soccer games without driving
Bike/Ped	While MoDOT likely cannot control this, I think designating Grand between Chouteau and Lindell for ONLY BUSSES and Bikes/Pedestrians, while shunting auto traffics to Compton and Vandeventer would vastly improve transit quality in this area. Part of the problem with Grand/I-64 and that whole area is how many cars and also pedestrians use the area, given that it's in the middle of SLU. Make that a busses and bikes only corridor… making Grand a bus rapid transit route for the city that ties into the Grand Metro Link stop.
Bike/Ped	Make it more bikeable

Bike/Ped	Add off-highway bike and walking lanes. Add benches and trees.
Bike/Ped	Less priority given to moving vehicle traffic fast. Prioritize people outside of vehicles. There is lots of foot and bike traffic moving N/S and little thought is given to infrastructure for them.
Bike/Ped	I walk a lot, but would never imagine walking or driving down the corridor without wholesale changes.
Bike/Ped	Re-establishment of the city grid street system complimented with low-stress pedestrian and bicycle accommodations.
Bike/Ped	Traffic lights seem very inefficient, especially since I'm a Civil Engineer and know how they should be working. Road conditions are awful when driving, even worse when riding a bike. Bike lanes are needed in most places. Connection from the Hill to Forest Park is also pretty bad. No bike lanes and poor pavement condition. Please get rid of the brick sections near stop signs on roads in Shaw and on Tower Grove Ave. Very bad on bike.
Bike/Ped	Less highway space and more pedestrian/bike space. Simple on/off ramps that don't take up too much unnecessary ramp space. Better landscaping off of sides of the highway, please.
Bike/Ped	More pedestrian and bike-friendly crossings of 64. Completing the Brickline Greenway.
Bike/Ped	Better integrating a pedestrian/auto balance would be nice. Safety of walking would be great in the area but speed can be an issue.
Bike/Ped	More pedestrian-friendly access from downtown to neighborhoods
Bike/Ped	Get rid of the bike lanes.
Bike/Ped	Definitive and safe bike paths
Bike/Ped	Difficult off ramp onto south Jefferson (other 9). Pedestrian corridor along Sarah or Boyle especially over/under the highway would be amazing in connecting the grove to the Cortex metro stop/CWE. A bike or pedestrian path between Harris Stowe and downtown w/o having to go on Market (scary for biking) or up to Locust. Sidewalk beautification/expansion (maybe add trees!) between Grand metro stop and SLU campus - this could also connect north to Grand Center. The walk really isn't that far & could be encouraged
Bike/Ped	The area is one of the most comprehensive areas when it comes to business, residential, and destinations. Unfortunately the freeway cuts right through two vibrant areas and creates a barrier. Additionally, the area should be one of the best places to get around without needing a car, but the infrastructure for pedestrians or those with mobility challenges is awful and inappropriate, and there is no appropriate biking infrastructure.

Bike/Ped	Improved pedestrian/ cycling connections between neighborhoods north and south of the highway. It would be great if on/ off ramps could be from the right lanes. My only major concerns for the design/ function of the existing highway is from between Grand and Compton. That area needs a complete redesign mainly the eastbound Grand/ Compton exits and the Grand/ Forest Park intersection. To help move traffic through this corridor and along 64 from I-170 to Compton as a whole in addition to reworking this section of highway dig a cut and cover tunnel at least 1 lane in each direction under Forest Park between Grand and Kingshighway. This would make Forest Park parkway far more useful and could help take some traffic off of 64. Additionally extending MetroLink's reach and improving speeds could make it a more appealing alternative for commuters. For instance extend the Red Line west to Earth City and design the system for speeds closer to 80 mph with trains that can run that fast where possible. The best way to fix traffic is to get rid of it.
Bike/Ped	Better options to make safe pathways for residents to become less reliant on personal cars.
Bike/Ped	Better infrastructure for non car users. Manchester is a street with local business that shouldn't be a pass through for cars traveling extremely quickly
Bike/Ped	Less bike lanes. They hardly get used. Also there is no direct way to get to I-64 from 44 or 55. If you want to go from 64 to 55 you need to get off at Jefferson go to 44 and then 55.
Bike/Ped	More pedestrian trails
Bike/Ped	Designated walking and bike paths that connect all of the neighborhoods in the corridor. It would be amazing to travel via bike or scooter between CWE, midtown, and the Grove. It would also make tourism more enticing.
Bike/Ped	We need better biking and walking infrastructure! The creation of the 64 corridor is a scar on our city that need to be healed to knit neighborhoods back together. Biking infrastructure that is protected is essential to reducing auto traffic, and more frequent and more accessible and attractive highway bridges are necessary to help heal the city. Since the highway is already buried, consider wider bridges that cross to try to eliminate it as much as possible from the city.
Bike/Ped	I need wheelchair accessible transportation. I would use the Interstate more if I could easily get on-demand van transportation.
Bike/Ped	Turning Compton bridge into bike/bus only
Bike/Ped	I live in the Grove and commute to work downtown by bike whenever possible in warm months (via Manchester/Chouteau to Tucker). The bike lanes are in terrible condition. The surface is rough in many stretches (except where Chouteau was recently resurfaced), potholes abound, and there is glass and debris everywhere. The traffic doesn't bother me, but the road conditions are treacherous. Same goes for Manchester west of Kingshighway (though not your focus here).

Bike/Ped	More bike lanes
Bike/Ped	More bike lanes
Bike/Ped	Pedestrian navigation signs; pedestrian access over the highway; safer and more bike lanes; traffic calming; development of and access to the brickline; pedestrian spaces (pocket parks and places to sit, rest, gather; frequent safe storage bike options
Bike/Ped	Bike/pedestrian paths. Especially crossing Kingshighway.
Bike/Ped	Safer pedestrian crossing at 64, Kingshighway and Oakland Avenue
Bike/Ped	Make the area easy to use for people using wheelchairs, and the pedestrian experience will improve for everyone else. Cortex is particularly unfriendly to pedestrians with wide lanes, narrow sidewalks, and roads that prioritize cars.
Bridges	The biggest issues are that there are only two bridges over the vast railroad tracks. Grand and Compton. Compton needs a huge amount of work and the left turn options heading west from Grand are not safe or efficient.
Bus	More bus stops More bus routes not just main streets More frequent buses
Cars	my travel is rather random, so the car is just easier.
Cars	For the past 60-70 years transportation planning has focused almost exclusively on cars to the exclusion of and detriment to anyone not in a personal vehicle. Making it easier for people to get around without getting in their cars is a win-win both because it gives more options and makes life easier for those who don't want to drive and taking cars off the streets will result in a better experience for people who still choose to stay in their cars.
Cars	Fewer cars on the road
Cars	I mainly drove through to visit the downtown area. Side streets/walking/biking arent necessarily modes of transportation
Cars	I would love to live in this city and not need to use a car. More bike lanes, metrolink running north and south. Would ditch my car in a heartbeat!
Cars	Fewer cars and trucks
Cars	Raise the speed limit. Cars drive too slow
Cars	A new car
Cars	Safer drivers
Cars	A car
Cars	The highway works great for cars. Creates a dead zone for walking and biking that feels scary to walk across late at night (north south). I live nearby and the noise is incredible. Hard to sleep. When I drive on it it is fine except for people speeding.
Commute	8: Why would I want to walk or bike to work/theater and be sweaty on arrival. Commute time is super important for me, as time in my car is time not with my family. 9:Commute time is by far the most important for me. I want to get there fast and quickly. Bikes have no business on grand, at all. Pedestrians don't follow signage already, adding more will just make my commute time longer.

Confusion	tower grove round about confuses tourists to the area, perhaps put a light at that exit. The forest park / 64 at comptom & Market is a like a spider web and can also confusing for tourists
Connection	Do a better job connecting the north and south sides over top of 64.
Connection	Better connectivity north and south of I-64. And this project should not focus on making it easier for vehicles to simply access the highway better to commute west or east, traffic is STL is nothing like what other cities deal with but our perception is often that traffic is bad when it really isn't the case.
Connection	The road connections need to be improved, but DO NOT take away lanes for unnecessary bike lanes. Grand Blvd, for instance, should not be reduced to one lane of vehicle traffic because bike lovers need their own lane. That is one of the biggest problems in roadway work these days, which is adding congestion and air pollution as motorists and public transit are stuck sitting in traffic, while the dedicated bike lane (a former vehicle lane) sits unused. Sorry bicycle cartel, we are not giving up our automobiles. More north/south connections are definitely needed; it would be great to rebuild the former Spring Ave overpass that was allowed to deteriorate and be removed. Highway exits at Boyle (eastbound), Vandeventer (eastbound), Grand, Market Street (eastbound), and Forest Park Ave (westbound) are deficient and need to be upgraded, to the extent possible. Vandeventer's eastbound exit is too close to the intersection with Chouteau. A better location would be closer to Sarpy or Clayton Avenues, perhaps as a looping exit over the underused property east of Vandeventer. A westbound Vandeventer onramp might need to be placed adjacent to the Ikea building in order to provide for the onramp lane to enter on the rightmost highway lane. Perhaps with the Vandeventer exits reconfigured, a better Boyle eastbound onramp could be constructed. The "spaghetti" junction of I-64/Forest Park/Compton/Market needs to be better defined. The Market Street eastbound exit should be eliminated and replaced by a flyover ramp to Market that could "land" where the 3100 Market Street exit currently intersects at Garrison Avenue. With that exit being removed with the improvements to the Jefferson Avenue, the new Market Street flyover exit would still preserve access to the western Market corridor, the universities, and such. With the removal of the current Market Street eastbound, this could enable improvements to the substandard Grand eastbound exit. Perhaps a wider circular loop could be constructed to allow for vehicles to decelerate more safely while progressing around the loop to Grand. The Grand overpass over Forest Park Ave should be rebuilt, widened, and beautified, NOT REMOVED, like the intersection of Forest Park and Kingshighway. A traffic signal at Grand would only promote congestion and accidents, since the westbound traffic is just exiting the main I-64. I know that highway construction is expensive and a lot of what I suggest is

	expensive. But, if the money can be found and the plans justified, one won't be asking a survey like this for another 50 years.
Connection	Better North and South connections, pedestrian corridors, better public transit options.
Connection	easier to connect market street to forest park blvd
Connection	Better bus and metrolink connecitons. Some duplication would be good
Connection	There are too many long, winding connections to city streets. They take up space that could be used for development.
Connection	Connect I 64 to I 55 to allow access to and from south city and south county.
Connection	Connect 55 northbound to 64-40 westbound.
Connection	The north and south sides of neighborhoods need to be better connected. And without it sucking crossing using said connections.
Connection	The inclusion of aesthetically pleasing protected bike lanes and sidewalks along this corridor that make it inviting to use. Create these connections between the existing destination hubs highlighted in question 2.
Connection	Simplify connections, free up space, make it walk/bikeable
Connection	Connecting the new developments will attract new people to a thriving area. Somehow connect the North/South Corridor by isolating Highway 64.

Connection	more north and south connections that are safe for walking and biking like the bridge between CWE and forest park south east, and hopefully the planned new compton bridge. 64 is the number one barrier to bike/ped connectivity, which keeps a lot of people in cars who otherwise would not need to be.
Connection	Connect market and grand. Eliminate interchange mess at grand 40 market and forest park. Make more pedestrian and bike friendly. Connect north and south sides of corridor
Connection	Making the few north-south connections over I-64 and the railyards more friendly to bicycles and pedestrians.
Connection	more north south throughways - connect/reconnect Spring, etc
Connection	Better pedestrian connectivity, and a smaller highway footprint would be ideal. The FPP/Grand/I-64/Market interchange is especially hostile to pedestrians. Re-establishing a better "grid" in the area would be preferred, including but not limited to at-grade intersections (FPP/Grand) and protected pedestrian corridors. This interchange is overly complex.
Connection	For me, the biggest issue is that I-64 acts a barrier (both physically and mentally) between the north and south sections of the corridor. I'd like to see better and safer pedestrian infrastructure connecting north and south across the highway.
Connection	The Bernard/Grand/Forest Park/Compton/Market complex (https://nextstl.com/wp-content/uploads/6098048804_3b2d9f670a_o.jpg) needs to be completely reimagined - especially Grand over Forest Park. I am not sure what the solution is, but the current design doesn't work for cars or pedestrians. For example, why should Market/Compton to Forest Park be on on-ramp? It's a city street - and should be built as a city street. In a reimagining, pedestrians need preferential treatment - with SLU, Foundry, Armory, Metrolink, Brickline Greenway all expanding. North South connections should multiply - especially a Spring Avenue viaduct for cars and peds. At grade connections at Theresa and Ewing over the tracks should be considered. I have zero issues with any other section in this survey. Project Connect around the MLS stadium is very promising. Go to https://www.historicaerials.com/viewer to look at the complex in 1958 with many north south connections and Market connecting directly to Forest Park. Thank you!
Connection	Completely fixing the Forest Park Parkway/Grand interchange and better connections to Market Street. Also better connections to the metrolink station, paved streets/sidewalks, and an overall more “modernized” feeling of the area
Connection	The Corridor should primarily serve people who live and work here, not people who are just passing through. Residents are the ones who make the community and form the city's tax base. The current configuration prioritizes

	moving people through the neighborhood by removing them from the neighborhood and creates barriers for anyone not in a car.
Connection	North-South expansion of MetroLink, protected bike lanes or side paths, more frequent Red line trains
Connection	Better north-south connections for both bikes/peds and cars
Connection	The highway represents a massive chasm that divides FPSE from surrounding neighborhoods. I would love for the connections that exist revolve less around the highway and more around healing the rifts that were created. Adding in more protection for pedestrians and bicyclists and decreasing the priority on cars which have caused large amounts of damage to our community. I do not think that the Boyle crossing could get any more hostile to walkers than it already is but there are massive opportunities for improvement.
Connection	More defined and consistent north-south connections. While I'm sure the roundabout helps move traffic, it's confusing coming so soon after exiting.
Development	More appealing look, less space taken up by the highway (footprint) more walkability across the highway and more opportunities for development near the highway.
Development	More development. Too much of the area feels like you are nowhere and things are too far apart. Please put quiet road surfaces here and anywhere near people.
Environment	Please consider sustainable land use in green spaces and corridors. Native plants and trees are vital to wildlife and humans as our global climate changes.
Environment	One thing not mentioned but is part of the infastructure of the are is native plantings and trees a part of not only beautification, but also natural diversity to the area. Lawns are time, money and personnel "sucks" and native plantings and trees could save money for maintenance in the long term and and nice, beautiful, less stressful drive for us commuters. Please consider this in your plans.
Environment	Better bike lanes, including wider shoulders. Clearer signage, more effective traffic routing onto/off of highway. I want to see more native plant landscaping, trees, and green infrastructure incorporated into the corridor. I want pervious surfaces and for MODOT to work with contractors that are local and provide native plant landscaping services and maintenance.
Environment	Green space with bike and pediatrician route along I64 connecting forest park and downtown
Environment	The area is incredible hot and needs a tree canopy to improve shading, provide traffic calming, and include air quality

Environment	8 other: Air pollution (diesel exhaust) from highway. 9 other: Traffic congestion during rush hour. Other ideas for improvement: 1. Improve access to Metrolink stations. For example, to access Cortex Metrolink from Clayton, you have to walk all the way to Boyle and then another quarter mile to the platform. 2. Shorten or improve pedestrian + bike access to Grand and Jefferson bridges over highway.
Environment	Reducing noise and improving public transport
Environment	More green spaces to walk through/in that feel safe and are easy to navigate.
Environment	Grand/Forest Park is a mess. Almost always trash/people's belongings on Grand bridge. Grand is very loud - too much traffic. Some simple covering on the Grand fencing on the bridge would make the space much more inviting. Overall, green space or pedestrian space is better than asphalt - parking, traffic lanes, etc.
Environment	8.Trees trees and trees along the highway and roads: Shade for pedestrians in brutal summers, noise and storm water mitigation, speed reference for drivers, wildlife and environment support. 9. Current highway design enables and encourages aggressive driving behavior and speeding. Need to stop designing for rush hour.
Exist	Please consolidate the monstrosity that is forest park Ave. Convert to boulevard, as has been studied for almost a decade. We do not need a forest park exit when there is both a Jefferson and Grand on ramp.
Exits	Exits being more spaced out, especially the stretch from 64 East from Kingshighway to Vandeventer Ave
Exits	Better roadway quality and farther distance between exits for less stressful merging.
Exits	Less exit with longer merges
Exits	Exits are not intuitive for people not originally from or relocated to for an extended period. This creates chaos and confusion as to expected behaviors and adds to traffic problems within the central corridor. Particularly the Kingshighway exits are notoriously confusing, which is extra concerning being so connected with the hospital.
Exits	I would like to see fewer entrance/exits on 64. It needs to be streamlined. The worst part of this area is the rail yard south of 64. It cleaves the neighborhoods in two more than the highway, making all so difficult to go from north to south once you go east of Vandeventer.
Exits	44 is worse off than 64. Folks trying to get to Illinois going east vs those trying to get downtown. Constant merging opposite directions. Heading west, it is at the split 44/55 and after the split on 44 folks getting on at fast lane and exiting next exit on right crossing traffic with slow truckers and cars with anxious drivers.

Exits	The West Bound congestion of traffic from Kingshighway Boulevard to Clayton Ave in the evenings is a constant problem. The exits are too closely spaced. Traffic is constantly slowing down to allow people off while also having people merge. Flyover on ramps with the next exit's off ramps going beneath would help sort the traffic and allow for smooth transitions in this zone.
Exits	Make it so people can get from forest park parkway to the next exit without getting in the highway, crossing all lanes of traffic and a slow rate of speed and exiting again. It's not safe yet they do it all the time.
Exits	Longer distances between exits/entrances because there is not enough time to get over when traffic is merging. Being dumped into the fast lane from Vandeventer is DANGEROUS AS FUCK.
Exits	I think the exit onto highway towards ikea has a short time to get onto actual highway before other exiy infront of you. etc.
Exits	Alternating Left and right exits between Kingshighway/Vandeventer when heading east. Kingshighway would be a right hand exit but Tower Grove/Boyle would be a left lane exit eastbound while Vandeventer would remain a right hand exit heading East. This would alleviate the short merge between the Kingshighway to eastbound 64 entrance ramp and the Tower Grove/Boyle exit only and Vandeventer Exit only lanes. Signage at Hampton overpass and Kingshighway overpass will need to be added that Tower Grove/Boyle is a left lane exit and the lane ends. A better entrance/exit and interchange is necessary at Grand and I-64. Splitting the Grand exit into two when heading East bound may be the right choice if a left lane exit were added to Southbound Grand from I-64 E and the current right hand exit was converted to a northbound only exit. Addition of a stoplight to allow Northbound Grand traffic the ability to safely turn onto I-64 Westbound at Grand is needed.
Greenways	Put I-64 underground and build a greenway on top of it.
Greenways	More Greenways away from traffic - I dont trust drivers
Greenways	Better greenways/bike lane safety
Greenways	Greenways that make it possible to get through this corridor in a cogent way without biking or by walking.
Greenways	Dedicated protected greenways
Greenways	A greenway that goes all the way through the area.
Highway	Removing the interstate would improve the neighborhood connections to the north and south, especially the revitalizing area around SLU. The highway due to significant air and noise pollution generated by the motor vehicles negatively impacts the lives, health and quality of life, of people in the area and makes it difficult to travel between these neighborhoods. Investing in high quality walking, cycling and transit in this corridor would improve the area. I-64 places an enormous burden on the area and created an undesirable place live, work, play or travel. Recent development is moving forward

	despite the negative externalities of an interstate highway running through a city neighborhood.
Highway	Better organized highway entrances / exits.
Highway	It's a city, not a though-way.
Highway	Future transportation should emphasize growth of the neighborbood. Large limited access highways have a history of destroying neighborhoods. The purpose of limited access highways were always designed as a bypass, encouraging drivers to pass through cities quickly, which has contributed to the economic decline of urban areas. Yet, reduction and/or elimination of limited access highways in central urban areas have led to economic revitalization and better quality neighborhoods. Urban planners need to look at the clear evidence of revitalization when the Embarcadero freeway was removed in San Francisco following the 1989 earthquake. Urban planners should consider replacing or reducing limited access highways in the urban center and prioritizing multi-modal transportation options, including high quality dedicated bike/pedestrian pathways, tram or BRT options, parkway streets.
Highway	More of those informational digital highway signs
Highway	I think highways in St. Louis should be reduced significantly and the neighborhoods that were once there revitalized.
Highway	How many millions were spent during the 2 year closure of 64 to rebuild it and the overpasses just a few years ago? Somebody needs to be fired if you think it is time to redo the highway again
Highway	The highway stripping is difficult to see at night and in rainy conditions. The various cities and townships patrolling the interstate and the varying changes in speed limits are troublesome.
Highway	Easier merging onto the highway.
Highway	Move the highway underground like Boston has done with thier Big Dig project and make the neighborhoods in the area more inviting.
Highway	bury the highway so the city can be connected at the street level
Highway	More highway lanes
Highway	Straighten out the highway and add a lane. It always seems to bottleneck coming east out of the city on highway 40 at forest park.
Highway	Tear down I-64 from kings highway to Illinois.
Highway	Sink highway below ground

Highway	The Eastbound exit to Grand needs to be completely reconfigured. The 180 degree turn causes people to have to really slow down on the highway to make the exit. This is in addition to the (maybe psychological) slowdown that takes place when the highway goes downhill to travel under the Westbound lanes.
Highway	The highway is such a physical and psychological barrier between two heavily pedestrianized areas and a huge employment center. So many people commute to the hospital/med school that there should be a better way to get those commuters to/from the parking areas without dumping all the traffic into neighborhoods, schools, or compromising the safety of pedestrians/bikers. To improve this area I think there should be some noise mitigation of the freeway, capping or decking portions of the freeway nearest schools and residential to decrease noise and provide safer access north/south, improving traffic flow with diversions away from residential and schools, traffic calming measures like raised crossings/intersections, removing physical barriers for pedestrians, the disabled, and bikers, and showing priority for pedestrians/bikers/disabled by constructing appropriate crossings, continuous bike and pedestrian access, and streetscape for trees.
Highway	We need to design our cities for people, not for cars. Yes, we need roads and need to have vehicular access, but the current situation prioritizes car travel at the expense of pedestrian and bicycle safety. Until the infrastructure is designed in a manner that my children can safely ride their bikes to school or people with mobility scooters don't have to move into the street because the sidewalks are in such disrepair, or people ages 8 to 80 feel safe biking, then we have failed our society. This freeway separates two of the most walkable neighborhoods in the region, surrounding one of the largest employment centers in the region, yet the only priority seems to be people in cars. I would like to see steps towards minimizing the physical north/south barrier to link the two communities. I would like to see better management and flow of necessary cars in and out of the employment centers with calming and diverting around neighborhoods. I would like to see something for noise mitigation around our children's elementary school (adjacent to the freeway). I would like to see prioritization to move people and bikes, not ONLY cars.
Highway	Fewer highway lanes, highway on/exit ramps, wider sidewalks, a more logical street grid that's not chopped up by highways, more bus routes, more street trees, fewer curb cuts, thinner roads so cars don't drive so fast, more roundabouts.
Highway	Possible express lane stretching east - west along I-64.
Highway	Improve access across the highway for all modes. Improve safety when crossing highway. Reduce highway footprint.
Highway	More North to South roads where citizens can get around fast like a highway for East and West traveling.

Highway	I would love to see this stretch of I-64 go underground - similar to I-55 under the renovated Arch Grounds, to connect the south part of the highway to the northern side. Going underground also alleviates a number of the pedestrial & biking issues and further creates the opportunity for the MetroLink line to run *above* ground or *below* ground with the highway.
Highway	This project should look at how to reconnect the street grid crossing highway 40, as there are many places in the corridor where it's difficult to cross the highway by bicycle or car. Reducing the footprint of the highway should also be a focus, as well as connecting Market and Forest Park Ave without the weaving interchange that exists now. Improved protected bike lanes or cycle tracks would be a big benefit too. The bike lanes on Grand are not useful given their lack of separation from speeding cars.
Highway	This project should look at how to reconnect the street grid crossing highway 40, as there are many places in the corridor where it's difficult to cross the highway by bicycle or car. Reducing the footprint of the highway should also be a focus, as well as connecting Market and Forest Park Ave without the weaving interchange that exists now. Improved protected bike lanes or cycle tracks would be a big benefit too. The bike lanes on Grand are not useful given their lack of separation from speeding cars.
Highway	The highway should go underground and be capped. It makes travelling between neighborhoods by walking/biking dangerous and uncomfortable. We need to stop putting so much focus on our highways and instead begin focusing on pedestrian, bikers, and public transit users.
Highway	The highway needs to be removed completely--particularly along Forest Park and throughout downtown. This highway never should have demolished neighborhoods to be built, and it has had a net negative impact on livability in the city and for surrounding communities. Other cities are finally considering highway removal as an option, so why should St. Louis wait 30 years before we consider removing it? Start the removal process for the entire I-64 regionally with the this portion of the corridor now.
Highway	I wanted to add that the elevated highway areas anywhere act as a border and possess numerous negative externalities such as noise, debris, and unsafe walking conditions. For example, SLU students walking under 64/40 have to walk across a highway on-ramp...all while below a noisy and unsafe interstate. Consider the precedent we are setting for pedestrians.
Highway	The hwy really isn't that bad except for the merge from I-170 which is horrible and the high number of exits between the zoo and Grand.
Highway	tear down 64, put the grid back
Highway	Shrinking highways in the city. Big wide highway lanes contributes to excessive speeding and dangerous driving behavior. Highways also detrimental to health for those living near by
Highway	Road diets are a must and highway expansions will only make everything worse

Highway	The best thing that could happen is to cover the highway entirely through downtown or cut over at roughly Hampton and hook up with I-44and remove all of I-64 from there to the poplar street bridge.
Highway	less highway infrustructure along with dense bike paths and pedestrian oreiented infustructure.
Highway	Remove the Highway or else make the grand entrance westbound a guarded left turn.
Highway	Cap or remove the highway, stop polluting our neighborhoods and endangering anyone outside a car. Ideally, road diet on all the collector roads that feed into the highway by adding protected space for active modes and installing metrolink or center running BRT on Jefferson and Grand to start, collaborate closely with business development and land use authorities to reintroduce absent services in communities that have lost them thanks to 64/40, retrofit all roads and transit facility to exceed PROWAG standards.
Highway	Tear down the highway and replace it with a park, dedicated busway, and bikeway
Highway	The merge zone/weaving areas need to be extended significantly to allow room for semi truck/trailers to accelerate up to highway speed
Highway	Removing unnecessary roads/exits
Highway	The highways are fine.... Please stop ripping them up for future designs that do not make traffic any easier!!!!!
Highway	Better street connectivity from Forest Park Southeast to Cortex area. While, I'd love to see a highway removal I think a highway diet plus pedestrian parks over the highway and reducing onramps and exits would improve connectivity between two great parts of the city.
Highway	Tunnel I-64 to reclaim land. A MetroLink Station at Vandeventer. An exit ramp to Vandeventer off of I-64 West Bound.
Highway	Cover the highway to better connect the Grove and cwe sell the rights above the cover.
Highway	Bury the highway and give the people access to the park again.
Highway	Straighten and level entire Hwy in St Louis city mo
Highway	Remove the highway and replace it with a multi-modal boulevard that prioritizes transit, biking, and walking.
Highway	Integrate the highway with trams, car pool lanes, bus only lanes, truck only lanes. Actually have police enforcement. Never seen any in 30 years driving this highway. Get control of the infrastructure. Put a lid over this highway for long stretches to heal the street grid of this part of the city. You gain more real estate that we can develop, enhance the city, and grow our wealth.
Highway	I feel the highway on it's own is fine. It does the job getting people through this area. All of the entrances/exits to and from the highway could probably be cut down though. The 64/Grand/Market/FPP interchange should go away or at least modified to be simpler. All of those exits and entrances right there is a mess in my opinion.

Highway	All highways not doing construction at once
Highway	The highway in this area is too curved. Vehicles require a natural slow down in order to navigate safely. Forest Park Pkwy is all potholes throughout the same corridor as well. If you can't drive safely, why would you encourage walking or biking here?
Highway	I-64 in this area isn't needed. Our highway system is massively overbuilt. Through traffic can use 270. Remove the highway altogether
Highway	I think limiting the highway any further than it already is through this area would cause a ton of congestion especially since it is a direct route to Illinois and a route for basically all downtown events. I think working around the highway is the best option.
Highway	Remove the highway, increase north south public transit.
Homes	More residences
Lanes	More lanes, wider sidewalks, more green space
Lanes	Better lanes
Lanes	More lanes, too much brake tapping for no reason, bottlenecking of traffic
Lanes	More lanes
Lanes	More predictable/efficient lanes and ramps ; less cross crossing.
Lanes	Traveling 40 West is madness around Hampton. Not a good idea to have the lane end into an exit lane. It's too short, people don't zipper unfortunately. There aren't enough lanes in general. Especially for a highway that is key to getting to Clayton. South city (Bevo) doesn't even have access. More lanes, please. If there's a way to add access from South City, that would be great. Seems discriminatory to not let certain people have access. Signage is confusing when it gets to clayon/hanley areas. Lanes randomly change. Need more signage.
Lanes	More travel lanes
Lanes	More driving lanes, not fewer.
Lanes	I'd like to see the highway reduced to 2 lanes in each direction and bringing it to the same grade as streets crossing it. I don't see any need for bridges over it as they are too expensive to maintain/replace. Stop lights or roundabouts are perfectly fine.
Lanes	More lanes during rush hour. Hy 64 to Hy 270 difficult to get to through lane.
Lanes	Eliminate slip lanes
Lanes	Exit only lanes cause unnecessary last second lane changes
Lanes	Regardless of what you do in this study area, 64 will always back up through it westbound because of the almost nonexistent acceleration lanes coming onto the highway from Kingshighway. There is so much traffic merging on from the hospitals, and then they cut across lanes of traffic going much slower than everyone else, which just slows down everyone and leads to the standstill.
Lanes	Expand the exit only lane from Hampton all the way through Hanley

Lanes	Isolating exit lanes to prevent people cutting in last minute, further impending traffic
Lanes	Better use of "walk" as default for crosswalk signals, flowed by a "count down". No default to "do not walk". Double left turn lanes that cannot be switched to flashing yellow arrow during low traffic hours. Double right turn lanes with the right hand lane merging and the left hand lane stopped with a red traffic signal - encourages the left hand lane to "cheat" by bypassing a back up in the left lane and adding congestion at the merge.
Lanes	More lanes, more alternative express routes, express toBig Bend and Brentwood (major congestion).
Lanes	Add lanes from Kingshighway to 270
Lanes	Fixing lanes that cross over 64 on Jefferson close to walnut
Lanes	Widening highway at Big Bend so it doesn't go down to three lanes from four. It causes so many traffics jams for no reason other than bottlenecking. We could have an easy commute if it weren't for that
Lanes	Roads right off highway in bad condition, nothing people want to go to is right off the highway because exits and on ramps have no space for building
Lanes	Widening the lanes to allow for more traffic
Lanes	More space to get on/off the highway
Lanes	needs one additional lane in both directions. the on off ramps are too close together makes it dangerous when other traffic is merging, on ramp should never merge into the fast lane
Lanes	Widen the lanes a bit. Not enough shoulder space and water tends to sit on the highway during torrential rain
Lanes	Wider lanes, longer lanes to merge, longer exit lanes/multiple exit lanes for same exit. Traffic can be horrible and back up onto the highway with people trying to exit.
Lanes	More lanes
Lanes	maintain the 4-lane highway instead of merging to 3 after kingshighway, same goes to the section between kingshighway and 170
Lanes	More through lanes. Longer entrance ramps. Less idiot drivers
Lanes	Should be though traffic lanes for 64 east and west bound to help keep through traffic moving. And 64 east and west bound lanes with only exits on and off 64 yet, can allow through traffic. This is something that is used in cities like Columbus, OH, Atlanta, and other cities around the country.
Lanes	fast lane for Illinois driver lane marked on road
Lanes	Need more lanes, like 5 or 6

Lanes	Add HOV lanes and through traffic lanes to left lanes. Roundabout streets and wider local roads parallel to I-64 for better local driving experience for locals so I-64 can be avoided altogether. Manage on-ramps with light controls to improve rush hour traffic. Continue to offer public transportation and discount options to encourage public transportation use during downtown events. Improve traffic flow northbound on Kingshighway, Grand, Jefferson. Develop Market Street and Olive / Lyndell for better local driving experience, maybe less traffic lights, more roundabouts.
Lanes	More lanes and fewer entrances/exits with outer road system like between Brentwood and Hanley on I-64/40 in order to increase capacity at peak times. Light rail lines that are faster and go more places.
Lanes	Wider lanes. Safer neighborhoods.
Lanes	Removing lanes from the highway, removing exits/onramps
Lanes	Straighter route and better bridge joints on the Vandeventer Overpass
Lanes	addition of Express Lanes or HOV Lanes.
Lanes	Wide lanes
Maintenance	Keep the highway well maintained, make other modes of transit more visable and accessible. I know there are paths along Oakland but I can't picture anything east of Kingshighway for someone wanting to not be on the highway and traveling by foot, bike, scooter, etc. And traveling through Forest Park to catch the Metrolink east is not ideal but presents the best route for public transportation into downtown from north Hampton.
Maintenance	Really, clean up the area.
Maintenance	Keep the roads in good repair.
Maintenance	There is no easy exit between Jefferson and 14th Street (which is nearly impossible now with the Soccer Stadium), so It would be nice if there was some easier way to navigate around the area without a stop light at every corner (more one way streets, for example). Also, MANY people do not stop at stop signs any more, and I'm not just talking about rolling stops.... I'm referring to out right flying right through the intersection. Please consider implementing speed bumps near four way stop intersections. Also, lighting can be improved in many areas to make it safer. Lastly, the potholes and general disrepair of many streets is embarrassing.
Maintenance	Better roads without pot holes. Bike lanes adjacent to green public spaces—what happened to that bike path proposed to connect Forest Park to the riverfront? The 64/Jefferson corner will be much improved once construction is finished.
Maintenance	When traveling eastbound just before the Market street exit (where the westbound roadway covers the eastbound lanes) there is a broken pipe or lack of drainage for the upper roadway. It allows a torrent of water to be cast upon passing motorists in the middle eastbound lane. This causes traffic problems as drivers swerve or slam on their breaks to avoid the deluge.

Maintenance	Fixing all of the miscellaneous pot holes and crevices in the streets.
Maintenance	motion sensor traffic signals to help the flow of traffic as well as reflectors and better signage/indicators to see the roads/lanes (ESPECIALLY DURING WEATHER)
Maintenance	Improve forest park pkwy so its an acceptable alt route when I-64 is congested. Signal timing and bad pavement prevent it from being a good choice
Maintenance	If you wanted to take an alternate route (avoiding highway 64), side roads are confusing, not well marked and in a huge state of disrepair. Fixing these things may lessen the volume on 64.
Maintenance	I feel strongly that there is NO NEED to spend my tax dollars and have MODOT not do their regular jobs of taking care of city street and highway repairs. Just a few years ago Highway 64/40 was torn up for remodeling (still not completed!). I feel strongly about people who think that spending our money on futuristic ideas about the transportation modes will help our city. Keeping the roads in good shape is most important and travelers going through our state will appreciate the pleasure of not having to drive through detours that last for years. I have been a city of St. Louis resident (a driving resident that uses 64/40 for over 50 years and find it a concern to detour a lot. PLEASE JUST KEEP THE ROADS WELL PAVED AND CLEARED OF POTHOLES.
Maintenance	Littered gutters obstructing bicycle traffic.
Maintenance	Better road maintenance; protected bike lanes; enforcement of laws ~ it's the Wild West out there.
Maintenance	Clean the highways more regularly
Maintenance	Smoother roads; Safe roads and sidewalks/curb cuts for drivers, pedestrians, and people with mobility challenges.
Maintenance	Road repair and traffic safety (people running stop signs and red lights) are major obstacles to biking and walking. Curb cuts are important for people with disabilities and are also important for navigating with strollers, roller bags, bikes, etc.
Maintenance	Smoother road. No pot holes.
Maintenance	Fresh paint on all roads. Road diets for the streets that do cross over the highway.
Maintenance	Better roadways- specifically potholes and road stripes.
Maintenance	Need to fix the road conditions. Always having to dodge potholes
Maintenance	Untangling the messy and confusing oversupply of ramps to the highway 40. Connect forest park parkway directly to market street to restore a part of the street grid and provide an alternative east/west route. Bring forest park parkway up to grade at Grand. Prioritize pedestrians at Grand and Forest Park Parkway. It feels incredibly unsafe to walk through the intersection trying to get to class.
Maintenance	Bring grand and forest park parkway to grade.

Maintenance	Road repair, simpler ramp arrangement
Maintenance	fixing the potholes and debris on forest park Ave. Simplify the side streets and feeding them into retail/shop locations.
Maintenance	Well maintained roads. Safe bike paths and walking area that cars won't get into and run people over. Educating others on how sharing the roads work…other cities know how to share the roads, but not in STL. Somehow bike lanes become passing lanes or people park in them. Also the bike lanes are not maintained for safe travel. Example, a newly paved road is quickly dug up for issues under the streets and the street repairs after are always bad making biking unsafe in the bike lane.
Maintenance	Better repaired roads, better signage
Maintenance	Forest Park parkway at Grand avenue is a big problem. The overpass is falling apart and the road surface is continually full of holes. This whole thing needs to be fixed and perhaps rethink the tie-in with I64. Navigation across I64 as a pedestrian or cyclist takes balls of steel. I'm not sure how this can be improved but it should be. Perhaps pedestrian and cycle specific path bridges from Chouteau to Forest Park? No doubt too expensive.
Maintenance	Fix the potholes, that's the absolute number one thing that needs addressed. Impossible to drive looking up anywhere in STL due to need to look down for potholes. It's an absolute disgrace having our roads in a constant and worsening state of disrepair
Maintenance	Redoing the roadways. They are terrible. Potholes and unevenness everywhere. They need to not fill the holes but redo the entire road
Maintenance	Connecting 40 to 44 or 55. Repair roadway. R Remove trash regularly. Keep grass cut. Improve entrance ramp from Hanley onto 40 so you have time to move over before reaching the Big Bend exit. Improve entrance from Hampton onto 40 so you have time to move over before reaching Clayton Rd exit.
Maintenance	The roads are in horrible repair - craters No traffic enforcement on Hwy 64 in the City. People speeding and reckless driving, with no consequences.
Maintenance	Please fix the whole 64/Market/Forest Park/Grand/Compton intersection! It's huge and not pedestrian friendly.
Maintenance	keeping the roadway in good shape.
Maintenance	Keep the roads in better shape with regular maintenance
Maintenance	Fewer potholes and better striping of paint.
Maintenance	Road repair (potholes, cleanup of debris), lane lines painted more often to make them more visible.
Maintenance	Better paves roads and no potholes so we do not need to swerve every 20 seconds (especially outside the highway), reflective lines or cat eyes so we can see when it's dark or raining.
Maintenance	Address potholes, widen lanes, make the green spots nicer with wildflowers or trees.

Maintenance	Fix potholes
Maintenance	Maintain roadway, use proper reflective striping, increase merge lane distance, enforce basic traffic laws.
Maintenance	Clean up homelessness camping out around the highway all the time & pan handling.
Maintenance	Potholes need to be fixed ASAP
Maintenance	More four way pedestrian crossings at heavy intersections. Repair sidewalks. Reduce litter. Make some of the on ramps longer for merging, especially at grand.
Other	Returning this entire area to divided boulevards
Other	Na
Other	N/A
Other	.
Other	…
Other	N/A
Other	Na
Other	Space. Lots of space, wide roads with easy to read signs.
Other	n/a
Other	vf
Other	N/A
Other	N/A
Other	None
Other	Those questions are so hard to answer
Other	N/a
Other	Don't do all this construction it makes it harder for people to get around
Other	Reopen street grid everywhere.
Other	Make Grand Forest Park Parkway intersection at grade, like was recently done at Kingshighway
Other	There are some typos and repeats in this survey. #2 is very unclear. Living IN the corridor should also be an option for #3. Having a more detailed map would also be helpful so people can actually see the area you're referencing. Thanks!
Other	No comment
Other	I travel to the grove for gay orgies. Nothing can stop me from getting there ;)
Other	Please do not change the entrance from Vandeventer onto West bound 64. I LOVE being dumped out into the passing lane. It makes getting on the highway 1000 times better than the other entrances.
Other	A better survey. This thing sucks on my phone. Only a government entity could come up with this train wreck.
Other	get rid of the beggars islands at kingshighway/64 replace them with a wall or something

Other	Return to cloverleaf design remove the stop lights at the exits they are a terrible waste of our time versus cloverleaf
Other	Do NOT start any construction on Hwy 40/I 64 until construction on I 55 is complete. It's impossible to get to/from work in a reasonable amount of time. Don't make it worse by closing lanes on another interstate in St Louis.
Other	The Forest Park / Grand intersection is a confusing mess (especially trying to turn left onto Forest Park going north on Grand). Multiple lights very close together.
Other	Not specifically 64, but the most transformative thing would be to make Market & Forest Park Parkway at-grade. This would solve a ton of issues in an area that should be extremely pedestrian/bike-friendly, but is the opposite.
Other	I hope you don't make the Kingshighway to Jefferson section of highway like the Big Bend to Kingshighway section...cause if you do you'll be making a big mess.
Other	This section of highway is a disaster. When it was rebuilt about 12 years ago, everyone said the design was incompetent. MODOT did not listen and insisted that 3 lanes would be good and that the really stupid Big Bend mess would be great. But instead we see what any thinking person could have anticipated; a complete cluster. This should have been designed properly the first time it was reconstructed and we wouldn't be talking about this. It was a mess during reconstruction, then it was worse after that "fix" was implemented, and has been a disaster for over 12 years. Now you are talking about "fixing" it again. I hope you learned from the massive waste of money that happened. Every ramp, every lane change, and every merge between Hanley and Kingshighway is a complete abortion. I'm glad I finally have the chance to tell you how irritating this has been to drive knowing that anyone could have seen (and everyone said) that the initial design would not work.
Other	Other was at the bottom, doesn't apply
Other	Fire those pathetic fucktards that work for Spire. They are on a mission to ruin every street in the city. I don't care how good their CEO is at tongue fucking the yeast out of our mayor's twat. Revoke their permit void their contract
Other	Better response times when there is an issue. We sit and wait for emergency personnel to arrive
Other	N/A
Other	Longer merges, fewer curves
Other	Conversion of all of the FP Ave. and Market intersections to normal, at-grade crossings
Other	This corridor is just fine the way it is. No need to fix what isn't broken.
Other	Honestly it is just so piled up there I'm not sure what you can do without making major changes. Just too much happening there

Other	The corridor works for me as-is. I just travel through the area. My destinations are not in the immediate area.
Other	“Non-binary”? That isn’t a thing. Get fucked, wokesters. MoDOT is a garbage organization that has destroyed St. Louis’ core.
Other	N/A
Other	these questions seem to be a bit bullshit.
Other	The whole interchange at compton and I-64, and combining that with the grand interchange and the intersection of Forest Park and Grand and at Compton, is frankly, a mess. This could be made much simpler, free up a lot of dead space for development, and would help connect the area south of 64 with 64 in a more structured manner.
Other	64 should have been widen during remodel years ago
Other	Alternative methods of turning west.
Overhang	Bigger overhang
Protected Lanes	Express lane Lane barriers to prevent swerving into/out of exit-only lanes
Protected Lanes	More public transportation options to lessen traffic volume. Better traffic light synchronization for both cars and pedestrians. More protected bike lanes and better pedestrian infrastructure on local streets.
Protected Lanes	More protected & safe bike lanes & sidewalks. Policing bad drivers.
Protected Lanes	Safe bicycle lanes; I like the improved pedestrian crosswalks on Manchester/Chouteau
Protected Lanes	Pedestrian paths; carpool lanes
Protected Lanes	Safe protected bike lanes Public service education about bike and scooter traffic Improve /repair roads
Protected Lanes	Protected bike lanes and protected crosswalks. The city was built to accommodate many more people than live here now, yet for some reason we can't sacrifice any road space for bikers or pedestrians? Contributing to this lack of safety is the abysmal, aggressive car culture that continues to allow drivers to behave erratically and dangerously. As a frequent biker and pedestrian, I have to act more defensively here than I have ever had to in other cities I've lived in. I think it's time we started limiting road space and alternative routes through neighborhoods for cars, whether through road diets or otherwise, and ramped up protected, bike-only lanes and roads as well as safer pedestrian crossings. As it stands, crosswalks are largely ignored by drivers (take a lap around Tower Grove Park to witness how bad this has gotten). I believe this all compounds in the i64 corridor because routes converge into fewer arterial roads with on- and off-highway traffic at peak times making it quite scary to bike or walk around.
Protected Lanes	Actual, protected bike paths. Not just a line on the road that supposed to be a bike lane

Protected Lanes	Separate bike lanes
Protected Lanes	Dedicated bike and pedestrian paths providing multiple north/south routes across 64.
Protected Lanes	Bike lanes
Protected Lanes	Protected/separated bike lanes to improve bike transit.
Protected Lanes	Protected bike lanes specifically to other walkable areas like the foundry, CWE, Locust.
Protected Lanes	Provide protected bike lanes
Protected Lanes	Completely separate bike lanes SAFE / AWAY from cars. (Question 9 made no sense -- this is the only place I see to leave that feedback Question 11 -- learned from a trailnet newsletter)
Protected Lanes	Separated bike and pedestrian lanes.
Protected Lanes	More protected bike lanes
Protected Lanes	The most popular bike route in the whole city is from South City (Tower Grove Park and surrounding neighborhoods) to Midtown/BJC/CWE. We need protected bike lanes across I-64!!! There are 6 crossings (either bridges or underpasses) from Kingshighway to Vandeventer and NONE of them are fit for bike travel.
Protected Lanes	1) Additional segregated highway crossings for non-vehicular traffic. 2) Better conditions for sidewalks, lanes and crossings in the stacked section (Vandeventer/Chouteau/Sarah/etc). 3) For highway, a more coherent approach to entrances and exits.
Protected Lanes	Making separate and guarded bike paths. People drive like crazy here. Being on a bike here anywhere near rush hour with all the chutes and ladders road network here is a death sentence.
Protected Lanes	Biking is sketchy. Need protected bike lanes.
Protected Lanes	Without a doubt PROTECTED bike lanes. On a regular basis you see people driving in bike lanes, thinking it's another lane. Seeing protected bike lanes in other cities work well makes me, and my others, wanted them even more, along with saving lives.
Protected Lanes	Not needing to immediately merge onto the highway, more metro link stations, more SEPARATED, PROTECTED bike lanes
Protected Lanes	More protected bike lanes and sidewalks. Measures to slow down drivers. Overall this portion of corridor is better than other parts. Though improvements to safety for pedestrians and bikers for the Vandeventer exit would be very helpful.

Protected Lanes	The intersection of I-64 and Kingshighway is WAY overbuilt but also Kingshighway in general so it's no wonder those buildings sit abandoned because why would anyone want to live next to that and you're basically landlocked. I would love to see Kingshighway narrowed to two lanes like the nice section of south Grand with protected bike and bus lanes. Even as a driver I want this because people don't know how to act when you give them clear zones and lanes. The city streets should be welcoming and safe for bikes and pedestrians
Protected Lanes	Protected bike lanes and more bike friendly designed roads
Protected Lanes	protected bike lanes
Protected Lanes	Protected bike lanes (not just paint) would be a game changer. With kids, it's just too unsafe to bike and walk in this corridor because of illegal and dangerous driving behaviors (lefts on red, speeding, using the existing bike lanes as wrong-size passing lanes). Please just add protected bike lanes without another decade of community input and hand waving about gentrification/equity.
Protected Lanes	Dedicated bike lanes that are free of derbis.
Protected Lanes	Update and revamp both Kingshighway and Jefferson with dedicated bus lanes and bike baths. Then include dedicated bike lanes on Chouteau and reconfigure Market and Forest Park Ave to be more streamline with access to 64 and other connections. Potential for consolidating a lot of the ingress and egress to Grand (to help free up area around Market St.) and adding/ updating connections around Vandeventor to help with traffic flow instead of pushing a lot of these new residents/ workers to just kings highway connections or through Grand connections.
Protected Lanes	Traffic calming or slowing measures, wider sidewalks, protected bike lanes, inviting bus stops with shelters and benches, a frequent bus schedule that is reliable and actually takes people to useful places, more metro link stations and stops, better crosswalks and signage, fixing the potholes on the roads, no longer allowing right on red, more citibike rentals, more closed streets or one ways, more maps for getting around by foot or bike, congestion pricing to encourage other modes of transit
Protected Lanes	More protected bike lanes and pedestrian walkways
Public Transit	Better time management for metro link and buses being late
Public Transit	Desperately need better & more public transportation options. I rarely use Metrolink because it doesn't go many places I want to go. I work in retail in Chesterfield; we have a lot of trouble hiring people because there is no reliable public transportation. Busses are almost nonexistent and disappearing rapidly.

Public Transit	We need commuter rail to serve the suburbs.
Public Transit	If the metrolink stations didn't feel so far from destinations. I feel like you have to walk along large bridges or and big crossing to get to restaurants or shopping from the metrolink in this area
Public Transit	Better access to public transportation as far west as the Missouri River. Connecting bike/pedestrian trails to current trail systems
Public Transit	Dart train or safer more quick transit
Public Transit	Connect metro link with market street
Public Transit	Expand metrolink to west co. Heard about this by Biodiverse city email
Public Transit	Native plants that are representative of the area and provide a feeling of entry on this thoroughfare that leads downtown. Stronger focus on improving public transit (perception of safety, cleanliness, access, etc)
Public Transit	Id love to see a useful n/s metrolink line using the ROW proposed in the 2005 study. This could easily serve so many popular destinations that are growing - the grove, botanical heights, Shaw, tower grove park, morganford… not to mention the adjacent city foundry (a Vandeventer infill stop, at least).
Public Transit	Probably won't happen, but Metrolink to MoBap, Mercy and Barnes West County Hospitals
Public Transit	Connect metro link with market street
Public Transit	more easy access to metrolink on the south part of I-64 like a walkway across the highway for by foot commuters to cross
Public Transit	All traffic problems will be solved by adopting the dutch model of safe alternatives other than cars. City should also make public transportation free and funded by a tax on automobiles.
Public Transit	Provide better connections across I-64 for pedestrians and bicyclists. Remove overpass at Forest Park and Grand. Make it easier to access Metrolink at Grand.
Public Transit	Better bus routes timed with MetroLink and connecting to Cortex station and Grand station especially east-west.
Public Transit	MORE RELIABLE PUBLIC TRANSPORT. GET PEOPLE OUT OF THEIR CARS.
Public Transit	Public transport that was consistent, safe (including the stops) and clean
Public Transit	I wish we had more widespread public transit culture here. I live in Kirkwood and it just doesn't make sense to not drive given that I have to get in my car to get to a bus stop or drive most of the way to get to metrolink. I'd love to take more public transit and hope we continue to evolve into a public transit, bike and walking friendly city.
Public Transit	Having a viable subway system. Reducing the car-centric landscape of the city.

Public Transit	Public transit connectivity is one piece of the puzzle for me when considering my public transit use. Accessibility of stations where I want to go and available parking at those stations. Additional pieces for me when considering using public transit are: feeling unsafe while riding metro link, and wayfinding around bus routes and metrolink routes. For the roads in disrepair above, I find that the highway is kept in good repair, but the non-highway roads are usually not which makes getting around without using the highway difficult.
Public Transit	Better transit and dedicated bike infrastructure
Public Transit	Metro link down major arteries, Manchester, Olive, Page
Public Transit	Metro link down major arteries, Manchester, Olive, Page
Public Transit	While the Loop Trolley has been something of a boondoggle, something akin to the KC Streetcar would be pretty spectacular. Maybe start it in Clayton, go through The Loop, down into Forest Park with stops relatively near the big destinations (zoo, Muny, art museum, science center), continuing along Forest Park Ave on into downtown west & downtown... maybe jogging over to Clark Ave to go straight past Centene Stadium, Union Station, Enterprise Center, and Busch Stadium, and stopping near the Old Courthouse? Obviously can't compete with MetroLink if you're talking about people commuting in and out of those areas and riding for a couple miles or more. But right now there's no great way for people to get from The Loop to Forest Park, and getting around Forest Park isn't great if you don't have a car or aren't up for biking. Or maybe I want to spend a morning at the zoo and take a streetcar in to Union Station without needing to trek out of FP to the nearest MetroLink station.
Public Transit	People drive too fast. The stoplights on Market at the Wells Fargo garage and Beaumont are pointless. The intersections near Forest Park and Grand are terrible. Bus and train frequency is important.
Public Transit	More public transit!!!! Such a joke with our highway sustem.
Public Transit	I do not think any of the options in question 9 are that bad. What is bad is the way the city and state treat bicyclists who travel the streets around/over/under 64. Funds should be used to make alternative means of transportation considerably more appealing. St Louis would be a more enjoyable place for all its residents if that happened.
Public Transit	Light rail lines better connecting north county to the central corridor and to the south side
Public Transit	better transit access, more emphasis on ped trips
Public Transit	Other ride share options. Connect with Greenways
Public Transit	Protected bike lanes, pedestrian first design, road diets, increasing frequency of busses so they’re viable and improving quality of bus tracking app
Public Transit	Metrolink down the middle instead of more lanes

Public Transit	I would love to use Metro Link. Unfortunately I live in Olivette, and when calculating the time it would take to use public transportation to get to work(IKEA) it's way too long.
Public Transit	Restore bus service to Park Av and/or add N/S metrolink to tie Lafayette neighborhood into metrolink system.
Public Transit	a metro link stop would beg great. also should look at making 18th street pedestrian only. I know this is just out of your scope but I don't see how you make any other viaduct pedestrian only. can we bury the highway from the new MLS stadium to SLU? have the bricklane go over what is now 40.
Public Transit	I would love to go through the corridor with public transportation, but access is poor in my county zip code
Public Transit	STL, in general, needs the Metrolink to run more often AND be safer to help increase usage. Stops need to be adjusted for new additions to the metro area; City Foundry and the new St. Louis City Soccer stadium.
Public Transit	Add Bus Rapid Transit on Grand, Kingshighway, and Manchester / Chouteau with dedicated bus lanes, transit signal priority, pre-boarding fare payment, and light-rail like stations. Add concrete curb protected, low stress bike lanes to major roads. Facilitate car optional lifestyles and urban land use redevelopment by removing highway interchanges at Grand and Vandeventer; take lanes away from cars and give buses and bikes dedicated lanes in their place; remove driveways from businesses along major roads and force auto access to alleyways; remove separated right-turn lanes from cars and convert to Dutch style intersections that make walking and biking safer; tighten curb radii at intersections and driveways to 90 degrees for vehicles to make walking and biking safer; add frequent mid-block crossings with pedestrian lighting to make walking and biking safer; shorten pedestrian crossing distance with medians, refuge islands, and curb extensions to make walking and biking safer; add street tress to make walking more attractive for longer distances; connect Brickline Greenway from Harris-Stowe campus to Grand MetroLink station with safe and convenient passage prioritized above auto movement.
Public Transit	Better metro link beside middle of Grand bridge. Closer to slu Powell, fox. Protected bike lanes. The grand exit going east traffic backs onto the highway and makes it unsafe and slow - esp since market is also right before it.
Public Transit	Simplifying roads and making access for public transit better.
Public Transit	More transit, less driving lanes. Maybe a small vehicle lane. Too many large cara, and cars driving unsafely. Transit only lane would be perfect
Public Transit	Alternatives to individual auto transportation would make life in Saint Louis significantly better! I live in south city and work off the Jefferson 64 exit, but the only safe reliable transportation I have is through the highway. I'd be much happier if I had the option to bike or if the metro link was expanded to service the full territory, connecting people to destinations, or if I could safely and comfortably bike

Public Transit	More Metrolink, increase safety and give people tickets for expired license plates!
Public Transit	Making a north/south Metrolink route coming from the south county/south city area. If we had that, I wouldn't drive at all!
Public Transit	North/South Metrolink connections and please use concrete when you reconstruct the roadways. It needs to be concrete from Kingshighway all the way past Jefferson.
Public Transit	Better public transit should help reduce auto dependence on the corridor. Better public transit meaning increased regional coverage and integration between rail, bus, and bike will boost system usage, naturally improve safety, and reduce highway dependence.
Public Transit	Investment in viable alternatives to automobile transportation. Comfortable pleasant and direct walking and biking conditions. Inviting and frequent transit access.
Public Transit	Better public transit. More mixed-use areas that require less driving overall. No more single-home zoning.
Public Transit	Better & Safer Light Rail, and Completely new highway between Kingshighway & the Mississippi River
Public Transit	Expand MetroLink access
Public Transit	I live in South City and I can't wait to any metrolink stations. I wish there were more lines and more access. I also wish we had totally separate bike lanes with structures to protect bike riders. The lines painted on the ground are not enough.
Public Transit	improved light rail that connects major business and residential centers that actually serve a purpose. Connections from brentwood, clayton, maplewood, CWE, Grand Center, MidTown, Wash Ave to connect the city's most walkable areas. Bike lanes and pedestain friendly infrastructure like making Wash ave pedestrain only from the river to 18th-20th. Barricade protected bike infrastructure and connections to those same major points as above through purposeful pedestrian/bike centric planning.
Public Transit	Bike Rental systems, as in other cities. Better investment in Metro Link. Metro should have gone east to west instead of more money on hwy 64. Better and more frequent Metro Link routes. Heading to down town, West to Chesterfield or further. Forcus on clean energy. Provide more charging stations for EV's.
Public Transit	More folks use mass transit and take more cars off the road.
Public Transit	Run light rail out to the Chesterfield valley. The old mall would make a perfect commuter station.
Public Transit	Metrolink expansion, additional Metrobus routes and increased frequency, decreased car speed, protected bike lanes, signalized and lighted crosswalks (that don't require buttons to initiate)

Public Transit	1. Better public transit options so that fewer people have to rely on individual cars for transit. 2. Under "other" for #9, I have to say that I don't think this plan is taking into account the build up of traffic between Kingshighway and Clayton/Skinker/McCausland interchanges. This traffic often contributes to the congestion and confusion of this corridor, and I think should be included in these plans.
Public Transit	Better public transportation
Public Transit	Bus Rapid Transit, light-rail, dedicated bus lanes...
Public Transit	Public transportation
Public Transit	Absolutely protected bike and pedestrian lanes. We are car free and the corridor is very car dependent, though we use MetroLink and Metro Bus frequently. However, biking and walking to the transit system really should be improved.
Public Transit	Better public transit metro link exspansion' make St. Louis more bike friendly
Public Transit	Alternative transportation modes along the central corridor i.e. Bike paths, greenway, more accessible public transportation. Figuring out how the make the central corridor work for the city without taking away from the areas around it, i.e. highway caps, Highway side forestry, noise mitigation
Ramps	Increased Ramp Lengths, thus creating a gradual entry into the I-64 instead of haste and urgent entry. Increased ramps will enable improved sight distances, improved safety, reduced accidents, and diminished casualties.
Ramps	more on-ramps and off-ramps.
Ramps	Grand and 40 needs better exit options. Fast turn and short exit lanes before the light and dangerous. In general too many off and on ramps directly to the highway. Consider a different entrance/exist to/from Vandy.
Ramps	Exiting from Kingshighway onto 64 east you have to immediately get over two lanes as the 2 lanes you merge into are very quickly exit only ramps.
Ramps	Longer on ramps
Ramps	For driving - biggest issues are short , crowded merges onto th highway- particularly at Kingshighway eastbound where merge on ramp causes slowdown right at the point of entering highway. In terms of alternate modes of getting through corridor - for bikes and walking- lack of continuous separated path is a hinderance and crossing wide, busy streets is difficult -in addition nearly constant construction without adequate pedestrian / bicycle provisions is an issue
Ramps	Longer ramps not by much, the red light green light times can make a bigger change. Giving the lanes off the highway a little more time than the average 30-60 seconds for exit ramps to make their turn. Pot holes are horrible and to be honest all the curves are unnecessary. Missouri drivers in comparison to illinois drivers is a whole different world. Missouri drivers need to allow people to merge. Merge lanes are fine the people need to move over.

Ramps	Eastbound ramps somewhere between Jefferson and Tucker. Impossible to easily go eastbound on 64 from Union station, Enterprise center and NW soccer stadium
Ramps	Longer distances between exits. On ramp from Kingshighway dumps right into two exit only lanes. No one moves over.
Ramps	If the ramps that were 'exit' and 'entrance' were separate. I think Big Bend is one of the off-ramps that is also an on-ramp, and it's so difficult to navigate with other drivers.
Ramps	Short ramp from Vadiventor ave onto west 40. Roads in area are terrible for a important growing district.
Ramps	Better signage for upcoming exits; need longer entrance ramps/merging ramps and more distance between ramps; really like new thruway ramp to Jefferson, but merging ramps on W side for N & S entrance& exit both suck. For I-64 in particular, please don't add more lanes since more lanes = more traffic. If there was an accessible & maintained but separate bike path and I felt safe going down Jefferson or Grand toward I-64, that would encourage me to try ditching my car and riding to work. I have used Manchester/Chouteau but it's too nerve-wracking crossing Jefferson, Grand or Kingshighway.
Ramps	Reopen the ramps to Harris Stowe on Market and the Ewing ramp to the highway eastbound Need more ramps -cutting off access and creating more traffic jams Also, longer turn lanes. More lanes- should not have traffic jams and gridlock after any event in the downtown or midtown area Need to add to Q11- News outlet or specify MoDot vs News website Q13 - age option Prefer not to say
Ramps	The off ramp from Eastbound 64 onto Tower Grove/Boyle is dangerous. I would love to have it reconfigured. People getting on and off do so in the same space.
Ramps	An off ramp from 64 East and West-bound would help traffic backups at the Cheifetz arena. One westbound ramp is not enough. It would also help traffic during rush hour as market street has a large population of 9-5 workers commuting.
Ramps	It would be better for their to be few off and on ramps to reclaim more area. Putting a lid or something to make access across the highway would be great.
Ramps	The on and off ramps at Jefferson have awful traffic flow. I know it's not quite finished but the current layout doesn't look like it'll be better when the rest if finished. The eastbound offramp to southbound Jefferson is really dangerous. And where did the bike lanes on Jefferson go? Plus the new median on Jefferson blocks access from the southbound lane to UPs and this really frustrates me.
Ramps	Maybe controlled on-ramps. We.saw them in LA for the freeway, and they seemed to work well at regulating traffic flow.

Ramps	Better on/off ramps, and the logistics of how/where they dump you off onto a street
Ramps	Have both entrance and exit ramps at each exit. Make ramps longer with better visibility (east bound entrance from Boyle is always hard to merge) More lanes over all to relieve bottlenecking. Too many curves and hills. May have been fixed but use to be hard waterfall during downpours where east bound goes under west bound. This may not be the forum, but major homeless operations set up at nearly every exit and on ramp in this area.
Ramps	It's a hilly, curvy section of interstate with too many entrance/exit ramps in a short space. Study which access points to I-64 are critical for neighborhood success and remove the others. Address pedestrian crossings and facilities at the Grand and Vandeventer interchanges.
Ramps	Access to 64/40 from Grand is a disaster as well as the Forest Park interchange at Grand (but you know this). Short on/off ramps along route on 64/40 are stressful and dangerous. Pedestrians and bicyclists are in real danger all the time due to lack of protected lanes/walkways and driver behavior.
Ramps	Less weird interchanges designed in a different era, like Vandeventer and Market
Ramps	Better roads, bike and walking accessibility and better ramps on entering the highway
Ramps	No offense, but why was this not done 10-15 years ago when the rest of I-64 was recreated? Funding issues? I would rework the entire intersection(s) around the Grand/Compton area to include the Forest Park/Grand tunnel overpass. This is a complicated "birds nest" that could use untangling, especially in conjunction with the recent demolition of off/on ramps for 3000 Market and Ewing St. I've seen previous concepts on how to make this better and would use those as a jumping off point. I'd lean heavily on creating longer on/off ramps and expanding roadways--such as the Compton bridge over I-64--to even out congestion away from Grand and Jefferson (Hopefully the new 21st St ramps do this, as well) . Traffic in this area is especially terrible when The Chaivetz Arena is used. Maybe try to incorporate direct access ramps, if possible, and lean on European style traffic mitigation measures to potentially aid in traffic flows. Just some thoughts from an average citizen. Thanks for looking into this!
Ramps	I do not like how close the Jefferson entrance ramp is to the Forest Park/Grand exit. Hard to move over both EB and WB.
Ramps	Less highway presence. Longer distances for merging, increased signage with real time info for slow or stopped traffic ahead, less ramps/interchanges or ones that are easier to access. I would prefer and enjoy more accessible paths for biking and walking that is pedestrian friendly and safe from auto traffic. Noise pollution is also an issue-using better noise proof pavement could reduce that effect

Ramps	The biggest issue in the area is the Westbound Hampton On-ramp backing up this whole corridor. The reduction of 2 lanes to one lane and then an expectation of them to shift over a whole lane in less than a half mile before the Clayton exit backs traffic up into the corridor you're working on. There's a cheap fix. Reduce the number of lanes starting in the Jefferson to kings highway corridor to 2 through lanes instead of 3 and then instead of it turning into 4 lanes just to get reduced at the Hampton Clayton exits keep it at 3 through lanes from there on. This is also solved by forcing Vandeventer on ramp to merge instead of getting its own left lane. There's barely one viable lane for traffic to flow without merging since Vandeventer gets its own lane and Kingshighway and Hampton and Clayton Ave usurp the right two lanes. It's counter intuitive to think that reducing lanes increases flow but in this instance it decreases the need for merging so drastically that it would increase flow and all you would have to pay for is a new line paint job. Next up is timing the Forest Parkway lights so that you can flow through them at the speed limit westbound instead of getting stopped at three lights in a row. Making the road completely useless.
Ramps	Another lane to go from Grand to Kingshighway. The ramps are short to get on the highway. I always hold my breath as accelerate to get on 40. I try to go Forest Park Avenue if I am going to the Central West End.
Ramps	The off-ramp from EB I-64 to Grand is atrocious and happens to quickly. I also feel it's an awkward transition onto Grand, especially when considering that there is a good amount of pedestrian traffic in the area. I regularly see pedestrians dodging irresponsible drivers in the at the intersection of the EB 64 off-ramp and Grand.
Ramps	Simplify the corridor. Remove 'ramp spaghetti,' i.e. overbuilt infrastructure that blurs the division between neighborhood streets and the freeway (such as the entire Market St. interchange or the Vandeventer/Papin St. connector). Increase the efficiency of land use by minimizing dead zones (e.g., empty expanses of grass). Emphasize pedestrian and bicyclist connections with generous infrastructure, including wide sidewalks and bike lanes protected with concrete curbs or barriers. Ensure abundant safe north-south connections for pedestrians and bicyclists to minimize distances between freeway crossings. If possible, consider capping the freeway to create new connections between neighborhoods (e.g., CWE and FPSE).
Ramps	Please fix Grand Ave / Forest Park: Ave intersection and on/off ramp design, pavement repair, add sidewalks/bike lane/or shared use path, wayfinding signage, enhance signals, streetscape and place making enhancements
Ramps	Road diet to naturally calm speeding traffic, make intersections easier to use for pedestrians by bumping out the sidewalks at the crosswalks, "heal" the road grid by removing artificial barriers at crosswalks, adding "bike may use full lane" signage, minimizing the impact of the highway through the area and not letting the on and off ramps take too much land

Ramps	Get rid of the spaghetti that is grand, FPP, market, and i64. Put a true interstate ramp system like by MLS on Compton. Try to maintain the ramps/update the one's at Grand if possible and make market and FPP one continuous lovely street with Brickline on its north side curb. FPP at Grand should be at grade. I wait for the bridge to fall like it did on Lindell and FPP and killed somebody.
Ramps	Less ramps. Prioritize main exits. Rid some of the small excess ramps. (Forest Park and Grand at grade).
Ramps	Less congestion between on and off ramps. More signage indicating to move out of the fast lane.
Ramps	More clearly mark on-ramps; longer stretches before on-ramps turn into exit lanes
Ramps	Getting to Midtown and beyond is a tangled mess and especially getting back to Illinois eastbound . Please add some eastbound ramps. The new Jefferson bridge will be great once open (Chouteau not nice) and no way out past sixth street.
Ramps	Grand and 64 interchange. Remove Market/Bernard. Remove all FPP spaghetti ramps. Make Grand/FPP at grade and release the land to the City. There is no need for Forest Park Parkway to enter onto 64E. It's been in constant disrepair for a decade or so. Also, do we really need the mess of Kingshighway/Tower Grove Ave/Vandeventer? We don't need exit ramps every 5 blocks. How many vehicles actually use Tower Grove? Why not just another exit onto Boyle? Why is there such an awkward 64E connection to Papin? Lastly, what was the concern over the 22nd street needing to be part of the Jefferson interchange? Soccer fans can handle 10 minutes of traffic. Everyone who goes to a hockey or baseball game has, and still can. And who is in charge of the traffic signals? You can fit in like 10 cars to get on 64W in the two lanes, and once you turn onto Jefferson from the 22nd street west bound to Jefferson ramp, you're hitting a red light immediately. While I'm at it, on an unrelated note, I think it's time to remove Lafayette/44 entrance ramps. Another massive waste of real estate when there are more productive access points just nearby.
Ramps	Traffic mitigation and speeding on Jefferson in the corridor. It's getting worse every day. Distance between Jefferson WB on Ramp and Grand off ramp. Configuration of Grand WB off-ramp with split to FPP. Terrible on ramp configuration from Grand FPP to EB on ramp with dummying in the fast lane and 4 lanes across to exit at Jefferson Merge to SB Jefferson from EB Jefferson right lane off ramp. Grand WB on ramp lane is not long enough on the highway for slow lane cars to get over snd out of the way in rush hour.
Ramps	The entrance ramp westbound from Kings Highway needs a holding light that releases on ramp traffic at a pace that the highway can absorb without causing it to slow down. I've seen this another large cities and I do not understand why St. Louis does not use holding lights to improve traffic flow

Ramps	The Hampton Ave. ramp to west 64 is a very poor design. You have people who need to switch lanes to either get on the highway or get onto the exit ramp to Clayton/Skinker and it significantly slows traffic in that area. During rush hour, that area of the highway is backed up for miles due to the condensing lanes. There are more problems outside the area of this survey than within it.
Ramps	The fact that entrance ramps are placed BEFORE exit ramps is very dangerous and the opposite of any other highway I've been on in the US as well as other parts of St. Louis. When people are moving over to exit, they are not allowing space for those who are entering. If the exits were just before entrances that would work better. I know there are limitations when there are so many in a short distance, but I-44 and I-170 do this much better.
Ramps	Better traffic light management, no left lane entrances/exits, more runway for WB Grand exit, better design/signage for WB Boyle entrance ramp.
Ramps	Redesign Grand Blvd exit ramp on eastbound. Any event in the area and the traffic is stopped on the interstate at that exit. Repair Forest Park Parkway on ramp. Redesign Forest Park Parkway and Grand Blvd intersection. Is there a way to make the dip near the Foundry something that doesn't cause everyone to slow down or unnecessarily brake? The Kingshighway exit from westbound is confusing. When going north on Kingshighway, it makes you think it's two lanes but then the especially wide side abruptly ends. And I know this isn't in the corridor, but could you PLEASE consider putting up an earlier warning that the right lane ends after Hampton on the westbound?
Ramps	reduce/remove the high speed/flyover type entrance/exits like Market Street. They are inconsistent with the rest of the interstate design, remove any possibility of urban development, and generally waste land.
Ramps	Remove the excess ramps around forest park parkway and hwy 40 between Compton and grand to free up new developable land right next to SLU. Ideally Market and forest park parkway form one long beautiful boulevard from the arch to forest park. Make grand and forest park an at grade intersection. Create new and improve north-south connections between Compton and Vandeventer. This is a huge opportunity to do something more than just rebuild a highway—we can create new developable land in midtown (new taxes) which is one of the hottest real estate markets in the region right now, reduce maintenance burdens on modot by removing the excess ramps, create new north-south pedestrian and vehicle connections to link midtown/SLU/foundry/armory/etc, etc. Also, this area is highly visible to people traveling from west St. Louis and st Charles counties to downtown who already have a bad impression of the city in general; thus, the appearance of newness can go a long way in improving those impressions, especially if we are able to create an area in midtown there that invites those same folks to get off the highway and explore the area outside of their cars. I can't understate how big of an opportunity this is.

Ramps	Simple on & off ramps - not these long winding ramps where you're not sure where you'll end up. Engineering to slow traffic down to safe speeds after exiting highway (no slip lanes, etc.) so people feel safe to walk & bike. protected bike lanes on roads around highway entrances & exits.
Ramps	Focus on fixing potholes, particularly around Forest Park Avenue where it merges back onto 40/64. They are horrific! Some sound barriers would be nice (even trees - not necessarily concrete walls. The Kingshighway off ramps get very congested. Looking at ways to improve how quickly traffic moves onto and off of that off ramp.
Ramps	More eastbound ramps
Ramps	Make the interstate a geniunely "restricted access" mode of transit. There's no need for every crossing street to have an off-ramp or on-ramp. Also, the FPP/Market/Grand mess really needs to be redesigned.
Ramps	Reducing the amount or increasing the space between on/off ramps. Getting from Vandeventer to Kingshighway west bound during high traffic times is rough. Also simplifying the Forest Park Parkway/64/Market Interchange. It should be simpler/less convoluted both for driving and to open up some land in prime areas for development.
Ramps	I think this corridor suffers the most from poor highway on off ramp placements that are poorly configured and are huge land hogs. The eastbound grand exit is obnoxious, and is too close to the other exit. The forest park/market interchange needs a major redesign.
Ramps	Getting off and on
Redesign	The corridor needs a thorough redesign. It is both a nightmare and a barrier to urban development.
Roads	Better road conditions. Please fix the potholes.
Roads	Fixing our roads, especially the potholes!!
Roads	Fixing the potholes and the stop signs
Safety	Random police presence
Safety	Better control of reckless drivers, speeding, tailgating
Safety	Need public safety officials (police, state patrol, etc) to enforce traffic laws. Acts such as speeding, running red lights, unregistered vehicles, etc go without fear of traffic stop or punishment.
Safety	Getting off at forestparkpkwy is a bumpy exp. Grand is a nightmare- and it feels claustrophobic (especially when there are panhandlers there). Jefferson going E is getting better, but the off ramp if you then want to go south hasn't improved much.
Safety	Enforcement of driving rules for those who do not know them or obey them. Trucks are not capable of stopping as quickly as they need to.
Safety	Better lane visibility at night, promptly fixing potholes, other drivers not running through red lights and stop signs.

Safety	Wider sidewalks and roads, more greenspace, bike lanes, more pedestrian crossings at intersections with the audio, and increased safety below, above, and in the areas around the highway.
Safety	Wider sidewalks and roads, more greenspace, bike lanes, more pedestrian crossings at intersections with the audio, and increased safety below, above, and in the areas around the highway.
Safety	There is always construction. You can't count on the lanes being the same place they were last week. As for getting around, more and more public transportation does not feel safe and we spent all this time with Highway 64 closed and it didn't really help much. It helped more in your Corridor but the Corridor is still affected by the stupid ass choices on the other end
Safety	The interchanges around Grand/Forest Park Pkwy, Market, and Compton, are a dangerous mess for everyone involved. This needs attention more than any other stretch.
Safety	Less Congestion at Compton trying to get in the highway going west. Getting off at market exit (when traveling east) and Turing right on Compton feels unsafe with the quick lane change.
Safety	Big Bend exit is dangerous- entering and exiting the highway in one lane causes many accidents. Should be reengineered. Seriously. Save Lives.
Safety	Better traffic enforcement, more prevalent DOT signage to warn of crashes or slowdowns
Safety	People need to slow down! Aggressive behavior needs to be addressed.
Safety	Safer traffic flow. Too many drivers drive over speed limit
Safety	Less drivers that don't obey traffic laws. Less concentration on bikes and more on fixing current transit issues with vehicles.
Safety	Need better speed control - some are driving way too fast for the area.
Safety	Safety has got to improve. Secondly, the road conditions must improve.
Safety	Put up signage teaching people how to zipper merge. More police enforcement of driving violations. People are running red lights like crazy in the city. Much more security on metro link.
Safety	Safety on public transportation
Safety	As it stands, crossing the intersection of (any arterial roadway) & 64/40 is simply too dangerous for pedestrian activity. The intersections must be shrunk to ensure any level of safety and comfort for pedestrian & bike activity.
Safety	Better (safer) options beyond driving whether it's public transportation, biking or walking
Safety	The right turn lane getting onto Jefferson from 40 (going south) is dangerous. Please find a way to extend the right hand turn lane so that you're not immediately in a right only lane.
Safety	Safety of pedestrians and drivers alike. Crime in this area seems to be rampant. Uninviting overall. Longer on ramps and not dumping you on the

	interstate in the fast lane! Why???? Asking for trouble (traffic clogs and accidents)
Safety	Accessibility, and overall quality of the area. It could be made safer and more inviting and accessible.
Safety	People speed or just have no care for other drivers. Lack of enforcing the laws regarding speeding, tailgating and poor driving
Safety	The intersection at Grand and Forest Park is very confusing to drivers and that makes it very unsafe.
Safety	The left entrance from Forest park pkwy to highway- we often need to get off on next exit Jefferson. Huge challenge. Dangerous.
Safety	Getting rid of the stacked highway and dated infrastructure. Drivers are constantly being pushed left to right trying to avoid death while navigating on this poorly designed highway
Safety	I have serious safety concerns with my route from The Hill to The Grove. When Metro removed bus #10 precovid from The Hill our Alderman did not care on bit. When on Kingshighway walking I feel angry and sacred. The pedestrian light is lit at the same time vehicles have a green or make a right on red. When using the crosswalk we have to beg the vehicles to STOP, additionally cars get a green light 4 lanes over and under an underpass. They claim they can't see the pedestrian crosswalk light lit, yet there have been so many close calls. Pedestrians having to look for cars making a right to merge on the highway and over their shoulder for cars making a left to enter the highway is nonsense. There is frequently evidence of vehicular collisions at that crosswalk. It is not safe for vehicles much less pedestrians. I have submitted numerous pictures of The Uhaul location blatantly violating the ADA rules. He frequently parks his Uhaul trucks in a way that they extend far over his parking lot and into the public walkway. When it snows he clears his parking lot and places mounds of snow onto the sidewalk. Having to navigate that dangerous crosswalk only to have to get off the sidewalk and walk in oncoming traffic is so very disheartening. Despite documentation via photos and complaints to CSB, the owner has only received one violation despite numerous violations. Once I get across that menagerie of hazards I have to prepare myself for the excrement of a bridge. The Kingshighway Viaduct Bridge has large fistulas. The walkway is NOT ADA compliant. The metal transition plate has been in a state of disrepair for over 4 years. Metal plates intend for temporary repairs have been placed on the bridge for YEARS. I have video footage of those metal plates popping up and slamming into vehicles. I continue to ask MODOT when the last time the bridge was inspected. The exposed rebar and odd bricks doesn't give people a good feeling about the very expensive and new bridge's condition. The old Bridge was horrible and The Hill residents expected someone to care about modern day issues, especially when due to having no bus access after Metro removed the bus routes. There is more pedestrians, cyclists and wheelchair users

	needed to access the busses on Manchester, yet the route there is ever increasing dangerous. I continue to submit pictures via Twitter to CSB, yet no improvements have been made to correct even simple pot holes. Once I manage to get across the bridge I have to navigate bike lanes clogged with debris or sidewalks not ADA compliant. There are times when I need additional surgeries and use crutches to access public transportation. It is not OK to expect citizens to thank the big guy in the sky each time they safely cross that route and get onto a bus. I tried reaching out to numerous people, Alderman and city ADA orgs. I keep getting the answer that the city does not have the money to fix the issues. At minimum the city could change the traffic signal timing. Allowing cars from two different directions to get a green light while the crosswalk sign is also lit really makes my cornflakes soggy. I submitted footage via Twitter to CSB showing how many close calls I and other crosswalk users have on that intersection. It is sad that despite an inordinate amount of documentation, time and effort on my part, little has been done to make my and other citizens safer. It befuddled me that the city wanted input on new construction in this area when many of us continue to voice our anger about the hazards that could easily be fixed.
Safety	Don't issue licenses to those who can't follow light control
Safety	Other peoples' driving behavior is a HUGE concern of mine in this corridor. People routinely drive 100mph+ hotrodding through traffic without a fear of being stopped by traffic cops. Sometimes I avoid this corridor because I don't want the stress of people driving insanely. And I am confident male driver in his 40s.
Safety	There is a real lack of infrastructure in the city of St. Louis. Not to mention crime and safety issues. The challenges of getting on and off the highway or another real issue.
Safety	Impose the 60 speed limit. No one ever adheres to it.
Safety	Better ways to warn traffic coming west at the I-55 North ramp that there's incoming! Better policing of speeders. I don't feel really safe anywhere in that square if on foot.

Safety	Ways to prevent exit only lanes from being used as "dangerous asshole passing lanes". Alleviate merge congestion. Get rid of all the crackheads and hobos.
Safety	Wet/Winter weather safety. The highway is extremely dangerous by Ikea. Badly engineered slope and road surface. Accidents there every time it rains/snows. Please Fire old Engineer responsible he is responsible for a lot of lives lost.
Safety	Provide space for law enforcement to pull people over. Enforce the laws. Get rid of the prosecutor in favor of one that is pro-police.
Safety	Better trained drivers , insured drivers, registered cars without outdated temporary tags. St. Louis roads have turned into the wild west as drivers no longer seem to need to register their vehicles. This means they have no concerns over whether they hit another driver. The roads seem less and less safe with less enforcement.
Safety	Fewer speeding drivers and more police presence.
Safety	Lack of safe ways to cross railroad and I-64 on foot/bike Grand/Market/Forest Park Parkway interchanges are poor.
Safety	More striping for walking and biking paths, all striping is worn or non existent. Would love to see more curb cuts for people safer driving practices or even raised intersections.
Safety	If people stop running thru red lights like brazen hussies
Signage	The corridor badly needs better, clearer signage
Signage	In the non highway areas, signs that tell you what major intersection is coming up next. If you don't know the area, you are not able to cross lanes as easily to move
Signage	improve lighting - use GREEN lights and have more native plants on ramps, stop mowing - make DARK SKY LIGHTS that don't shine upwards...
Signage	Signage that says something to the effect "If you're not passing move right"
Signage	Signage from Grand and Forest Park Ave to get on or off 64 needs a ton of improvement.
Signage	Improve street signage, usable, practical bike paths (paths designed for transit and not leisure/exercise), safer pedestrian walkways
Signage	St. Louis highways and their signage are confusing to newcomers. I'd like to see clearer signage for getting back on the highway once in the city. Some of the entrances seem hidden.
Signage	Better signs and distance between cars
Signage	Main issue for driving is the lights on Jefferson going north before getting on 64W. They have been redesigned and are poorly synchronized. It is very common that just as a green lets me through the south light (crossing the offramp from the west), I get a red arrow at the north light (ramp onto the highway going west) and I have to stop again. I think a system allowing more

	continuous throughput onto the highway would help a lot. Safer and more isolated from traffic bike lanes would make me more likely to bike to work.
Signage	I commute though there daily because I am an postal worker. I wish that you would put signage up because you removed the rightmost lane of forest park ave and like at night I have almost hit that curb. That with Forest park it is confusing because like the right most lane does not connect and should either be made into an right turning lanes or alternately just widen the sidewalk. I actually quite like taking Forest Park-Market St on my bicycle because there is an bypassing lane and like without stupid special infra which is dangerous due to the intersections and debris. There needs to be like an sidewalk for peds that connect Forest Park Ave to Market. For me that connection is not stressful due to the relatively slow speeds taking into account that I grew up in and I bicycle tour on rural highways.
Signage	I think a large number of drivers need almost foolproof signage and merging strategies to help keep the flow of traffic going
Signage	Better timing of stoplights on surface streets to enable better traffic flow
Signage	Better signage, landscaping to make corridor more inviting & deaden noise, more bike lanes, better signage for MetroLink & working with the City of St. Louis to repair arterial streets
Signage	I'd like signage up near the stoplights regarding turn lane restrictions. Just having a (usually quite faded) arrow in the lane that shows whether it's turn only makes getting around difficult. You can't see it until you're already quite close to the light, and if someone's car happens to be on the arrow, you're screwed. Also, when it rains I can't see any of the painted lines - especially if it's dark, I just don't go anywhere new because it's too dangerous. Honestly, the drivers here are terrifying. I've lived in much bigger cities, and drivers weren't half so negligent of laws and safety. Running red lights is rampant, and I've seen people drive down the wrong side of the road to pass traffic on Lindell near Euclid. I'd really like to see more narrowing of roads, especially around the park, like what's been done on Hampton and planned for Lindell. The way we've built these two-lane roads makes it too easy to drive like you're on a racetrack. We'd be safer if we left the fast traffic to a few big corridors like Forest Park Parkway, and made the neighborhood streets safer. The "speed limit" on Lindell and Kingshighway are an absolute joke - if you don't go 10-20 over, you're going so slow it's unsafe. These roads are not safe for the many people entering and exiting because they live there. It's definitely not safe to walk or bike on. Just crossing Kingshighway to get to the park feels like I'm risking my life.
Signage	Better lighting and LED signage
Signage	Sync traffic lights along major arteries like Manchester & Chouteau

Signage	Traffic lights on exits not working or exit/entrance closed unexpectedly.
Signage	Coordination of stop light timing on main roads near on/ off ramps. Also PLEASE, PLEASE allow a left turn on a yellow flashing arrow from southbond vandeventer to Choteau during low volume traffic times instead of green left turn light only. Please?
Signage	The signal at Vandeventer/64 doesn't sync well with the light with Manchester. The right turn light getting off 64 is weird as well.
Signage	traffic signaling on jefferson
Signage	Better Wayfinding/Signage
Signage	Better signage
South	Dedicated bike lanes with a physical barrier separating them from auto traffic. Smarter system of traffic signals on north-south routes for cars.
Traffic	Better roads. More north/south connections across 64/40. Better traffic flow systems, especially during heavy traffic for multiple grand Center and SLU events.
Traffic	Entry ramp traffic to 64 Westbound from Kingshighway in afternoon work traffic is unbearable
Traffic	Better traffic flow between Kingshighway and Vandeventer. If there was a way to incorporate outer roads it would be a huge plus. It's also hard to access the CWE, Cortex, and Grand MetroLink stations.
Traffic	If something could be done to fix the merge at Forest Park and Skinker, it would help traffic flow immensely. I don't know why it was designed the way it was, but drivers are always confused and there is consistently a bottleneck.
Traffic	Less traffic, more lanes, fewer curves, seems so dark in the depression underneath the other highway
Traffic	Longer lanes for merging into traffic, especially westbound from Jefferson.
Traffic	Close Market Street exit and direct people to the new Jefferson St. exits. Close Boyle Avenue exit and route people to Kingshighway. Widen Manchester/Chouteau to effectively relieve some of the pressure on 64 (this probably has the chance of an icicle in the tropics because of the thriving neighborhood. At least improve the interesection between Manchester and Kingshighway. Find a way to ease the back up approaching Macausland (again, likely impossible, but the traffic jam sometimes starts at Kingshighway.
Traffic	Lack of traffic jams and pot holes. Grand is ridiculous and so is kings highway. I take market or Jefferson if possible.
Traffic	Improve traffic flow during rush hour.

Traffic	Personally, when you think about hwy 40, midtown is not the problem. I travel east to jefferson for work every morning and west from jefferson home every afternoon. The stretch between Kingshighway and Brentwood is the biggest problem. It clogs up in that exact spot every morning and every afternoon. I suggest spending the money there. The stretch from kingshighway to jefferson is usually wide open. Even if there is traffic, it moves at or above 60mph in that zone. Please do some studies of traffic patterns before spending the money. Trust me, commuters and those living in STL will thank you if you can solve the disaster that is the stretch between kingshighway and brentwood. It was supposed to have been fixed many years ago when hwy 40 had its last major renovation in that section. Needless to say, the problems were never solved. In my opinion the changes, specifically at hanley, just made things worse than they used to be.
Traffic	Making traffic flow more efficient to prevent congestion in the same areas regardless of how heavy traffic is
Traffic	Less congestion along the corridor
Traffic	The highway has had a hodgepodge set of changes over the years. One consistent flow of lanes would be great. I like having all the exits, myself. Kingshighway is the huge roadblock. And with the addition of entertainment/living around Grand, it needs reworking for safety and additional traffic. Vandeventer can't handle the overflow. AND KEEP THE DESIGNERS OF 40 through CLAYTON/BRENTWOOD OUT OF THIS.
Traffic	Less traffic. Encourage big corporations to let their employees work from home when possible
Traffic	More alternative routes. There is heavy traffic and few alternatives. Also people merge too early or too late which makes it chaotic.
Traffic	Better traffic pattern flow for the 1000's of daily employees to and from Barnes and Wash U. Protected bike lanes. Raised crosswalks and neighborhood traffic calming.
Traffic	Improving traffic flow patterns. So many people commute to the BJC/Wash U and Cortex area, that traffic flow is not funneled to and from the freeway in a way that minimizes neighborhood cut through and neighborhood traffic. The Tower Grove roundabout is great, but that exit is so close to the Kingshighway on ramp that it seems unnecessary. Additionally, the sunken freeway is a perfect opportunity to deck the freeway with a park and connectivity for the north and south neighborhoods.
Traffic	Better quality roadways in the City, not just Modot but City roads are hazardous. Very pedestrian unfriendly, need more traffic calming methods.
Traffic	I love that I-64 still runs quickly even at rush hour. Please do not reduce traffic capacity in such a way that it will cause slowdowns during rush hour.
Traffic	Traffic on 64 West of Kingshighway is a nightmare. Drivers on Kingshighway are very aggressive and constantly run red lights.

Traffic	The bottleneck each evening rush hour from Boyle to Clayton Ave./Rd. -- this area is terrible with the amount of traffic that comes on from Kingshighway to I-64. This makes the traffic through Clayton Rd/Ave. extremely dangerous. When I-64 was rebuilt a few years ago, the exit to Clayton Ave./Rd. and the entrance lanes from Hampton make this high traffic area dangerous. I know Hampton and Clayton are not in the study zone, but the traffic from Kingshighway creates greater congestion for the next three western interchanges. The study corridor should be expanded to include Hampton and Clayton, but won't be due to the re-do of this area during the I-64 reconstruction.
Traffic	As part of my daily drive I use the roundabout located at Papin and Tower Grove Ave to return home. This seems to be the least frustrating part of my commute. I always use Boyle to travel to and from my home as the fastest way to commute in and out of the neighborhood and it still takes longer to drive 2 miles (with or without traffic) than from the CWE to Brentwood without traffic. The timing of traffic lights between Forest Park and Ronoco Coffee always causes interruptions in flow, even when there is little to no traffic.
Traffic	This survey does not even cover the portion of the corridor where the highway jams most every day (Kingshighway to McCausaland Westbound). Any improvements to the proposed corridor should include and consider the portion where the most traffic accumulates daily.
Traffic	The highway connection to Vandeventer is important. How can we help congestion at Kingshighway on/off ramps during rush hour by dumping people in the neighborhoods earlier? Not sure.
Traffic	this is just a bottle neck... that I go out of my way to avoid the area. As a result, I also avoid local businesses.
Traffic	Too much traffic
Traffic	Figure out the areas that slow down daily between I-170 and Jefferson. Jefferson exit from eastbound 64 heading south onto Jefferson is worse than before recent construction and causes backups.
Traffic	Traffic calming
Traffic	The part of 64 that needs to be addressed more is McKnight to Hampton, it's a literal nightmare.
Traffic	Not sure but the interchanges at Kingshighway during rush hours are a nightmare. Too much volume that slows down highway flow.
Traffic	I think redoing and upgrading the forest park grand intersection to make it like a standard interstate interchange would help the flow of traffic. I also think replacing the overpass area (by the ikea where it is still blacktop) with concrete like what was done during the Massive project.
Traffic	Highway between downtown and Skinker is a bottleneck daily. Kings highway merge west needs its own lane and some how fix the merge/traffic between Hampton and Skinker. Also get rid of being dumped on the fast lane never

	good to do. Also redoing the Grand Market Forest Park is desperately needed.
Traffic	should have done a better job 10 years ago when you had it all torn up. Traffic is exactly the same since 1980's when i first started traveling through there.
Traffic	While I don't drive this area often the congestion seems to be getting worse. Easy on and off ramps and not just merging right into traffic
Traffic	Traffic control. Lawless drivers
Traffic	64 has too much traffic and needs to be addressed. It has become significantly worse post-COVID and makes the commute extremely stressful.
Traffic	Need to address traffic between Kings boulevard and 170
Traffic	Reducing congestion
Traffic	Better access to get onto the highway. The west bound 64 access from Kingshighway is terrible from north and south-4 lanes merging into 1 to get on the highway. Traffic backs up ALOT during evening commute. Drivers are always confused as the lanes funnel down by merging to the right when the highway is to the left. In addition, the elevation from Kingshighway to 64 access is quite steep making it treacherous in winter weather. It would be better if the access at 64/Kingshighway was redesigned
Traffic	The forest park rd merge to 64. It's on the left side and traffic is fast & dangerous to get over to the right of highway.
Traffic	Better separation between through-traffic and weaving traffic
Traffic	Difficult to find ramp to EB 64 at Papin Reduce Daily backups along I64
Traffic	There are times when the volume of traffic on Grand is quite high, which makes it difficult sometimes to get through traffic lights.
Traffic	Congestion around Kingshighway.
Traffic	Less traffic
Visibility	Improve the sightlines, too many curves and hills. Many of the obstacles that were in place when the corridor was created no longer exist.
Visibility	Restriping Kingshighway by Barnes Hospital where the lanes shift. Unable to see striping especially in poor weather conditions
Visibility	Eliminate blind spot merging onto highway especially at Boyle. Enforcement of speed limits--people exceed the speed limit by 10-20 mph in this section.
Visibility	Getting off eastbound 64 onto southbound kingshighway is very dangerous due to the zipper lane to merge onto kingshwy is short and also the right turn lane for oakland. Plants and signage installed at the EB 64 off ramp split to go N or S on Kingshwy have also made it impossible to see incoming traffic coming south down Kingshwy. Both Kingshwy and Grand are in garbage condition right now.

Visibility	One specific improvement would be making road striping visible in wet conditions (it currently ISN'T visible at all if the pavement is wet).

Appendix L – Gender

Gender	Response
Male	778
Female	452
Prefer not to say	40
Non-binary	17

Appendix M – Age

Age	Response
25-34	364
35-44	355
45-54	225
55-64	170
18-24	83
65+	81
Under 18	4

Appendix N – Race/Ethnicity

Race/Ethnicity	Response
White or Caucasian	939
Black or African American	131
Prefer not to answer	124
Asian or Pacific Islander	32
Multiracial or Biracial	23
Hispanic or Latino	16
A race/ethnicity not listed here	14
Native American or Alaskan Native	7

Appendix O – Please include me on all future e-mails about the study.

Choice	Response
No	**725**
Yes	**492**

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

J6I3585: Future64 Study Public Meeting Summary

June 2022

Prepared by:

VECTOR COMMUNICATIONS

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Introduction

The Missouri Department of Transportation (MoDOT) is looking for ways to enhance infrastructure in the I-64 central corridor between Kingshighway Boulevard and Jefferson Avenue. The purpose of the I-64 project, also known as the Future64 Study, is to evaluate the corridor for potential improvements and identify environmental elements required by federal law. This enables the agency to better position itself to offer increased connectivity, make infrastructure repairs, and evaluate replacement options. The planning method to achieve these outcomes is a Planning and Environmental Linkages (PEL) Study. By conducting this type of study, MoDOT can collaborate with the community in the early planning stage to consider ideas for possible transportation enhancements.

Stakeholder Interviews

At the start of the project, the initial outreach was conducted with elected officials and key stakeholders in the corridor. Virtual interviews and some phone interviews took place throughout for the first three months and will continue as needed. During this period, 28 stakeholder interviews were completed as well as several conversations with local companies. Stakeholders were encouraged to join the study by attending advisory groups and promoting the public meeting.

Stakeholder interviews are available in Appendix A.

Advisory Committees

To introduce the Future64 Study to the public, a Community Advisory Group (CAG) and Technical Advisory Group (TAG) were created to solicit feedback from community leaders, relevant stakeholders, and technical experts. The CAG meeting was held Tuesday, May 10, 2022 and the TAG meeting Wednesday May 11, 2022. Both meetings were hybrid to provide flexibility for participation. Each meeting began with an online MURAL board activity that served as a forum for virtual participants to submit comments for the mapping exercise during the discussion. In person participants used numbered dots and sticky notes to leave comments on a physical map. Another exercise was developed with Mentimeter, an engagement platform, to gather views on the PEL Study's purpose, need, and goals. A folder containing a corridor map, Draft Purpose and Need, committee specific presentations, study fact sheet, and an invite to the public meeting were given to participants. Each meeting lasted 1.5 hours.

Community Advisory Group (CAG) Feedback

There were two group exercises for both in person and online attendees to answer questions that would give insight into the needs of the corridor. The findings are below.

What are the biggest needs in the corridor?

There were 24 responses to this question that were added to a word cloud.

- Geometric Improvements (4)
- Safety (4)
- Accessibility (2)
- Pedestrian Infrastructure (2)
- Multimodal Infrastructure (2)
- Environmental Quality (1)
- Other (1)
- Public Transit Improvements (1)
- Multimodal Infrastructure; Accessibility (1)
- Placemaking (1)
- Safety (Bike/Ped) (1)
- Connectivity (1)
- Maintenance (1)
- Land Use (1)
- Job Access (1)

What would you like to see improved in the corridor?

Participants provided 27 answers to address this question that were added to a second word cloud.

- Pedestrian Infrastructure (3)
- Other (3)
- Public Transit Improvements (3)
- Connectivity (3)
- Geometric Improvements (3)
- Safety (2)
- Accessibility (2)
- Maintenance (1)
- Environmental Quality (1)
- Connectivity (1)
- Accessibility; Public Transit Improvements (1)
- Cultural Shift (1)
- Landscaping (1)

- Maintenance (1)
- Higher Density Development (1)

There was a second MentiMeter activity that provided an opportunity for the committee to enter ideas to two questions. The coded responses are below.

Do you have ideas for additional "needs" for this project to address?

Participants left 6 responses to this question.

- Economic Development (2)
- Public Transit Improvements (1)
- Equity; Public Transit Improvements (1)
- Cultural Shift (1)
- Equity (1)

Do you have ideas for additional "goals" for this project to address?

There were two ideas provided.

- Economic Development (1)
- Placemaking (1)

CAG meeting invitation and follow-up emails, presentation, sign-in sheet, and draft of the Purpose & Need statement can be found in Appendices C, D, E, and F, respectively.

Technical Advisory Group (TAG) Feedback

What are the biggest needs in the corridor?

Participants left 48 responses to this question in a word bubble.

- Other (8)
- Multimodal Infrastructure (7)
- Connectivity (6)
- Geometric Improvements (6)
- Pedestrian Infrastructure (4)
- Public Transit Improvements (4)
- Economic Development (2)
- Safety (2)
- Land Use (2)
- Accessibility (2)
- Signage (1)

- Bike Infrastructure (1)
- Traffic Management (1)
- Connectivity; Accessibility (1)
- Multimodal Infrastructure; Connectivity (1)

“Other” Comments

- Viability (1)
- More lanes on interstate (1)
- Simplify (1)
- Asset management (1)
- Conductivity (1)
- Reduce highway footprint (1)
- Redundant routes (1)
- Efficacy (1)

What would you like to see improved in the corridor?

This question received 47 responses that were populated into a word cloud.

- Connectivity (6)
- Other (6)
- Geometric Improvements (5)
- Signage (4)
- Pedestrian Infrastructure (4)
- Safety (3)
- Multimodal Infrastructure (3)
- Bike Infrastructure (2)
- Public Transit Improvements (2)
- Accessibility (2)
- Connectivity; Multimodal Infrastructure (2)
- Placemaking (1)
- Landscaping (1)
- Maintenance (1)
- Land Use (1)
- Safety; geometric improvements (1)
- Environment (1)
- Pedestrian Infrastructure; Connectivity (1)
- Pedestrian Infrastructure; Geometric improvements (1)

Do you have ideas for additional "goals" for this project to address?

Seven suggestions were made in response to this question.

- Equity (2)
- Geometric Improvements (1)
- Land Use (1)
- Multimodal Infrastructure (1)
- Pedestrian Infrastructure; Connectivity (1)
- Placemaking; Landscaping (1)

What is the single most important need?

Nineteen comments were received for this question.

- Provide intuitive access to and from I-64 and circulation across I-64 (8)
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel (5)
- Safe and comfortable ped and bike crossing (3)
- Safety for regional through movements (3)

What are the two most important goals?

The 36 goals that were suggested are below.

- Coordinate with the regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal (13)
- Seek opportunities for highway improvements to allow improvements to allow improved land use near transit stations. (6)
- Integrate bicycle and pedestrian facility design best practices in design of projects (4)
- Consolidate access points from interstate to local system (4)
- Protect the historically disadvantaged communities along and near the corridor (3)
- Address negative impacts of the original interstate construction (2)
- Improve bridge conditions (2)
- Improve natural, built, and social resources along the corridor (1)
- Minimize maintenance costs (1)

TAG email invitation and follow-up, sign-in sheet, and presentation can be found in Appendices G, H, and I, respectively.

Public Meeting

Two press releases introducing the study and announcing the public meeting were circulated to local media outlets, who were given background information and provided the Future64 commuter survey to publicize. Additionally, an eblast announcing the event was sent to approximately 470 recipients.

The first public meeting for the Future64 Study was held on Wednesday, May 18, 2022, at the City Foundry STL food hall located in the project study area. There were 70 attendees who participated in person and online. The event featured technical boards, a study video, a feedback activity for Purpose and Need, a mapping exercise, and a comment section. The open house format allowed for one-one-one discussions with members of the study team.

At the meeting, comment forms were available in both paper and digital formats. Forms allowed participants to provide specific input based on the technical information displayed.

Pop-up meetings were held to drive people to the virtual storyboard to continue gathering input on the Draft Purpose and Need, as well as to provide technical information. To get people to the virtual meeting, commuters were shown a document with a large QR code to access the virtual public meeting. In total, the online virtual meeting generated 1,007 total views. Visitors to the online virtual meeting could provide comments through May 30, 2022. Two comment forms were submitted.

A breakdown of responses to individual questions and overall results can be found at the end of the report to reflect verbatim comments collected from the activities during the meeting.

Public meeting fact sheet, flier, and press releases can be found in Appendices J, K, and L, respectively. News articles about the public meeting from Next STL, KSDK, Land Line, STL Public Radio, and KMOV4 can be found in Appendix M. Social media posts on Twitter and Facebook by MoDOT can be found in Appendices N and O, respectively.

Summary of Results

Online and in person meeting attendees were able to use voting as the way to prioritize their needs and goals within the corridor. In-person options were chosen using pink, yellow, and green stickers placed on boards while online participants used a comment form and were asked to rank their responses one (1) to four (4), with one (1) being the most important. Responses were tallied and ranked from highest to lowest.

What need is most important to you?

More than half (59%) chose the option “Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel” as the most important to them. Online, four people ranked this as the most important need.

Twenty percent (20%) of participants agreed that “Safety for all users” is the most important need to be addressed in the corridor. Eight out of nine online participants ranked this “Safety for all users” in their top two most important needs.

Participants ranked “Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use” at third place, with fifteen

percent of votes (15%). Additional online responses ranked it in the second and fourth place with three votes a piece.

Participants ranked "Improve bridge structural conditions to maintain a good state of repair" the lowest priority with receiving three (3) votes, or 7% of the total tally. One person chose this as their number one online, and six respondents ranked it number three. Three votes were for the fourth spot.

See the recorded votes and a full list of the online rankings in Appendix E.

What OTHER needs are important to you?

On a separate board, attendees were asked to vote on the same categories; they provided two (2) additional votes. This question was not asked to online participants.

- "Safety for all users" received 31% of votes.
- "Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel" was a top choice with 28% of the vote.
- "Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use" was voted as the second-most important need with 25% of votes.
- "Improve bridge structural conditions to maintain a good state of repair" received the least number of votes at 17%.

See the recorded votes in Appendix F.

What goals are most important to you?

For this exercise attendees had the option to place two stickers on a board indicating the most important goals for them. Online participants were able to rank their top two answers.

Integrate bicycle and pedestrian facility design best practices in design of projects
At the meeting, twenty-seven (26%) participants chose this goal as the most important to them. This received the most votes. In addition, online participants gave three votes for number one and no votes for second place.

Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal
About a quarter of participants (22%, or 23) decided this goal was a top priority for them. The online number one and two priorities received one vote per rank.

Consolidate access points from interstate to local system
Twelve people (12%) out of the 103 total responses to the exercise thinks this goal is most important. This question received seven responses online, however two people ranked this goal as number one and one people ranked it at number two.

Seek opportunities for highway improvements to allow improved land use near transit stations
Voters (10 or 10%) said this is their pick for most important goal. Online no one chose this goal for their number one and there was a sole vote casted for number two.

Protect the Historically Disadvantaged Communities along and near the corridor
Another 10 participants (10%) thought this was an important objective for the study area. And online it did not received votes for first place but two people saw this as a number two issue.

Minimize maintenance costs
This statement was chosen by 5%, or 5 participants as one of the most significant goals stated. No one ranked it number one online and there was one vote for it to be second.

Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
Five percent, or 5 individuals, believe this is a potential goal for the central study area. One vote ranked it number two online.

Address negative impacts of the original interstate construction
A percentage of participants (4 percent or 4) believe this is the most essential goal. On the virtual form, three people want this to be the most important goal and one person said it should be in second.

Improve natural, built, and social resources along the corridor
People (4% or 4) chose this goal as important to them. One vote online selected this as the second option.

Improve bridge conditions
In person, this statement was considered most essential by participants (3 percent or 3). Online it received on vote for the most important goal.

See the recorded votes and a full list of online rankings in Appendix G.

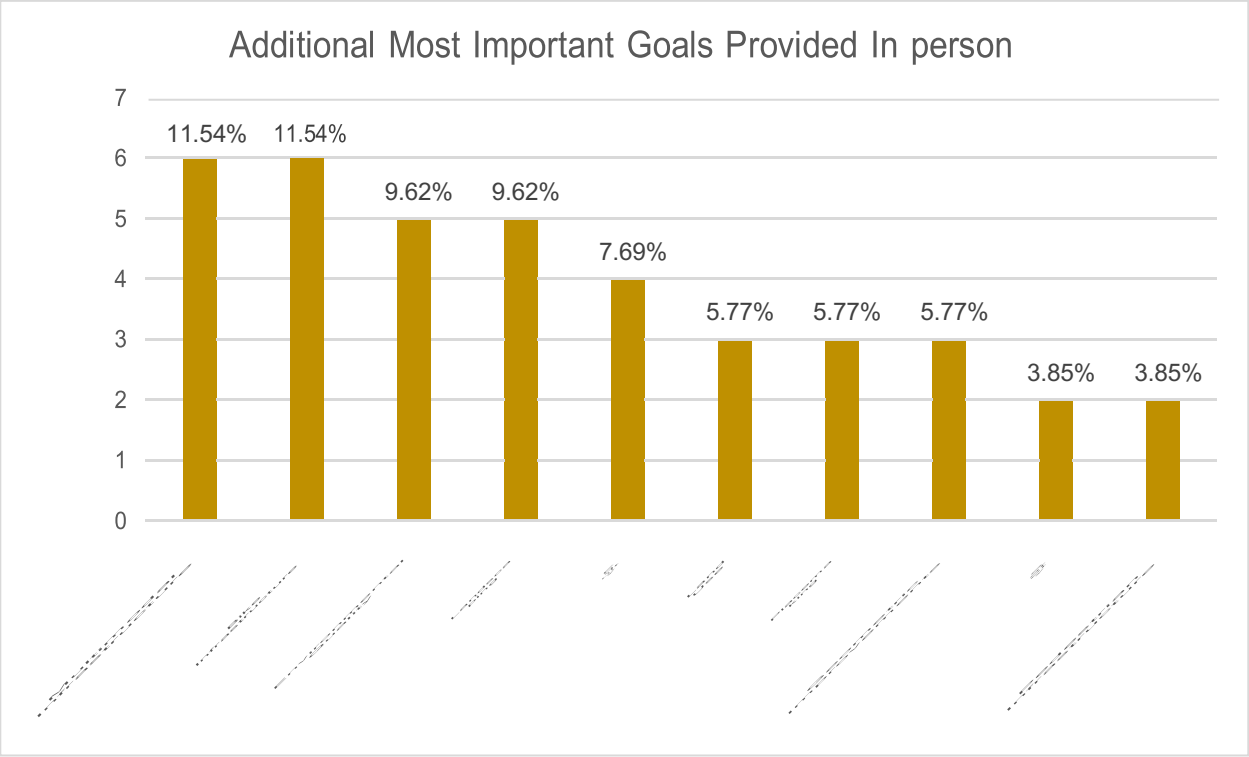
The Draft Purpose and Need activity continued with participants using colored sticky notes to place on boards identifying additional needs and goals that were not stated.

List any other goals that are important to you.

Fifty-two additional goals were provided by in person participants and the top 10 are provided below. The leading categories that were important to participants were multimodal infrastructure (6 or 11.54%) and bike infrastructure (6 or 11.54%).

- Multimodal Infrastructure (6)
- Bike Infrastructure (6)
- Environmental Quality (5)

- Landscaping (5)
- Equity (4)
- Land Use (3)
- Placemaking (3)
- Geometric Improvements (3)
- Safety (2)
- Pedestrian Infrastructure (2)



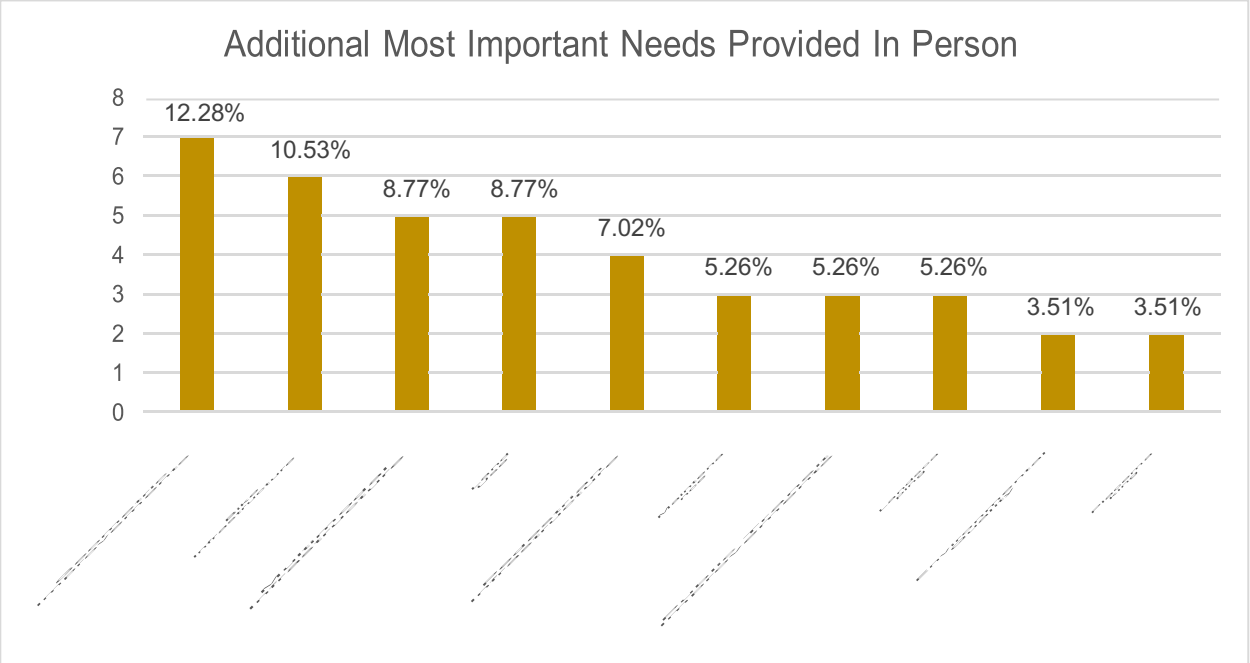
A full list of verbatim responses from the in person and online meetings can be found in Appendix H.

List any other needs that are important to you.

The leading 10 out of the 57 comments were provided at the in person event. They were then calculated and revealed that 7 or 12.28% participants said that geometric improvements are the most important need. Other answers were bike infrastructure (6 or 10.53%), and five comments for multimodal infrastructure (8.77%).

- Geometric Improvements (7)
- Bike Infrastructure (6)
- Multimodal Infrastructure (5)
- Land Use (5)
- Pedestrian Infrastructure (4)
- Maintenance (3)

- Public Transit Improvements (3)
- Landscaping (3)
- Environmental Quality (2)
- Placemaking (2)



A full list of verbatim responses from the in person and online meetings can be found Appendices O, P, Q, R and S.

Conclusion

The PEL Study addresses outdated infrastructure and evaluates and identifies future infrastructure needs. Collaboration with the community through ongoing activities and workshops has resulted in a wide array of perspectives from central corridor users to assist in addressing future improvements. This feedback will help determine the study's final purpose, needs, and goals.

Appendix

Appendix A: Stakeholder Interviews

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-24-22	Time: 1:00 p.m.
Stakeholder: Abdul-Kaba Abdullah	Organization: Park Central CDC	
Phone: 314-239-1400	Email: abdul@pcd-stl.org	

Corridor Characteristics
• At Kingshighway Blvd., there is an opportunity to work with the institutions to enhance the pedestrian experience. • A new tower, the largest neuro center, Brickline Greenway, and a remodeled Botanical Gardens are development projects in the central corridor. • A MoDOT building was just purchased and there could be opportunity there. • The ramps are short and curved at Boyle. This needs to be changed or expanded. • The turn at Grand Ave. onto I-64 is an issue. • Forest Park Ave. to and from the highway at Grand Ave. is a place of concern. • Exits are needed that will dump people into the central corridor so it's important for people to feel safe. • More lightning is needed. • Success in the corridor should be measured in improved safety, impacts on the built environment, and beautification to the neighborhood. • Communications from Science Center to Boyle Ave. is a dead zone for cell phones. • Keep the highway clear of trash and debris. • Placemaking lets people know they have entered an area.
Current & Future Traffic Conditions
• Not asked.
Equity, Economic development
• Grand Ave. is the most traveled space in the city. People need to have the ability to walk over the bridges along Grand Ave. Pedestrians will gain many opportunities from it. • There are unintended negative impacts to the environment caused by the highway. • SLU's campus is split in half. This study could fix that and increase connectivity. This pedestrian connection should be much easier. • I-64 is good and not good. Right now, it's a barrier where crime cannot come in. It provides a buffer. • The highway gets people to The Grove. • From a business and pedestrian standpoint, the corridor needs to be reimagined to

understand the connection between I-44 and I-64. • I-64 doesn't have a large impact on the neighborhoods near Delmar Blvd. Kings Oak neighborhood with 200 residences would do better if it's incorporated into the study. They have safety concerns. • A traffic study to open the grid to the highway would be the only reason to expand the study to Delmar Blvd.
Brickline Greenway & Transit
• Brickline Greenway will become a transportation option for people who use greenways. It won't be used by everyone or anyone who doesn't use it now. • Most of the time transit does not fit into the area. Unless the Brickline has interconnectivity along the highway, to and from Grand Ave., it won't be attractive. • The greenway should be able to get over the highway as a safe option. • Transit use will be more attractive when both sides of the street are walkable, well lit, and accessible. • MoDOT should consider how to get people east and west on Forest Park Ave. and north and south. • Transit that goes across the highway is attractive and routes should be created to connect the institutions.
Environmental Sustainability
• Not asked.
General
• Don't just celebrate Mill Creek Valley (MCV). From a cultural aspect it's border line gaslighting. Have a conversation about displacement if that is what's needed but signage doesn't really have that impact. • Would not use commemorative signs. Talking about the present neighborhood and where you're driving to and through has more value. • Will part of I-64 be named after a historical figure from MCV?
Public Involvement
• Not asked.
Other Feedback
• I-64 does not have a large impact on the neighborhood. • The Grove, Foundry, Midtown, Vandeventer, and Cortex District merge at Manchester and Vandeventer.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-2022	Time: 11:00am
Stakeholder: Betherny Williams	Organization: City of St. Louis, Director of Streets	
Phone: 314-647-3111 Ext. 1101	Email: williamsbeth@stlouis-mo.gov	

Corridor Characteristics

- Interstate 64 divides the corridor.
- Pedestrian facilities can link north and south St. Louis.
- The infrastructure is in places that makes it a possibility to connect the north and south areas.
- Maintain the historical value of the neighborhoods. Projects should not take homes or destroy businesses.
- People who live and work in the area should be comfortable with the study outcomes.
- The highway needs more ingress and egress points.
- The corridor is pedestrian friendly.
- The highway brings more visibility to the area and adds life to the city.
- Recommended critical success factors:
    - Noise could be an issue. Consider if the amount of noise is increasing in the area.
    - Understanding the historical significance of the areas would be a significant accomplishment for the department.
    - Better accessibility to Barnes-Jewish Hospital.
    - More pedestrian facilities.
- Educate folks on how to navigate the corridor. That would be a significant win.
- Projects could be negatively impacted by property owners and utilities.
- Success factors are difficult to determine because study outcomes are not guaranteed.
- Speaking with stakeholders is a step in the right direction.

Current & Future Traffic Conditions

- Not asked.

Equity, Economic development

- The current conditions do not have pedestrian facilities.
- There should be mobility for all users.
- Facility points need to be balanced, reachable, and accessible through the corridor.

• Branding is important to those who use the corridor. • There are more seniors on scooters and they may only shop on one side of the interstate because there aren't connections to the other side. • There is activity that goes on at the transportation points that could hurt business. • The number of stops need to be identified to make sure they are in the right locations. • MoDOT needs to understand ridership. • How the city gets people safely to access points, transportation, and pedestrian facilities is larger than the scope of this study. • What may come of this study may identify partners that can help with connectivity.
Brickline Greenway & Transit
• People have to feel safe. • A lower number of vehicles in the corridor will make greenway users feel safe. • People will use the greenway if they are educated about it. • Ridership will increase if the activity in the transit zones changes. • The transportation system inherently works. Safety and education will increase ridership.
Environmental Sustainability
• I-64 needs to be more user friendly. • We've made it easy for businesses to build right next to the highway system. • MoDOT needs to work with the businesses that are currently there and have been for a long time. • MoDOT has to tap into what's in the area.
General
• The unhoused population and how they travel could affect enhancement plans. • Washington University intends to expand north of Delmar. • Museums are on their way to the northside. • New pavement is scheduled from north to south. • The northside is looking to bring in more business.
Public Involvement
• Reach out to Yusef Scoggins, Director of Human Services. He can speak to the needs of the unhoused. • Reach out to Neil Richardson at St. Louis Development Corporation.
Other Feedback
• With Community Assessment, you can go across the Delmar Divide. The study should be made known to Fountain Park, Lewis Place, and Vandeventer.

- Betherny will help convene conversations with the aldermen.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-3-22	Time: 12:00 p.m.
Stakeholder: Brian Rogers and John Langa	Organization: Bi-State Development/Metro Transit	
Phone: 314-971-4840	Email: jrlanga@bistatedev.org, BSRogers@metrostlouis.org	

Corridor Characteristics
• There are many different things to pay attention to in a short span of the highway, which can be confusing if you're not familiar with the area. • There is a lot of economic development adjacent to this corridor, serving as regional anchor institutions. • Visibility is important along this corridor. • The Jefferson Ave. exit is perceived to be downtown and not in the central corridor. • Signage and wayfinding are needed to educate drivers about a mile before entering this section of the highway to help drivers safely navigate this area. • The Grand Ave. exit is appalling. The bridge should be used three times as much. Not just for pedestrians, but also for signs to make announcements. • The corridor should be a nice place to be, even if you're just traveling through in your vehicle. • The highway works for what it is designed to do. • Motorists who are not familiar with the area have trouble navigating along this corridor, especially on and off ramps. • During afternoon rush hour, there are traffic jams on I-64 westbound by Hampton Ave. and Kingshighway Blvd. • Drivers have to be aggressive to merge onto I-64 eastbound at Kingshighway Blvd. before the exit lanes at Boyle Ave. Improved signage could make this movement easier. • People are excited to leave the Kingshighway corridor because it's crowded. • There are three MetroLink stations, making it an important corridor. Central West End is the busiest station. The Brickline Greenway could help reimagine the station.
Current & Future Traffic Conditions
• MoDOT should view this corridor as a multimodal corridor to achieve additional

funding.

- Grand Ave. has the busiest bus routes.
- MoDOT should be innovative to address enhancements along the corridor.
- A pedestrian bridge near Spring St. would allow people to connect to MetroLink and bus stations. This area will also connect the Brickline going east and north.
- There is opportunity for increased north and south connectivity.
- There is high density on the south part of Jefferson Ave. There is the opportunity for increased density on the north side near the NGA campus.
- People want to know how close they are to the interchange and interstate. People should know how to get to access points. Commercial real estate wants to know how close they are to the interstate.
- Jefferson Ave. has the potential to be a second Grand Ave. That's a big deal.
- Jefferson Ave. could become more walkable. People will feel more comfortable walking along Jefferson Ave. when the ongoing highway and the NGA campus projects are complete.
- Jobs and access to jobs are top priorities in this corridor. This could be a new jobs corridor instead of Downtown St. Louis.

Equity, Economic development

- Pedestrians have a difficult time walking in this corridor.
- It is difficult to get from SLU to the bus stop on Grand Ave.
- Vehicles are not incentivized to slow to more pedestrian-friendly speed. High vehicle speeds in this area make it uncomfortable or unsafe for pedestrians.
- Pedestrian corridor signage would be good.
- Pedestrians are not recognized in the corridor.
- The pedestrian experience needs to be considered throughout the corridor.
- The study area does not equitably serve the people.
- Commuters need to understand they are connecting through a larger transportation system.
- There is an opportunity to have people think about everyone who travels the corridor.

Brickline Greenway & Transit

- North-south connectivity by SLU needs an improved linkage and pedestrian hub.
- Linkages such as a greenway make it easier for MoDOT to do what they need to do because there will be fewer cars on the street.
- There are separation issues and safety issues concerning the Brickline.
- More lanes are needed in the corridor.
- Grand Ave. is a busy corridor with a good bus market. Ridership needs to increase and can by word of mouth.
- A choice should be made near the soccer stadium as to whether people should drive or take public transportation to the games.

• It would be cool to implement a transit signal priority. This would allow traffic to move without too many delays. • New signage should encourage people to use the park-and-ride to access the greenway and/or get people to use MetroLink to get to the Brickline.
Environmental Sustainability
• Beautification and a sense of place are needed.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-12-22	Time: 9:00am
Stakeholder: Robert Blaine, JoAnna Schooler, Donna Ware, Chris Beard, Steve Sobos	Organization: BJC/WUSTL	
Phone:	Email:	

Corridor Characteristics
• Functional but 10 years from now when these plans come to fruition the roads will need enhancements. • MetroLink is the predominate way to travel. • At peak periods, the Boyle interchange becomes a major concern because it creates back up into the highway and creates other issues. • The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development. • Bikers live in the area and it would be nice for them to have lanes near the Taylor bridge. • Be aware of the need for infrastructure, density, and driverless cars. MoDOT needs to consider the world of the future. • Parking costs are a concern.
Current & Future Traffic Conditions
• A redesign could better connect north and south by broadening the corridor and looking at traditional routes. • Real estate prices tripled when people learned that MoDOT wanted property. • MoDOT needs to acknowledge it is a worthy goal to connect the north and south. • Creating a connection is an important first step but not sure where that location is. • Road conditions are awful from highways I-70 to I-64. • Speed is an issue from the north and south connections. Street calming is necessary on Grand Blvd. and Kingshighway. • Safety is important and should be prioritized. • Making BJC/WU more of a campus would reimagine the area. • At Boyle there is a safety issue. • At WashU people purchase Metro passes for employees to encourage less driving. • Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.

• BJC is concerned with patient experience. People come to the campus because their medical care requires it. • Staff are encouraged to not use Kingshighway ramps because BJC wants to leave those for patients. • Ease of access for workers is important. • Patient experience is strategic for Kingshighway and Forest Park Ave. Workers are pushed to the back end toward parking garages.
Equity & Economic Development
• Patients and workers are not riding bikes. Cars are the primary vehicle. BJC may not be doing a great job getting their employees to use MetroLink. • There are challenges around the campus for wheelchair users. • Safety needs to be addressed in the study area to make it equitable. • This corridor is a predominately white community in relationship to communities that are north. • The pedestrian experience should be equitable. • Make sure people can access economic centers and they can live near work.
Brickline Greenway & Transit
• Riding a GRG path is challenging for commuter travel. Greenways are designed for pedestrians and getting them to activities. MoDOT should think differently about bike paths as they have different goals than a greenway. • North and south connections off I-64 must be improved to make it more appealing because these are what feed into the communities. • Vehicles are not comfortable driving along cyclists. • People in cars need to be aware cyclists are just as important as they are.
Environmental Sustainability
• Stormwater management is an innovative way to address environmental concerns.
General
• There are four active projects happening on the medical campus with $2B planned for growth.
Public Involvement
• Not asked.
Other Feedback
• MoDOT has done community engagement before asking for input but then were told that the design was complete and what the community wanted could not be added. It seems the community outreach happened too late. Stakeholders do not want that experience again. • There were lessons learned on such a large-scale project and this is an opportunity to work together creatively to understand what the community needs are and how that

integrates with a central interstate system that feeds the metro region.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-3-22	Time: 8:00am
Stakeholder: Brian Hurd	Organization: Rise STL	
Phone: 314-333-7012	Email: brian@risestl.org	

Corridor Characteristics

- I-64 has had improvements. It is aesthetically appealing. BJC and WashU have contributed to this effort.
- People are drawn into the corridor by the beautiful exits.
- The corridor is accessible.
- This project area is the most attractive stretch of the highway.
- Gentrification is a concern. Be mindful of displacement of people in the corridor. As the corridor improves threats to the areas should be addressed.
- As the cultural amenities become more attractive, institutions need to be mindful of the price point of real estate. No harm should come to people of color.
- Critical success factors:
    - Increase daily passenger count increase, which could support economic development
    - Population distribution in terms of people of color. Making sure the population increases or remains stable for people of color and elderly.
    - Note who is coming into the neighborhood as a result of this project.
- Impediments to success:
    - Growing too fast and not being able to curb anxiety about too much development.
    - Perception of the area.
    - Threats such as who is working on construction jobs. People will want to know it is an inclusive project.
    - The area might not feel welcoming to some.

Current & Future Traffic Conditions

- East and west traffic flow is straightforward. Bottlenecks occur around rush hour.
- Arteries need more feeding routes to improve access.
- The traffic flow on north and south routes should be improved so it's easy and inviting for people to travel through.
- Lower the mental and physical barriers along the N. Kingshighway corridor. The

Kingshighway/Delmar intersection is a critical interchange.

- North of the Grand Ave. exit, try doing something to improve access and alleviate congestion.
- New landmarks and improved views would entice people to move and visit.
- People will take care of what looks good.
- Beauty in the corridor helps mentally.
- This project must accommodate and demonstrate an understanding of the commuter experience for people working in the project area.
- Priorities with greatest impact:
    - Who is participating in the MoDOT work particularly among people of color?
    - How can development connect to small business that can support the area in general?
    - MoDOT can use their strength to ensure inclusivity.
    - Read the 14th Street Development Case Study. RiseSTL did the work.

Equity, Economic development

- The corridor is dangerous for those who lack mobility.
- Overpasses are well designed. They improve access.
- Vehicles have the advantage in this corridor. He doesn't think that will change.
- Bus stops can be redesigned. There are places around the country who have been creative in designing bus stops. Improved aesthetics and design could incentivize people to use public transit.
- An attractive corridor will make people want to stop.
- Some things are not controlled by MoDOT like billboards. Create diverse spaces on billboards. They should reflect what the people in the community look like.
- The existing transportation system moves people through the area so they can get to where they are going, but it could be a way to encourage people to stop and look around the corridor.
- Highway systems divide communities.
- There needs to be consideration for how to attract black businesses and black people to the area.
- MoDOT should work with the St. Louis Development Corporation and the Chamber of Commerce for economic opportunities and growth.

Brickline Greenway & Transit

- To make the greenway attractive, it has to stay open.
- The Brickline needs to integrate art.
- The corridor needs to be more inviting so that people will use the Brickline.
- There are lots of vacant properties north and lots of investments can be done.
- People who rely on the convenience of cars will still drive, even if they have access to the Brickline.

Environmental Sustainability
• Environmental concerns can be addressed though beautification. • Trees do a lot for a community – absorbs water and creates shade. • People like places that look good and provides a level of comfort. • Trees help people who suffer from asthma. • Trees help absorb pollutants.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-22-22	Time: 2:00 p.m.
Stakeholder: Brian Phillips	Organization: WashU Med. Ctr. Redevelopment Corp.	
Phone: 314-747-2335	Email: phillipb@wusm.wustl.edu	

Corridor Characteristics

• As the community has changed, so has the perception about the highways as something that divides rather than pulls together.
• The corridor has separated assets and community over the years.
• As improvements have been made by partners, the corridor tries to be more inclusive.
• Westbound exit ramp at Boyle Ave. are way too short. When the medical center was fully staffed, there were dangerous backups. It has never been corrected.
• The east-west nodes should be working in conjunction rather in that being separately.
• Recommended critical success factors:
  ○ Low vehicle deaths and crashes
  ○ Pedestrian safety at interchanges
  ○ Number of people who commute on other modes of transportation
• Study impediments:
  ○ Safety will be a hinderance
  ○ Not having the right facilities for pedestrians and cyclist transportation

Current & Future Traffic Conditions
• This is the one area where people can be car-optional. • There was a previous strategy to make the area car-optional. • There aren't pleasant places to get across the highway. • Take opportunities to put pedestrians first when thinking about highway crossings. • Look at downtown Iowa's pedestrian infrastructure.
Equity, Economic development
• Not asked.
Brickline Greenway & Transit
• The Sarah St. underpass is one of the most difficult places to run the Tower Grove connector to the Brickline. They will have to be creative when building underneath. The underpass will not be changing anytime soon.

• Forest Park Ave. should be brought to grade at Grand Ave. just beyond Harris Stowe. The Brickline will be close to that. Figure out how to safely get past there and make it align with the highway. • The ramps need to enhance pedestrian safety, move cars along, and serve as economic stimulators. • Brickline Greenway could be a good public corridor. There are many jobs around it. Along the Brickline, there should be transit that can enjoy the same amenities. • Markers for public transit would make it more attractive to users.
Environmental Sustainability
• MoDOT cleans off everything that breaths oxygen. They replace greenery with concrete. • Equity in this corridor is not the same as I-270 improvements.
General
• Development pressures may affect this corridor enhancement plan. • Most construction is happening where people work and live. This is an opportunity to place amenities that can enhance those two areas. It will be a mistake to treat this in isolation. • Des Moines, IA has pedestrian enhancements downtown. • St. Louis has uneven growth. Black people with children demographic decreased the most. Every other population grew. This is based on census information. • Consider how to get more people on transit in dense areas.
Public Involvement
• Brian stays engaged and the best way to reach him is email. • He thinks there are executives at the hospital that would be good for the CAG. He will send names of who he thinks can participate.
Other Feedback
• Contact Melissa Rockwell-Hopkins at Washington University. She is on the Transportation and Parking Committee. Chris Beard can make the connection.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-7-22	Time: 9:30 am
Stakeholder: Chris Considine	Organization: Cortex	
Phone: 440-804-4133	Email: cconsidine@cortexstl.org	

Corridor Characteristics
• He never drives in the I-64 corridor. He rides a bike and uses MetroLink. • The Kingshighway corridor can be congested. • In comparison to other cities, he does not consider congestion an issue for this corridor. • He has a terrible experience getting around on bike and MetroLink. • The roads are not pedestrian friendly. • Improvements need to be made to MetroLink. The public transportation is horrible. Until public transportation is fixed, St. Louisans will continue to rely on cars.
Current & Future Traffic Conditions
• HOV lanes should be promoted. • Single person car usage should be discouraged.
Equity, Economic development
• There aren't many residents in the corridor but where there are, they live in small neighborhood clusters. • The highway is designed to be racially inequitable. It seems to be staying the same in this way. People lack the will to make change and this sentiment can be applied to all the St. Louis institutions.
Brickline Greenway & Transit
• The greenway must be completed as soon as possible so that people may use it. • Safety is required if people are going to travel on the Brickline. • Public transit needs to be safer. • Media perception of public transit needs to change. • MetroLink needs gates. • The city needs to address root causes of problems. • Public transit needs more promotion.
Environmental Sustainability

Public transportation needs to be resolved. Citizens want to drive cars because they can't or don't want to use existing public transportation options. The MetroLink is poorly designed because it reaches very few neighborhoods in the city. No one wants to ride a bus in St. Louis. • State leadership needs to improve environmental policy.
General
• The city has character but lacks art. There needs to be more signs and art in the dead areas. • Signs are needed to guide people to neighborhoods. • Celebrate the city instead of big business.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-27-22	Time: 9:00 a.m.
Stakeholder: David Newburger	Organization: City of St. Louis, Office on the Disabled	
Phone: 314-277-3615	Email: newburgerd@stlouis-mo.gov	

Corridor Characteristics
• David dislikes the lane crossing at Forest Park Ave. to I-64 to get to Jefferson Ave. • Accessible Pedestrian Signals (APS) are needed at pedestrian signals for blind citizens. • MoDOT has a history of using return curves that are tripping hazards. Flares are what's needed instead. • Detectable warnings are not supposed to indicate where the street is but to tell that someone is walking into traffic. • Turn curb ramps so they are in the run of the cross walk as opposed to perpendicular to the curb. • Details are important to serve the disabled. • Access to the train should not be dangerous and should be operable. • Disabled people use vehicular transportation throughout the corridor. • Bottlenecks slow down traffic during rush hour. • Everyone is getting used to new highway designs. More education must be promoted to ensure that everyone understands what is going on. • Pay attention to travelers who do not use cars to get everywhere.
Current & Future Traffic Conditions
• To better connect north and south calm I-64 drivers as they get on and off city streets. • He's not in favor of creating a north-south highway. It would divide the city.
Equity, Economic development
• Dangerous pedestrian activity at 10th St. is a straight shot from Clark St. going south on I-64. The drivers are driving on the pedestrian streets like they are highways. • The opposite of calming is happening in the corridor to support non-drivers. • Crossing Tucker is not safe during rush hour. • People in wheelchairs are shorter in height than people who are walking. This should be considered when using right turning lanes because drivers do not see them. • There is a need to enforce No Right on Red. • Slip lanes are disasters for people in wheelchairs. • I-64 does not equitably serve the community because it only goes east and west. That

the reason Brickline Greenway is going north and south to address that inequity. • The existing transportation system does not help the current business activity within the corridor. • Superhighways in the city deter vibrant city corridors. • Highways are designed to get people elsewhere besides the city.
Brickline Greenway & Transit
• Fundamental design is reasonable. Action on that is important. • Brickline Greenway needs to be attractive from west of Jefferson to Grand Metro stop. • The Brickline may need transportation to adjacent streets. • If you take the wrong elevator on Grand Ave., the buses are facing the wrong direction. People should be able to use either elevator and take the bus in either direction. The elevators are out of service frequently. Users need to pick the right elevator. • Maybe a traffic signal is needed at the bus stops at Grand so people can safely cross Grand Ave. without having to go back down to the train platform.
Environmental Sustainability
• If there is opportunity on a superhighway to evaluate bus speed and electric car speed it should happen. • There has to be more ways to support mass transit to address environmental concerns in the corridor.
General
• Calming streets on Lindell Blvd. will push traffic to Kingshighway Blvd. and I-64. • Spring Ave. needs to be reevaluated. • Good news is the Compton bridge will be fixed. • Commemorative signage would be okay but it would only exist to tell drivers a story.
Public Involvement
• Not asked.
Other Feedback
• David recommends adding three neighborhoods north of Delmar Ave. to the study: Fountain Park, Lewis Place, and Vandeventer. • Kingshighway Blvd. should not become a limited access highway. The area is too residential. • There is low access underneath I-64 for motorist and pedestrians.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-17-22	Time: 9:30 a.m.
Stakeholder: Dr. Vernon Mitchell	Organization: City of St. Louis, Chief Equity and Inclusion Officer	
Phone: 314-622-3733	Email: mitchellve@stlouis-mo.gov	

Corridor Characteristics
• His perception of the corridor is that it has gotten better. • The Kingshighway Blvd. exit is confusing. • Boyle Ave. and Vandeventer Ave. can come up on you fast when driving on I-64. He is not sure how much that helps with the flow of traffic. Sometimes it boxes traffic up at off peak hours. • The corridor looks more inviting at Jefferson. • There are other issues along I-64 at Big Bend. • He thinks I-64 should be four lanes, more open, and easily accessible. • It is tricky directionally getting to the Cortex. • The interstate is well-kept, functional, and flows most of the time. • There is a mix of is a mix of new and old infrastructure going east from Kingshighway Blvd. • The corridor is becoming more engaging. • MoDOT should try to make the exits part of the landscape. • Get people from Point A to Point B without many deterrents or distractions. • The transportation system in this corridor should be engaging. • Driving east past Jefferson, the highway takes drivers on a tour of the area. • I-64 is providing pragmatic access without disturbing anything.
Current & Future Traffic Conditions
• There are huge disparities in the north and south populations in the city. • Considering the north-south connections, the way the corridor is now decides who can engage and who cannot.
Equity, Economic development
• The unhoused are at I-64 and Vandeventer Ave. • The highway is accessible to most people, but there should be consideration for those who are unable to access it. • Equity happens at the decision-making level. Pay attention to how decisions are being made about the highway and who is included.

• A participatory process that includes more voices encourages equity.
Brickline Greenway & Transit
• MoDOT should examine ways to transport persons who do not have a car but are mobile to the Brickline Greenway for its intended purpose. • Investigate if access points are restrictive to those things that exist for people to access. • Some of the roadways are meant to be inaccessible. What is the bridge to access the major artery?
Environmental Sustainability
• Not asked.
General
• Commemorative markers should be there to understand that something was there before the highway. • People should understand there were communities before the interstate that paid a cost for the project to be done. • Signage shows an awareness of the corridor's history. • There has to be a community conversation with people who lived in Mill Creek Valley. They should have input into what marker, if any, is used. • Signage could apply to all historically black communities in the city.
Public Involvement
• He is open to getting follow up contact when necessary.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-22	Time: 10:00 a.m.
Stakeholder: Lonny Boring, Mark Vogl, T. Christopher Peoples, Phil Hulse, Steve Smith, Kevin at Greenstreet	Organization: Great Rivers Greenway, Green Street STL, Lawrence Group	
Phone:	Email: phil@greenstreetstl.com, steve.smith@thelawrencegroup.com, tcpeoples@grgstl.org, lboring@grgstl.org, mvogl@grgstl.org	

Corridor Characteristics

- At Market St. eastbound and Forest Park Ave. to Grand Ave. are inefficient uses of the land. s
- Getting off at Grand Ave. is dangerous.
- The Grand Center access is messy.
- The increase in traffic from Vandeventer Ave. to the Armory and Foundry will be a challenge.
- This corridor is the lifeblood of the region's city infrastructure.
- This area will see enormous growth over the next decade.
- Challenges increase around exits and on-ramps.
- The highway creates a north-south barrier. It is a visual barrier which includes land issues from the rail corridor.
- Recommended success factors:
    - Traffic needs to flow better to have less congestion.
    - From an investment standpoint, the area needs to be perceived as easy to get to and from.
    - Demand is expected to increase.
    - The corridor needs more signalized intersections.
    - It's a confusing corridor unless it is a regularly traveled.
    - The corridor needs more lights and better infrastructure.
    - Traffic needs to be managed in and out of the corridor.
- MetroLink needs to be safer.
- The group wants the area to be a multimodal environment.
- East-west infrastructure is fine. The problems happen when getting off the highway and through the corridor to a destination.

Current & Future Traffic Conditions

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

- There should be better ways to get people north than on Grand Ave.
- The north-south connections are not sustainable.
- The interstate severs the street grid. Underpasses and overpasses need to include pedestrian and bike access.
- This study team has to think about multimodal uses to provide alternative transportation choices.
- Do not be afraid to attempt ambitious projects from this study.

Equity, Economic development

- The current basic infrastructure has not deterred development but there will be high demand in the coming years. This area will have to look different in 10 years.
- Connectivity from Midtown to Downtown West feels like a desert when it is only a couple of miles.
- Grand Ave. to the east should be evaluated so that development can continue.
- If the study is not done appropriately, travelers will resist coming to the corridor.
- Transportation can help with market forces that are happening already.
- The highway is a benefit to the area.

Brickline Greenway & Transit

- The north-south connections should be visually inviting and accommodating to travelers.
- Extending the Brickline Greenway south to Chouteau Ave. will reduce the perceived barriers between Saint Louis University's campuses.
- Greenway connections should be wide enough to accommodate future users.
- The greenway should tie Grand MetroLink to Harris Stowe State University.
- Lots of people who are moving here use public transportation.
- Lightning and a people-friendly environment will make the greenway more attractive.
- The MetroLink needs repair.
- Transit needs to be inviting and made secure.
- The MetroLink is underused in this corridor and usage is based on perception.

Environmental Sustainability

- Reduce greenhouse gas emissions. People need reasons to explore alternate forms of transportation instead of driving.
- The Foundry has done a good job reducing noise. Sound walls would create further barriers and urban environments do not need more sound protection.
- MoDOT should consider how to retain storm water.
- Innovation will be difficult from the Chaveitz Center going south.
- The desolate space under the highway could be an amenity.
- Give pedestrians equal comfort and access. There are so many unwalkable spaces in between the corridor.

General
• Saint Louis University would like to elevate the sunken part of Forest Park Ave. at Grand Ave. They are proposing a gradient interchange. The university has secured a federal grant and is working with the city on the proposed changes. • Read High Street case study in Columbus, Ohio. • Commemorative markers of some sort are a great idea. • Signs can present information that goes further back in the city's history. • There are many different stories to tell. MoDOT should also be forward looking. Some messaging should look to the present. • Celebrate the rich history of the area. People passing through will get to learn about the St. Louis heritage. There is similar signage in the Atlanta Beltline. • The new architecture will be forward thinking.
Public Involvement
• Not asked.
Other Feedback
• The team should reconsider the engagement and assessment boundaries to be Page Ave. • Review walking and biking models. • Development will increase all travel.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-22	Time: 3:00 p.m.
Stakeholder: Jason Hensley, Moses Gayles, Yusef Scoggin	Organization: St. Louis Housing Authority, City of St. Louis, Director of Human Services	
Phone: 314-657-1652, 314-286-4269	Email: ScogginY@stlouis-mo.gov, JHensley@slha.org, MGayles@slha.org	

Corridor Characteristics

- The corridor needs more access points east and west. Drivers have to go far to get on and off the highway.
- Jefferson Ave. at I-64 is the next opportunity to get back on the interstate going east.
- The interstate seems to move people from Illinois to South County. It should be used more to move people in the corridor.
- The rail yard creates a permanent barrier.
- The area between Kingshighway Blvd. and Grand Ave. has rapidly emerged and created a great demand.
- Beyond Vandeventer Ave., there needs to be significant investment to demolish viaducts.
- The way the Armory is positioned in the corridor there needs to be planning and significant resources to fit.
- The corridor's design element is aimed at accessibility.
- A bridge from Forest Park Ave. to Spring St. has been requested.
- Recommended success factors:
    - Safety
    - Increase density and make the community vehicle-optional.
        - The SLU area needs changes for pedestrians.
        - There are many in the neighborhood against additional cars.
        - St. Louis is moving toward a nonvehicular model that is more appropriate for thriving communities like this one.
    - If north-south travel continues to be delayed, it is problematic for the group that want to use it.

Current & Future Traffic Conditions

- I-64 needs to be reevaluated at Grand Ave. and Forest Park Ave. It is dangerous to get around. The lanes are weirdly spaced. The Kingshighway Blvd. design would be best there.
- Slow traffic to better connect the corridor north and south.

• Jefferson Ave. could benefit from slower traffic. • The Grand Ave. station is good with highways and public art. It could be used as a model for crossing I-64. • Continuing north-south infrastructure would guide commuters but should not create a barrier.
Equity, Economic development
• The only reason to get on I-64 in the central corridor is to go west. There are better ways to get around the central corridor than the highway. • People can get to most places as fast through Forest Park Ave. than taking I-64. • Roads are not well kept and there are lots of stop lights on Forest Park Ave. • The 70 bus route is easy. It takes many people places they need to go. • As the area fills in the need for transportation will increase. • Cars clip corner barriers. • Sidewalk accessibility needs to improve. • There are connections that are built for people without mobility issues. Not sure the current design is thought through for accessibility. • A different width is necessary on the sidewalks. Some of the overpasses at Tower Grove Ave. and Newstead Ave. have sidewalks that are small. Those using wheelchairs have challenges. • Cars do not need more equity. • The existing transportation system supports business activity. • The off ramp at Tower Grove and MetroLink station is clearly intentional. • I-64 takes off pressure at Kingshighway Blvd. • The people who live in the area have the income to stimulate businesses. • Evaluate the services offered now and look at what could be provided in the future. There may be 30% growth in the corridor.
Brickline Greenway & Transit
• Consider the access points from neighborhoods to the area and if the routes are safe and attractive to get to the greenway. • People who already use greenways will use the Brickline. • Greenway use is cultural. • Density is usually not seen as a benefit to the region. People can get around cheaper and faster in cars.
Environmental Sustainability
• Not asked.
General
• Kevin Bryant has the Kingshighway Redevelopment Area north of Delmar in the Fountain Park neighborhood.

• Coworker space is coming to the 4700 block of Delmar Ave. • A new apartment complex is coming to Euclid Ave. and Delmar Ave.
Public Involvement
• Not asked.
Other Feedback
• Botanical Gardens is remodeling. • Shaw and Botanical Heights may see greater commuters. • Extend outreach and community assessment boundary to Page Ave. • The St. Louis Housing Authority has priorities in the Vandeventer neighborhood. • It's cliche to use Delmar as a barrier. • Blight is a challenge. • There are incentives given to move in the West End, Visitation Park, and Academy neighborhoods. • Delmar Ave. has main street designation. • A CID is coming north of Delmar. • The unhoused population seek safety in the underpasses. • Reduce encampment spaces. • There may be political ramifications from removing individuals from places where they should not have been in the first place. • Understanding the movement of the unhoused can prevent safety issues to themselves and others.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chanda Taylor	Date: 2-28-22	Time: 11:00 a.m.
Stakeholder: Rich Bradley and John Kohler	Organization: City of St. Louis, Board of Public Service	
Phone: 314-589-6645	Email: bradleyr@stlouis-mo.gov, KohlerJ@stlouis-mo.gov	

Corridor Characteristics

- The interstate is perceived as "old school" and not up to the standards of the other interstates in town because it runs through an urban core.
- It is hugely congested and interchanges are old.
- The interchanges are not typical.
- I-64 if outdated, winding, and not user friendly.
- East-West Gateway has study information on congestion. It is an issue on the highway.
- Placement and signs have a retro motif that is nice. Wayfinding is informational.
- Kingshighway Blvd. to Taylor Ave. has been done as much as it can. East of there to downtown has a tight right of way.
- Some of the ramps require slowed speeds. Grand Ave. exit and 6th Street have issues with how they are laid out without focusing on safety standard.
- I-64 should be avoided at all costs. Other highways are more up to date.
- Many people drive slow and a handful of people speed on the highway.
- I-64 from Forest Park Ave. to Jefferson Ave. is dangerous across the interstate.
- Congestion that occurs during events could be mitigated through interconnectedness and better communication to the off-traffic signal.
- Recommended critical success factors:
    - Crash, accident, and fatalities data needs to show improvements
    - Safety
    - Multimodal connectivity should improve
    - Separate facilities
    - Build features into projects that increase multimodal travel
- Impediment to the success factors are land opportunities, funding, and political disagreement. Also, neighborhood pushback could be a problem.
- Some people do not want to see an increase in traffic and changes in their neighborhood.
- Change is difficult to overcome.

• Critical outcomes of the PEL are reduced congestion, better connection to transportation, better ways to accommodate transportation, equity in several ways, and safer experiences for all modes of transportation.
Current & Future Traffic Conditions
• More emphasis needs to be placed on north-south connections. • The Brickline Greenway will help with the north-south connection. • The highway should not be a barrier. • Great Rivers Greenway is building a pedestrian bridge at Compton Ave. MoDOT should remain open to expansion of their bridges across the highway or analyze depth footage to accommodate different modes. • Bike St. Louis routes are missing on the north-south connections. • Provide better bike connections on Grand Ave. specifically.
Equity, Economic development
• There is a mix between commercial, industrial, and residential property in the corridor. • The center corridor is undergoing rapid development. • The city's ADA Transition Plan identifies which areas need to be improved. • I-64 is equitable but there is room for improvement. • This corridor study should make things more accessible. There are pieces missing. • Improvements are needed at all Metro bus stops. The Board of Public Service submitted this to MoDOT as a recommended project. • The existing transportation system brings traffic to the urban core. • Reconfiguration would improve the corridor. • Anytime there are challenges to the system, people avoid the area or find alternate ways. • Outreach efforts should include businesses along the corridor. • Modifications should serve good economic development. • Moving ramps may cause businesses to see their viability change.
Brickline Greenway & Transit
• Connectivity to multiple transit hubs and jobs would make the greenway more attractive. Interconnectivity is key as opposed to walking and biking facility. • Be open to bold thinking as it pertains to the Brickline. • MoDOT is encouraged to work closely with the Brickline Greenway to come up with acceptable agreements for the best facility and connection the Brickline can be. • People will be attracted to a well-maintained greenway. • Bus rapid transit is an attractive service. • Good highway transportation might alleviate congestion and make it easier to bring people from the county to the urban center.

• Place a dedicated bus lane on the highway. • Exit and entry ramps should be linked to transit facilities. • Mobility hubs could improve ridership.
Environmental Sustainability
• A traditional approach to climate change would be rideshare and HOV lanes to convince people to carpool. • Better transit is needed beside single user vehicles. • Improvements should lower idle time to move vehicles quicker, lessen pollution, and reduce carbon footprint. • Better connectivity to transit will encourage more responsible behavior. • Innovative light is needed along the highway. • Adding types of green space will minimize maintenance. • MoDOT can take advantage of MSD Clear Water project for stormwater containment.
General
• Trailnet came out with their 2021 crash report for St. Louis County and City. It is broken down by mode and shows problematic areas. • Great Rivers Greenway funded a study in 2021 to come up with a potential recommendation to improve bicycle facilities throughout the city. • The Veterans Administration expects to renovate its facilities. • Further north on Grand Ave., the veterans' tiny homes will become hub for disabled veterans. • The Sarah Street Connector at Vandeventer to Forest Park Ave. is under funding consideration by East-West Gateway. • The Grand Ave. and Forest Park Ave. underpass is considered high priority. No actual project exists. Saint Louis Univeristy is providing $1.5M. If there is anything the study can do to guide that project and the change in access will be a benefit to the corridor.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-8-22	Time: 10:00am
Stakeholder: Imran Hanafi	Organization: Saint Louis University Hospital	
Phone: 314-324-2323	Email: ihanafi@yahoo.com	

Corridor Characteristics
• The perception of the corridor is that it is focused on moving cars as fast as possible through the area. It only has one purpose and disregards everything else. • Congestion and unpleasant commutes are major challenges along the central corridor. • Make the design of the highway better. People should not want to speed through to get to the other side. • It's a highspeed environment. • While there is congestion, it was built to prevent it. • There is noise, and a lack of trees. • He recommends environmental impacts, safety, noise and debris reduction, and reducing risks beneath bridges as critical success factors. • There is potential to improve I-64 by planting more trees instead of monuments, erecting noise walls, providing shade at bus stations, providing a comfortable spot to relax, and creating attractive areas that encourage people to slow down. • To measure success, he recommends design for the speed that's intended and reduce crashes. • If people are speeding on the highway, it has been overdesigned. • Survey residents in the area and redesign it based on their perception.
Current & Future Traffic Conditions
• He regularly travels the corridor in a car. • He prefers to bike. Driving saves time but it's bad for your health. • The current integration of the roads and transit network is not working well for most people. • Drivers tailgate and overtake the road. • There is lots of speeding and noise.
Equity & Economic Development
• Not asked.
Brickline Greenway & Transit

• There are two approaches to designing for the greenway. Construct barriers to conceal what is happening on the greenway. Alternatively, make it more visible so that riders and motorists can notice travelers. It will serve as a reminder that there is life on the greenway. • For public transit to fit in the corridor, the network from A to B has to work and it needs to respect the dignity of riders. • Sidewalks and ramps need to be available to get to a bus stop. • Shade is needed. • Shelter from heat and rain would make transit a more attractive option. • Safety at night is required to change the area.
Environmental Sustainability
• There are stormwater opportunities on the highway. • Solar power can be used to combat climate change. • Ornamental trees or canopies would help address concerns.
General
• There are plans to redesign Grand at Forest Park. • He does not think there is a way to genuinely honor the past. The damage is done. Some things you cannot solve.
Public Involvement
• He receives information on projects like this through social media and emails. • The best way to keep his network informed is through email. • The Urban STL forum is a related group to which information can be forwarded.
Other Feedback
• When people look out their windows and see a highway, what makes them want to or not want to live close to it, and what can be done to encourage them to do so?

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-7-22	Time: 9:00am
Stakeholder: Mary Lamie	Organization: Freightway	
Phone: 314-982-1562/ 314-315-3014	Email: MCLamie@thefreightway.com	

Corridor Characteristics
• Her perception of the central corridor is that it's an integral part of the region for people who pass through the community. • The I-64 connector is important for the movement of freight. • I-64 is key to companies. • The interstate is a tremendous part of the area. • Her experience driving though the corridor is that its congestion impacts reliability and it lacks efficiency.
Current & Future Traffic Conditions
• The existing combination of the road and the highways works effectively in terms of maintaining access to locations, although it may be difficult getting on and off. • A top priority is to evaluate the accessibility at the interchanges.
Equity & Economic Development
• Non-drivers find the corridor to be in fair condition. • People are not equitably served by I-64. • I-64 in Chesterfield provides better service. • There needs to be consistency along the interstate.
Brickline Greenway & Transit
• Not asked.
Environmental Sustainability
• MoDOT should address run off from the roadways, detention areas, bio swell, and aesthetics.
General
• The Non-Interstate Truck Corridor Study may impact enhancement plans. • There is the prospect of a large manufacture building on Chouteau and the Riverfront. • She is in support of ideas that help with the identity of the city and reinforces neighborhood identity.
Public Involvement

• She currently learns about project through email and stakeholders lists.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-11-22	Time: 10:00am
Stakeholder: Michael Lucido	Organization: Saint Louis University	
Phone: 314-977-3199	Email: lucidoma@slu.edu	

Corridor Characteristics
• It's a major thoroughfare for the county to get into Downtown. • I-64 leads to lots of affluent neighborhoods. • Usually, the interstate is congested. • Biggest issue is getting trash picked up and the grass cut. Compton and Vandeventer have that issue as well. SLU is sending their crew out to remove weeds, cut grass, and pick up trash that are in MoDOT's right of way. • Visitors should have a pleasant experience instead of having panhandlers at every exit. • There is drug use at the exists. • The corridor has an issue with its image. People want to know they're in a safe area, but trash and loiterers make them nervous. • The area has vastly improved the way people traverse the corridor. • It is critical that the corridor is kept up. Maintenance and operations is key. • Workforce challenges could make it difficult to maintain the corridor.
Current & Future Traffic Conditions
• Compton needs signage on the highway. It's difficult to know that Market St. will go to Compton. • Kingshighway and Grand are the largest connectors. • Travelers must know where they're going in the corridor. It's not intuitive. • Top priority for this corridor is maintenance and upkeep of the right of way.
Equity & Economic Development
• The corridor is not pedestrian friendly, it should be more inviting. • People need to know how to get to access points on the greenway. • People coming in from Downtown and the county need to know how to get off the highway to enjoy pedestrian activities. • The transportation system does not help local businesses. • Local business is not currently tied to I-64 or the MetroLink. • Businesses aren't where the interstate travels, but north and south of the interstate.
Brickline Greenway & Transit

• Planning is an opportunity to make the corridor more visually attractive from I-64 and draw people to the greenway at the same time. • The highway can provide great visibility to the trails. • The system is disconnected. The MetroLink is below Grand and the bus is above it. Going west, cars are above I-64 and going east they are below the roadway.
Environmental Sustainability
• The area needs maintained greenspace.
General
• History can be told along the highway. It should be managed and tastefully done. Everyone has different taste. • Good signage could encourage people to get off the highway. • Neighborhoods could be highlighted.
Public Involvement
• Want to be informed about the project.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-23-22	Time: 9:00 a.m.
Stakeholder: Michael Holmes	Organization: Urban League	
Phone: 314-615-3609	Email: mkholmes@urbanleague-stl.org	

Corridor Characteristics
• The I-64 corridor is perceived to be mostly a business and industrial corridor. There is no business community unless you travel far into that corridor. • Traffic needs to get in and out without disturbance. • The central corridor is not large enough to avoid traffic, especially if there is an event. • Recommended success factors: ○ Traffic has to flow easy and not disrupt local residents. • Impediments to achieving success could come from neighborhoods that are not connected the businesses. • There are too many businesses built near the highway, preventing expansion. • Critical outcomes of the PEL will be getting the community to get involved. • Sound barriers may be necessary to protect neighborhoods in the central corridor like those south of I-64.
Current & Future Traffic Conditions
• Do not create more north-south pedestrian connections because people are not going to use them. • Make going north-south more car friendly. • People are more likely to drive cars north and south. • Traffic flow for people who are living in the area should be a priority. People who live in the corridor should not be wrapped up in event traffic. They should be able to bypass it. • Roundabouts are good if they give enough people access to figure out where they are going.
Equity, Economic development
• Conditions along the corridor for non-drivers is dangerous. No part of the corridor is built for pedestrians. • There are not enough ramps in the study area. • If people live on the northside they probably travel I-70 to I-64. • The existing transportation system support the business service area. • Lines of traffic butt into the drivers who are trying to go north and south.

Brickline Greenway & Transit
• Most college students and people that live on south end will use the greenway. People from the north are not going to travel to the corridor for the Brickline. • Amenities will make public transit a more attractive transportation option.
Environmental Sustainability
• Development is being allowed to be built on the street and on top of the highway. • More greenspace is needed going north.
General
• The frequency of public transit will affect corridor enhancements. • Most signage should be north directing people to the corridor.
Public Involvement
• He is informed by MoDOT through email. • He receives personal calls from MoDOT keeping him informed. • The best way to make contact is through email. • When asked whether he wanted to be on the CAG or if he knew someone, he stated to follow up with him later.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-15-22	Time: 10:00am
Stakeholder: Rich Simmons	Organization: Grand Center, Inc	
Phone: 314-289-1504	Email: rich@grandcenter.org	

Corridor Characteristics

- I-64 is an inadequate thoroughfare that was not built for an urban environment.
- Many on and off ramps are too short, which makes it dangerous to merge.
- Kingshighway to the west jams all day. That may be due to where drivers get on 64.
- I-64 in the central corridor is the most dangerous stretch of the highway.
- East on I-64 near Vandeventer Ave., there are many on and off lanes and there seems to be a lot going on there.
- Reducing the flow to Boyle could be helpful.
- Speeding is an issue.
- This study would be successful if connections are made across the railroad tracks. This would make a safer and inviting space so that we don't have separate areas in the corridor.
- People traveling north and south should not feel impeded.
- There are issues that affect success in the corridor, like trouble around the Grand viaduct. It's very industrial and feels segregated.
- The Grand Bridge is too long.
- The MetroLink doesn't feel safe.
- Grand Center desires to be more walkable. It needs pedestrian thoroughfares.
- The exits are confusing.
- There area is underserved by I-64.
- Entrances to Grand Center are at Compton and Vandeventer. People use Grand instead of other streets because they don't know where to go.

Current & Future Traffic Conditions

- Grand Center customers almost exclusively drives cars.
- Grand Center has not figured out how to get SLU students to extend themselves into the area.
- Parking lot surfaces need to be changed. They create the illusion of wide/expansive lots, which people prefer not to cross.

Equity & Economic Development

- The conditions in the study corridor create challenges for people in wheelchairs. The sidewalks need to be changed.
- Make the area walkable.
- Design should feel like crossing the streets are what you want to do, instead of what you have to do.
- The highway does not do a good job of getting people in and out successfully.
- At Grand Center, Grand narrows and SLU slows down traffic. There should be encouragement to get to Compton and use Compton and Vandeventer as thoroughfares.
- Vandeventer has too many lights and Compton is underused.
- More traffic distribution across the north and south arterial roads is needed.
- Limit the numbers of entrances and exits and build out space at the ones that are kept.
- Traffic will be slowed as a result of development. Compton and Vandeventer should be used as alternate routes.
- Grand Center is a major thoroughfare for Bi-State. It's good for the University and schools in the area.
- Traffic is a barrier to get people into Grand Center.
- Grand Center gets two million people a year, but improvements could attract more people and businesses to the area.

Brickline Greenway & Transit

- Not asked.

Environmental Sustainability

- The sides of the highway with vegetation should have a greater biodiversity. Trees and bushes would be better to capture carbon.
- Impervious pavements are desired so that rainwater has somewhere to go.
- Collect rainwater to irrigate other areas.
- The corridor needs things that provide visual appeal.

General

- Not asked.

Public Involvement

- Not asked.

Other Feedback

- The Foundry and Armory are bringing cars into the area but not pedestrians.
- Part of the urban experience is walking. As the city attracts more people, they will want that experience provided to them.
- In Grand Center there is one residential property expected to add 1000 people and more development coming soon.

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON

- Grand Center needs to feel like a neighborhood and not just a destination.
- Making an environment for north and south residents to be attracted to the district.
- MoDOT should align with neighborhood plans.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-8-22	Time: 1:00 pm
Stakeholder: Taylor March	Organization: Trailnet	
Phone: 314-707-5001	Email: taylor@trailnet.org	

Corridor Characteristics

- Experience of the corridor depends on how someone is traveling through it. In a car, I-64 bisects lots of activity in the city.
- This corridor works well for people traveling in cars.
- It is stressful to walk and cycle through the corridor.
- The experience crossing bridges in this corridor can be improved.
- Compton doesn't have a lot of traffic.
- The ramps near Harris Stowe State University and Saint Louis University are messy and hard to navigate.
- There isn't a lot of congestion along this corridor.
- If there is congestion, it's east of Jefferson Ave. and west of Kingshighway Blvd., outside the scope of this project.
- Compton Ave. has the potential to be a pedestrian center.
- The Grand Ave. corridor is one that feels like there is lots going on. It is stressful to bike and walk through. Since there's significant bus traffic/stops in this corridor, it should be more pedestrian-friendly.
- He will take bus just so he doesn't have to walk along Grand Ave.
- There aren't many options to get across I-64 between Jefferson Ave. and Kingshighway Blvd.
- Recommended critical success factors:
    - Increased safety for people walking, biking, and taking the bus
    - Reduction of traffic injuries in the corridor and crossings
    - Connectivity
    - Access of and distance to I-64 crossings for pedestrians
- Critical outcomes of the PEL:
    - Prioritize how people walk across the corridor
    - Decrease dependence on vehicular traffic to spur development
    - Invest in bus rapid transit down I-64 with exclusive right-of-way
    - Identify carpool opportunities
    - Shift culture away from believing congestion slow-moving traffic is bad. Slower-moving traffic is better for pedestrians and could lead to positive

environmental benefits.
Current & Future Traffic Conditions
• North and south connections are contingent on what is planned on the bridges and underpasses. • Improve traffic flow on main roads. • There should be additional permeability. • Jefferson, Kingshighway, and Grand bridges should be more focused on public transit. • Grand is a high frequency route for bus transit. Greater predictability, regularity, and frequency of public transportation would improve this experience. Currently there is regular service, but it is not fast. • Prioritize bus movement. • Traffic signals need to sense and prioritize bus movement. • Grand Ave., including the bridge on Grand Ave., needs to embrace bus transit.
Equity, Economic development
• Highways are going to serve a more affluent, white population that live out of town. • I-64 prioritizes people who move east and west for people coming into the city. This should not detract from investing in people traveling north and south. • Focus needs to be on how to serve people who do not have cars. Ensure there aren't additional barrier. • Pollution and noise mitigation are important because businesses want to be close to and easily accessible from the highway. • Providing trees could buffer the sound and lower impact of pollution through environmental design. • Incentives and tax abatements in the area seem to be unnecessary. • There seems to be large scale projects but not small scale. Redevelopment needs to happen on the small scale too. It seems this area is only viable for large businesses.
Brickline Greenway & Transit
• To make the Brickline Greenway attractive, the Compton corridor needs to be priority. • Fewer on and off ramps are needed at Compton, similar to Sarah. Remove barriers for those walking and biking. • People need to be safe from car traffic when traveling along the greenway. • The Grand crossing needs attention. • Make the bus more efficient with better shelters and exclusive right-of-ways. • Ensure the bus rider experience is dignified. • Make it evident that people are on the bus. • Ensure that there are safe and sufficient connections for passengers to use to get to bus stops along this corridor.
Environmental Sustainability
• Not asked.

General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-4-22	Time: 10:00 a.m.
Stakeholder: Zach Smith	Organization: Wells Fargo Advisors	
Phone: 314-875-2429	Email: zach.smith@wellsfargoadvisors.com	

Corridor Characteristics

- There has been so much work going on at the primary interchange at Jefferson Ave.
- There's lots of traffic on Jefferson Ave. at Market St.
- When exiting at Market St., it's a difficult location to navigate. The homeless are present.
- Wells Fargo parking drops off employees at Market St.
- Most Wells Fargo employees leave work and take Market St. to the I-64 and Forest Park Ave. split. They don't take Jefferson Ave. if they are going west.
- The Compton and Market intersection is weird.
- Going north on Jefferson everyone must make a left to get onto the campus.
- The Starbucks on Jefferson Ave. creates congestion.
- Regardless of which highway someone is using (I-44, I-55, I-64), if they're going north, they're going north on Jefferson Ave.
- The traffic flow to NGA creates concerns for Wells Fargo.
- Soccer stadium traffic and Wells Fargo traffic are concerning.
- Right now, there is no place for Wells Fargo employees to take a break. The Brickline Greenway will help with that. Connectivity is welcome however he does not like that the greenway will take lanes away from Market St.
- Most traffic on Jefferson Ave. and Market St. are vehicles.
- There is high-speed traffic on Market St.
- Wells Fargo worked with the City to insert more ADA crossings.
- Bus stops have been added on both sides of Market St. near the campus
- Wells Fargo is on an island. It is inconvenient to take public transit. The Union Station MetroLink station is close, but not walkable or safe to access. Wells Fargo employees need better connectivity to transportation.
- Recommended critical success factors:
    - Connectivity to make it easier to get on and off the highway.
    - More signage so motorists know when and where to get off the highway. There are exits that people don't know where they go. It is a waste to have an exit if it's not directionally clear.
- His strongest concern along I-64 is between Kingshighway Blvd. and Skinker Blvd.,

especially at the Hampton Ave. exit where lanes merge.
Current & Future Traffic Conditions
• If people are coming in from the north, they are usually traveling south on Kingshighway Blvd. • From a certain point on Grand Avenue, it seems to be a school zone. • People traveling southbound from the Wells Fargo campus are probably going toward I-55 and I-44. • North to south of the corridor there are connections with speed that allows people to get across. • Streets are wide in this corridor. • Jefferson Ave. northbound is wide. • There are very distinct neighborhoods around Wells Fargo but there is nothing in this area to encourage repeat travel to them. • The destination sites only get the same visitors infrequently. • People need to understand the larger picture of connectivity.
Equity, Economic development
• Not asked.
Brickline Greenway & Transit
• For the Brickline Greenway to work, there needs to be sufficient separation and space between the greenway and vehicular traffic on the street. • The greenway should be well maintained. • There should be enough light for greenway users. • The people who live next to Wells Fargo are SLU students. No one in the surrounding area regularly travels to the Wells Fargo campus. • There needs to be more restaurants along the trail in the area. • Wells Fargo wants to feel like part of the central corridor. Community needs to be created around the campus. • Wells Fargo sold two old buildings on the corner to Green Street who is planning to build a hotel. It will have a restaurant that's open to the public and a roof top bar. • Wells Fargo guests don't stay in Downtown St. Louis because of the lack of amenities.
Environmental Sustainability
• Wells Fargo worked with MSD to plant rain gardens on campus. • Wells Fargo has to figure out how to keep beautification all year long.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback

- None.

Appendix B: Community Advisory Group Meeting Minutes, CAG Meeting #1

Future64 Study
Community Advisory Group (CAG) Meeting #1
Tuesday, May 10, 2022
Great Rivers Greenway
3745 Foundry Way Suite 253
St. Louis, MO 63110
GRG - Mississippi Room
https://us02web.zoom.us/j/82925957017?pwd=akVzTUhtVDFYVlAvYnYyOUdUbTlLUT09

Prepared by Chandra Taylor, Vector Communications

Overview
On May 10, 2022, the Missouri Department of Transportation hosted the first of three Community Advisory Group meetings for the Future64 Study.

Communication
An email was sent on April 27, 2022, to invite participants to the meeting. That email was followed-up by a calendar invite.

After the meeting, on May 18, 2022, the committee received a follow up email with meeting documents.

See meeting invitations in Appendix A.

Please find meeting documents in Appendix B.

Meeting Attendees

ONLINE	
Name	**Organization**
Becky Reinhart	DeSales Community Housing Corporation
Deidre Brown	GirlTrek: St. Louis
Jesse Arevalo	Barnes Jewish Hospital
Michael Hamburg	Pier Properties Group
Sundy Whiteside	St. Louis Association of Community Organizations

Wesley Stephens	MoDOT

IN PERSON	
Name	**Organization**
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Dan Dooling	Forest Park Southeast Neighborhood Assoc
Iman Hanafi	Saint Louis University
Lance Knuckles	St. Louis Development Corporation
Matt Bauer	Green Street St. Louis
Mecca Baker	Gate District West Association
Rachel Witt	South Grand Community Improvement District

CONSULTANTS	
Name	**Organization**
Andrew Gates	MoDOT
Andy Potthast	HDR, Inc.
Chandra Taylor	Vector Communications
Jason Longsdorf	HDR, Inc.
Jen Wade	MoDOT
Jessica Hochlan	HDR, Inc.
Julie Nolfo	Lochmueller Group
Justin Carney	Development Strategies
Kevin Neil	Lochmueller Group
Lou Kuelker	HDR, Inc.
Rojan Thomas Joseph	Development Strategies
Shaun Tooley	MoDOT
Tom Blair	MoDOT
Ylana Padgett	HDR, Inc.

INVITED STAKEHOLDERS	
Name	**Organization**
Abdul-Kaba Abdullah	Park Central CDC
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Becky Reinhart	DeSales Community Housing Corporation
Bob Hilgemann	Botanical Heights Neighborhood Association
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Darius Chapman	100 Black Men
David Nehrt-Flores	Deaconess Foundation
Deidre Brown	GirlTrek: St. Louis
Dr. Pat Adegboyega	Gate District West Association
Elizabeth Goodwin	Rosati-Kain High School
Imran Hanafi	Cathedral Square Special Business District
James Harris	St. Louis Metropolitan Police Department, Fourth District
Jesse Arevalo	Barnes Jewish Hospital
Joel Oliver	Green Street St. Louis

Karen Meirink	Explore St. Louis / Visitors and Convention Bureau
Kate Haher	CWE North CID
Lance Knuckles	St. Louis Development Corporation
Linda Ngyuen	Tiffany Community Association
Mecca Baker	Gate District West Association
Michael Hamberg	Pier Properties Group
Miguel & Carla Alexander	JeffVanderLou Neighborhood Association
Monique Williams-Moore, MBA	Urban League of Metropolitan St. Louis
Opal Jones	Doorways
Patti Hill	Central West End
Rachel Witt	South Grand Community Improvement District
Robin Feder	CID - Central Institute for the Deaf
Sal Martinez	Employment Connection for St. Louis
Steve Smith	Lawrence Group
Sundy Whiteside	St. Louis Association of Community Organizations
Will Smith	New and Found
Will Strang	Grand Center Inc.

See meeting sign in sheet in Appendix C.

Minutes

The hybrid meeting started at 5:00 p.m. Jennifer Wade, Area Engineer for the Missouri Department of Transportation, opened the meeting by welcoming the committee members to their first Community Advisory Group (CAG) meeting. She then went on to explain their input is necessary to determine the Purpose and Need and the future of the study. Then Tom Blair, St. Louis District Engineer, also welcomed the CAG and encouraged them to work with MoDOT on the planning effort for I-64. Twelve CAG members attended.

Chandra Taylor, the public engagement lead, described the materials that were distributed to each in person participant. Attendees were given a corridor map, a fact sheet, a meeting presentation, a draft purpose and need, and an invitation to a public meeting.

All present consultant team members and client group introduced themselves and shared their names, organization, and roles.

Andy Potthast, Project Manager for HDR, Inc., provided an overview of the agenda.

The study's PEL lead, Jason Longsdorf, then explained to the group what is a Planning and Environmental Linkages Study.

Next, Andy highlighted the study area, the goal of the project, and a need for examining the immediate and long-term impacts of transportation improvements along I-64. The names of the study partners were given, and the 13-month study timeline was revealed.

Study Timeline:



Group Exercise #1

Following that, Jason presented a Mentimeter word bubble activity to answer two questions: what are the biggest needs in the corridor and what would you like to see improved in the corridor. Everyone was given the opportunity to contribute words or phrases to the word cloud.

The word clouds can be found in Appendix D.

After that, CAC members were given an opportunity to introduce themselves to the group. All members stated their names and organization.

Following introductions, the consultant team presented the corridor findings.

- Introduction Study Area – Key Metrics
- Study Area Employment
- Growth in the Central Corridor
- Study Area Commuting Patterns
- North-South Travel Patterns (Weekday)
- Transportation Equity – Vulnerability Index
- Transportation Equity – Disadvantage Communities
- Transportation Equity – Neighborhood Assessment
- Existing Traffic Operations – Morning
- Existing Traffic Operations – Evening
- Safety – Crash History

- Total Crash Frequency Heat Map – 2016 to 2020 (Tier 1 Study Area)
- Total Crash Frequency Heat Map – 2016 to 2020 (Tier 2 Study Area)
- Existing Access is Challenging to Navigate
- Bridge Conditions
- Bicycle and Pedestrian Infrastructure
- Transit Access
- Environmental Resources Assessed

Full CAG presentation is attached in Appendix E.

Then, Chandra spoke about engagement. The committee was presented with key comments gleaned from the study's stakeholder interviews. The most current commuter survey findings were also looked at.

Afterwards, Jason provided an overview of the Draft Purpose, Need, and Goals of the study.

Group Exercise #2

A second Mentimeter poll was presented to attendees to provide additional needs and goals for this project to address.

See verbatim responses in Appendix F.

After the exercise, Andy informed the group that a Technological Advisory Group was formed to further the study's technical concepts. The first meeting will take place on May 11, 2022. He also mentioned exercise #3, which involves adding comments to a corridor map. This was done both online using MURAL and in person.

Finally, Shaun Tooley, Project Manager for MoDOT, invited the CAG to the Public Meeting.

Chandra thanked everyone for coming and then adjourned the meeting.

The meeting ended at 6:45 p.m.

Questions and Comments can be found in Appendix G.

Appendix C: CAG #1 Meeting Invitation and Follow-Up

Appendix A – Meeting Invitations

Gmail **Chandra Taylor <ctaylor@vectorstl.com>**

Join the MoDOT Future64 Study!

Chandra Taylor <ctaylor@vectorstl.com> Wed, Apr 27, 2022 at 3:01 PM
To: Chandra Taylor <ctaylor@vectorstl.com>
Bcc: info@100blackmenstl.com, jesse.arevalo@bjc.org, botanicalheightsneighborhood@gmail.com, Imran Hanafi <ihanafi@yahoo.com>, pdh@pattidhill.com, cwea@thecwea.org, rfeder@cid.edu, achumbley@cortexstl.com, Audrey Ellermann <nurseauby@gmail.com>, Kate.Haher@cwenorthcid.com, "David Nehrt-Flores (davidn@deaconess.org)" <davidn@deaconess.org>, becky@desalescd.com, info@doorwayshousing.org, Sal <martinezs@employmentstl.org>, kmeirink@explorestlouis.com, forestparksoutheast@gmail.com, drpat555@gmail.com, Mecca Baker <meccawov@gmail.com>, brodei225@aol.com, Will Strang <will@grandcenter.org>, matt@greenstreetstl.com, Joel@greenstreetstl.com, tilliescorner@gmail.com, "Smith, Steve" <Steve.smith@thelawrencegroup.com>, Will.smith@newandfound.com, Abdul-Kaba <Abdul@pcd-stl.org>, egoodwin@rosati-kain.org, niapresident@shawstlouis.org, Rachel Witt <rachel@southgrand.org>, swhiteside@slaco-mo.org, knuclesl@stlouis-mo.gov, jaharris@slmpd.org, tiffanycommassoc@gmail.com, mwilliams@urbanleague-stl.org, michael@pierpropertygroup.com

Hello, Future64 Stakeholders.

The Missouri Department of Transportation (MoDOT) is undertaking a Planning and Environmental Linkages (PEL) study along the central corridor of Interstate 64. The Future64 PEL will provide an opportunity for the community to discuss and prioritize transportation concerns and improvements, as well as contribute to the development of a vision and a more cohesive decision-making process.

The community is a crucial element of our study because it helps us understand your goals for a more community-friendly transportation system. To hear your opinions, MoDOT is establishing a Future64 Community Advisory Group (CAG) and would like to invite you to join. During the study, this group will meet three times, with the first meeting scheduled for mid-May. A second conference will be this summer, followed by a final gathering in early fall. If you want to engage in the CAG, we ask that you attend all three meetings.

These meetings will be active planning sessions that will assist MoDOT in developing the Study's purpose, need, and goals. Later meetings will concentrate on developing conceptual options. We hope you would consider joining our CAG and contributing your knowledge as the Future64 study progresses.

The first meeting will be held on May 10 from 5p.m. to 6:30 p.m. at Great Rivers Greenway in the Foundry. Thank you and we hope to see you at our first CAG meeting.

Send your RSVP to Chandra Taylor at ctaylor@vectorstl.com.

Sincerely,

The Future64 Study Team

--
Chandra Z. Taylor
Consultant
Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x102
(fax) 314.621.5599

Gmail

Chandra Taylor <ctaylor@vectorstl.com>

Future64 CAG Meeting #1 Follow Up

Chandra Taylor <ctaylor@vectorstl.com> Wed, May 18, 2022 at 8:59 AM
To: Chandra Taylor <ctaylor@vectorstl.com>
Bcc: Kate.Haher@cwenorthcid.com, Mecca Baker <meccawov@gmail.com>, rfeder@cid.edu, Sal <martinezs@employmentstl.org>, Forest Park Southeast <forestparksoutheast@gmail.com>, botanicalheightsneighborhood@gmail.com, Rachel Witt <rachel@southgrand.org>, knucklesl@stlouis-mo.gov, jaharris@slmpd.org, Audrey Ellermann <nurseauby@gmail.com>, info@doorwayshousing.org, egoodwin@rosati-kain.org, mwilliams@urbanleague-stl.org, MiguelCarla Alexander <tilliescorner@gmail.com>, Joel@greenstreetstl.com, kmeirink@explorestlouis.com, michael@pierpropertygroup.com, jesse.arevalo@bjc.org, "David Nehrt-Flores (davidn@deaconess.org)" <davidn@deaconess.org>, Imran Hanafi <ihanafi@yahoo.com>, Will Strang <will@grandcenter.org>, "Smith, Will" <Will.smith@newandfound.com>, "Smith, Steve" <Steve.smith@thelawrencegroup.com>, Abdul-Kaba <Abdul@pcd-stl.org>, brodei225 <brodei225@aol.com>, info@100blackmenstl.com, Patti Hill <pdh@pattidhill.com>, becky@desalescd.com, drpat555@gmail.com, swhiteside@slaco-mo.org, tiffanycommassoc@gmail.com, matt@greenstreetstl.com, achumbley@cortexstl.com, "Potthast, Andrew" <Andrew.Potthast@hdrinc.com>, "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>, "Longsdorf, Jason" <Jason.Longsdorf@hdrinc.com>, "Shaun E. Tooley" <shaun.tooley@modot.mo.gov>, "Jennifer A. Wade" <Jennifer.Wade@modot.mo.gov>, ANDREW M GATES <andrew.gates@modot.mo.gov>, Aaron J Groff <Aaron.Groff@modot.mo.gov>, Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>, "Kyle E. Grayson" <Kyle.Grayson@modot.mo.gov>, Cordell Whitlock <cwhitlock@vectorstl.com>

Future64 Stakeholder,

We had a fantastic meeting last week, and I hope you left knowing more about the I-64 central corridor study than you did when you arrived. Tonight is the public meeting at the City Foundry, and the study team hopes to see you there. You are critical to the project's success.

Please find attached the materials from our first CAG meeting for your records, as requested.

CAG Presentation #1 link:
https://www.dropbox.com/s/kk02nwzbns5qmrc/Future64%20CAG%20Presentation%205-10-22.pptx?dl=0

Attached

- Fact Sheet
- Draft Purpose and Need
- Public Meeting Flier
- Area Map

Contact me if you have any questions about being on the CAG or attending this evening's event.

Thank you,

--
Chandra Z. Taylor
Consultant
Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x102
(fax) 314.621.5599

Future64 Study

Community Advisory Group Meeting
May 10, 2022

Agenda

- *Welcome & Introductions*
- *What is a PEL*
- *Why Future64 Study*
- *Corridor Partners*
- *Role of CAG*
- *Group Exercise #1*
- *Corridor Findings*
- *Engagement*
- *Purpose, Need, and Goals*
- *Group Exercise #2*
- *Q&A*
- *Adjournment*

Introductions

KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER

MoDOT

What is a PEL

- A Planning and Environmental Linkages (PEL) Study includes identifying environmental aspects to assist transportation decision-makers
- MoDOT is conducting a 13-month PEL (planning and environmental linkages) study that will evaluate how MoDOT and partnering organizations can invest in short and long-term transportation improvements
- The PEL provides a forum for the community to discuss and prioritize transportation concerns and improvements, as well as contribute to the development of a vision for the central corridor
- Study strategy streamlines the creation and implementation of MoDOT projects
- In addition to infrastructure fixes, MoDOT aims to analyze and identify solutions that improve community connectedness.
- We will also explore how prospective transportation upgrades, such as pedestrian and bicycle access, might aid and benefit the area's future expansion.
- Collaboration with the community helps to ensure a variety of opinions are heard, and that equity is at the center of solutions.

Study Map



Why Future64 Study

- Aging infrastructure along I-64 between Kingshighway and Jefferson needs repairing and/or replacement
- I-64 central corridor is actively experiencing a substantial amount of change (jobs, housing, retail, entertainment, etc), and the Missouri Department of Transportation (MoDOT) wants to partner with the community to learn how to make I-64 a better fit
- Study will result in three potential alternatives that are responsive to community issues and aspirations and can be carried forward into federal environmental process (23 USC 168)
- MoDOT staff collaborating with community to think out of the box. This holistic approach recommends transportation outcomes and how infrastructure impacts social, economic, environmental, and public health, and well-being of people and businesses in communities

MoDOT's Corridor Partners

THE COMMON SEAL OF THE CITY OF ST. LOUIS

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Great Rivers Greenway

metro

Study Timeline



Role of Community Advisory Group

- CAG members get feedback from community stakeholders in order to express their organization's views on how the P&N and Alternatives Development may benefit their organization and members.
- The first of three workshops. It is critical to attend all seminars and assist in the dissemination of information to others.

Group Exercise #1

KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER

MoDOT

Corridor Findings

KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER

MoDOT

Introduction to Study Area – Key Metrics

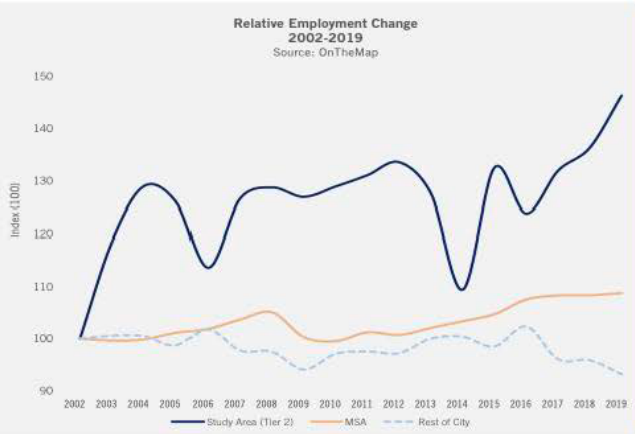
INTRODUCTION TO STUDY AREA
KEY METRICS – CITY, COMMUNITY ASSESSMENT BOUNDARY, TIER 2 BOUNDARY



KEY METRICS	ST. LOUIS CITY	COMMUNITY ASSESSMENT BDRY	TIER 2 BDRY
Population	309,000	42,100	4,300
Workers	249,000	57,600	26,900*
Population Growth (2010-21)	(3.2%)	3.3%	18.7%
Median Household Income	$48,000	$49,300	$37,700
Total Households	176,000	24,300	2,500

Study Area Employment

STUDY AREA ECONOMIC TRENDS
EMPLOYMENT TRENDS – TIER 2 STUDY AREA



As presented previously, employment growth in the city been relatively slow and has been outpaced by regional employment growth—most of the new office, industrial, and retail development in the region over the last 10 to 20 years has been out side of the city boundaries.

Despite some of the economic challenges of the city, employment growth in the Tier 2 Study Area has exceeded citywide and regional employment growth. In fact, employment growth has declined in the city outside of the Tier 2 Study Area boundaries. According to OnTheMap, from 2010 to 2019, Tier 2 Study Area has added just under 4,300 jobs for an increase of around 14 percent, while the MSA experienced employment growth of nine percent and the reaming areas of the city outside of the Study Area had a decrease of four percent.



TIER 2 RELATIVE EMPLOYMENT GROWTH 2002-19 **47%** VS **9%** IN THE REGION **-7%** REST OF CITY

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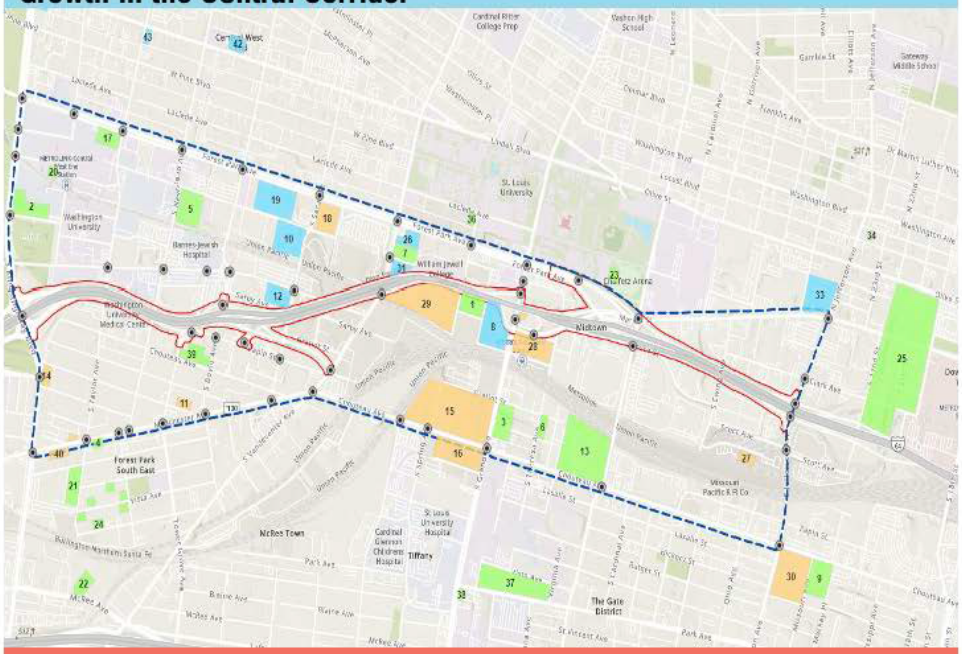
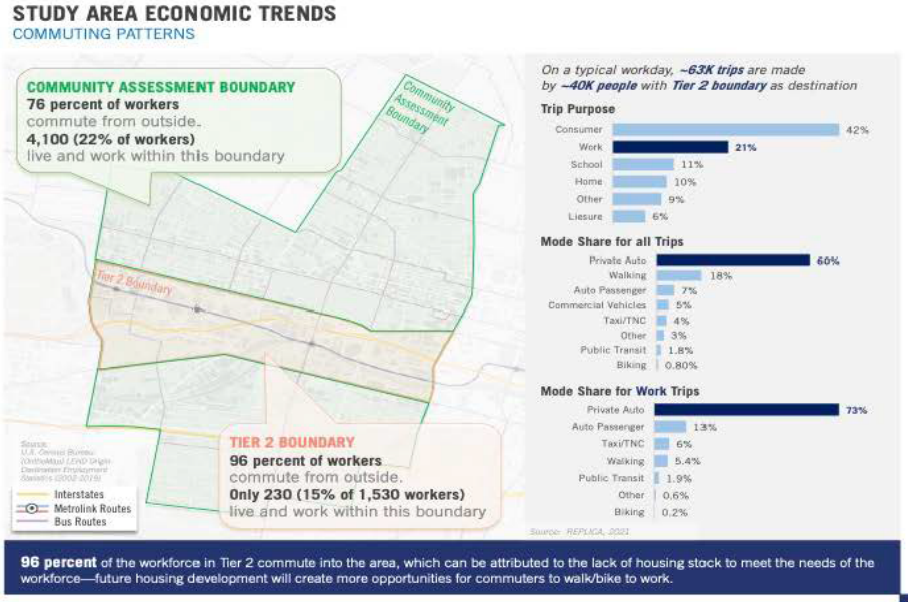
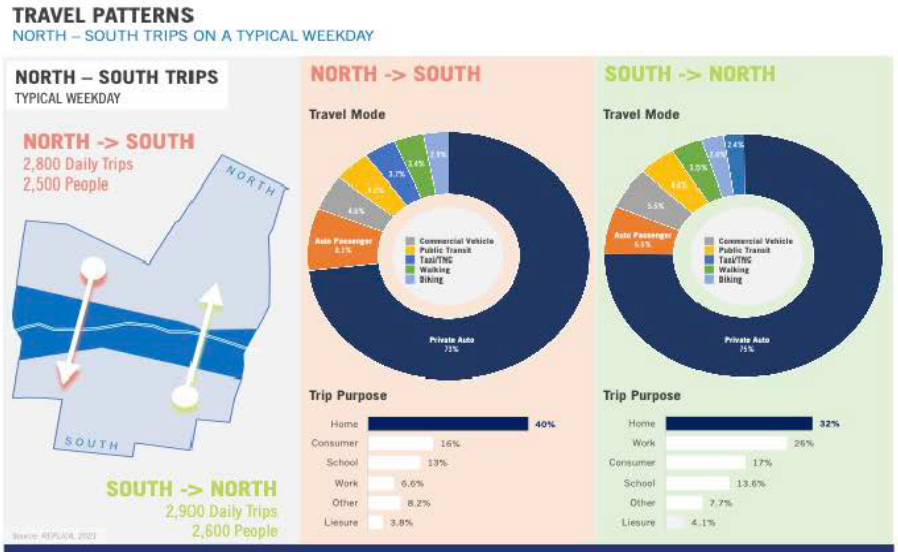
Growth in the Central Corridor



Study Area Commuting Patterns

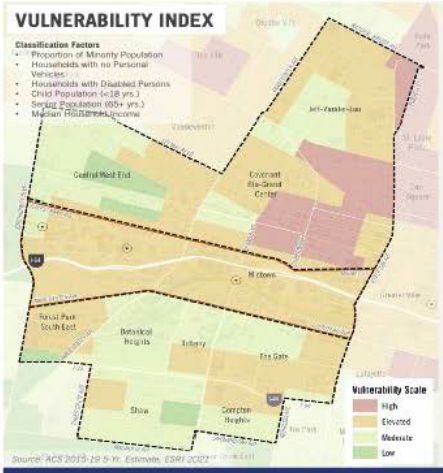


North – South Travel Patterns (Weekday)



Transportation Equity – Vulnerability Index

TRANSPORTATION EQUITY
COMPOSITE INDICATORS: VULNERABILITY INDEX



Vulnerability Index

The composite map is created from additive scores of six factors that capture populations that have historically been under-represented in transportation investments, or have higher dependence on public investments in transportation because of their income, age or disability.

The categorization is based on the following scoring results:

Share of Minority Population
(1) <20%
(2) 20% to 40%
(3) 40% to 60%
(4) >60%

Number of Households with no Personal Vehicles
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Median Household Income
(1) >$80K
(2) $45K to $80K
(3) $30K to $45K
(4) <$30K

Number of Households with at least one Disabled Person
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Senior Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Child Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Scale	Overall Score
High	21 to 24
Elevated	16 to 20
Moderate	12 to 15
Low	8 to 11

Given socio-economic conditions around Covenant Blu-Grand Center and continued development pressures, the area has elevated to high vulnerability indices.

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Transportation Equity – Disadvantaged Communities

TRANSPORTATION EQUITY
USDOT DEFINED 'DISADVANTAGED COMMUNITIES' (DAC)



The DOT DACs have been developed using data for 22 indicators collected at the census tract level and grouped into six (6) categories of transportation disadvantage. The numbers in parenthesis show how many indicators fall in that category:

- **Transportation access disadvantage** identifies communities and places that spend more, and take longer, to get where they need to go. (4)
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures. (3)
- **Environmental disadvantage** identifies communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units. (6)
- **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality. (7)
- **Resilience disadvantage** identifies communities vulnerable to hazards caused by climate change. (1)
- **Social disadvantage** identifies communities with a shared history of discrimination, or other forms of disadvantage that warrant consideration along with each/any of the above measures. (1)

With the exception of portions of Shaw, Compton Heights, and Central West End, the entire Community Assessment Area consists of USDOT designated Disadvantaged Communities (DACs).

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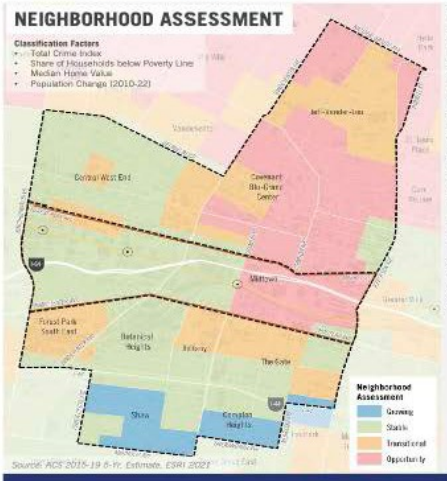
Transportation Equity – Neighborhood Assessment

TRANSPORTATION EQUITY
COMPOSITE INDICATORS: NEIGHBORHOOD ASSESSMENT



Growing: Areas that has higher than average home price appreciation and demand, with sound socioeconomic indicators.

Stable: Areas that support market-driven developments and do not show signs of widespread disinvestment.

Transitional: Areas that have started to experience market-driven reinvestment, bust still require people-based, public realm, and catalytic investments to fully stabilize.

Opportunity: Areas facing complex challenges and in need of multi-faceted stabilization efforts, but has multiple opportunities for reinvestment.

Methodology

The composite map is created from additive scores of four factors that capture quality of life, households, and recent economic prospects. The categorization is based on the following scoring results:

Median Home Value
(1) >$250K
(2) $166K to $250K
(3) $100K to $166K
(4) $50K to $100K
(5) <$50K

Total Crime Index
(1) <100
(2) 100 to 250
(3) 250 to 400
(4) >400

Population Change (2010-22)
(1) Gain of >100
(2) Gain of up to 100
(3) Loss of up to 50
(4) Loss of >50 but <140
(5) Loss of >140

Household Share below Poverty Line
(1) <10%
(2) 10% to 20%
(3) 20% to 30%
(4) >30%

Category	Overall Score
Growing	4 to 6
Stable	7 to 10
Transitional	11 to 13
Opportunity	14 to 17

Generally, the areas to the west, northwest, and southwest are stable with Forest Park Southeast and portions of Central West end are transitional. The areas to the east and northeast are considered opportunity areas and in need of reinvestment.

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Existing Traffic Operations – Morning



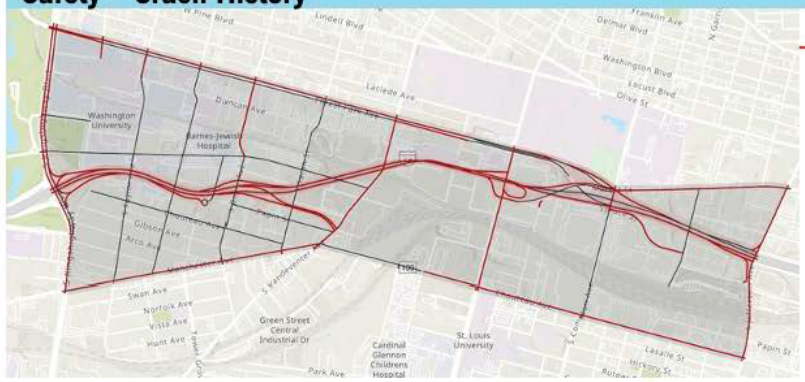
TIER 1 AM LEVEL OF SERVICE

Existing Traffic Operation - Evening



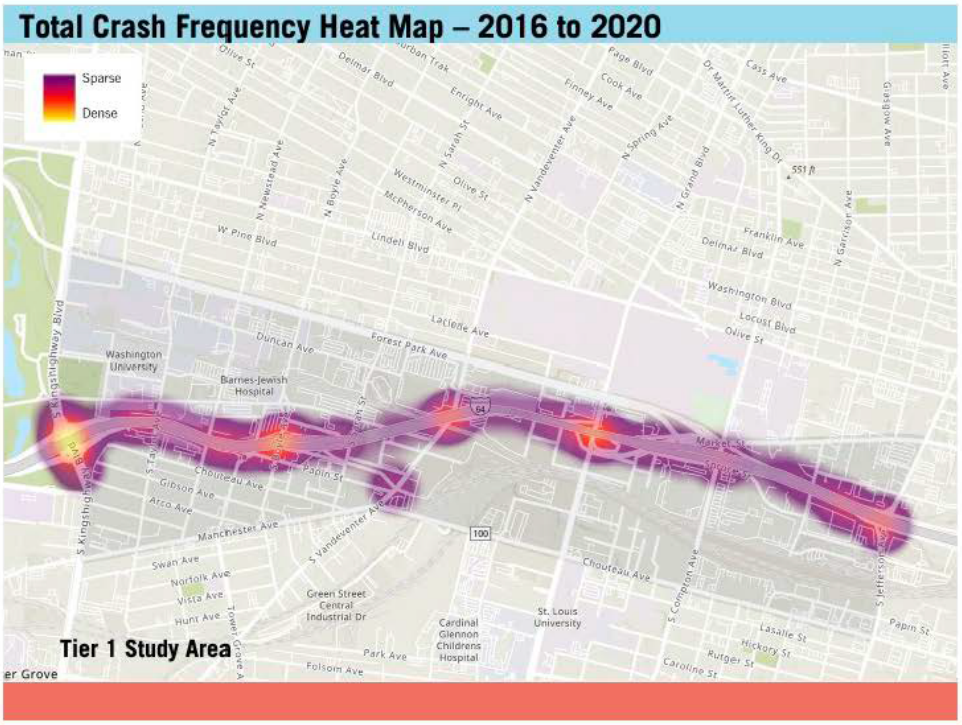
TIER 1 PM LEVEL OF SERVICE

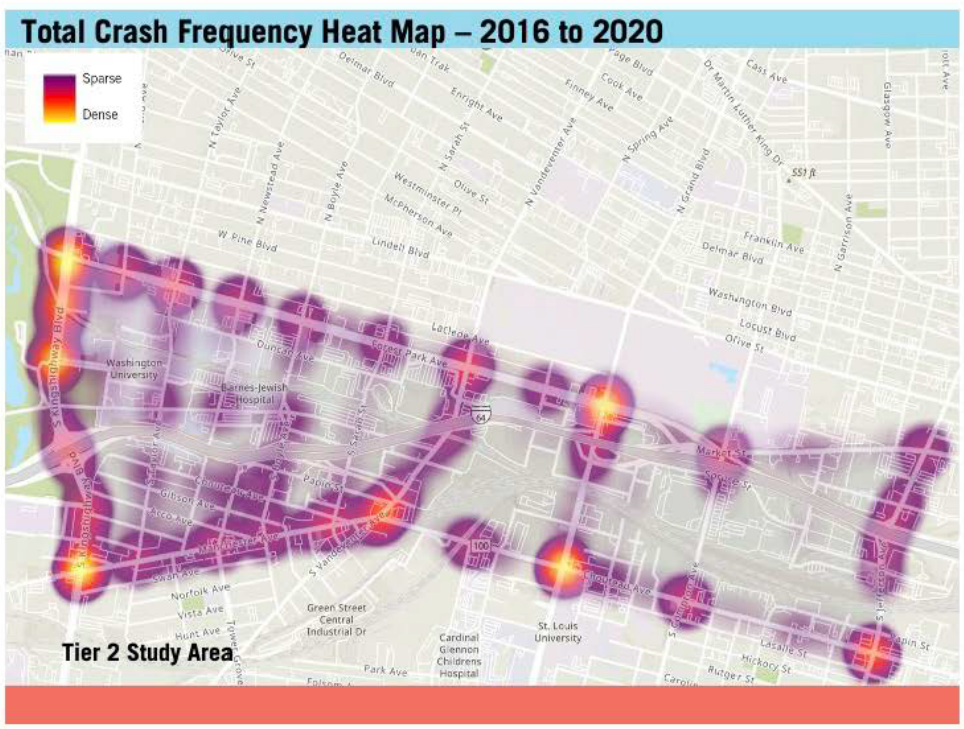
Safety – Crash History



5 Year Crash History for Study Area
2016 to 2020

Crash Severity	All Crashes	Bike/Pedestrian
Fatal	6	2
Suspected Serious/ Disabling Injury	65	16
Minor Injury	1,014	92
Property Damage Only	3,181	13
Total	**4,266**	**123**


Total Crash Frequency Heat Map – 2016 to 2020
Sparse
Dense
Tier 1 Study Area
Washington University
Barnes-Jewish Hospital
Green Street Central Industrial Dr
Cardinal Glennon Childrens Hospital
St. Louis University

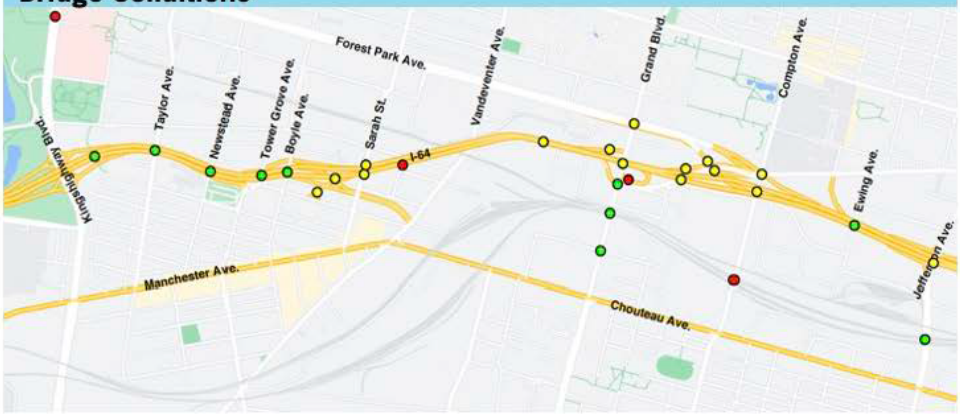

Total Crash Frequency Heat Map – 2016 to 2020
Sparse
Dense
Tier 2 Study Area
Washington University
Barnes-Jewish Hospital
Green Street Central Industrial Dr
Cardinal Glennon Childrens Hospital
St. Louis University

Existing Access is Challenging to Navigate



- For each ramp, interchange signage has various destinations, which might be confusing for non-local drivers.
- Exiting the interstate takes place a half mile or more from the signed route.
- Spacing between the Market St. interchange and the Grand Blvd interchange is less than ideal, making effective signage difficult.

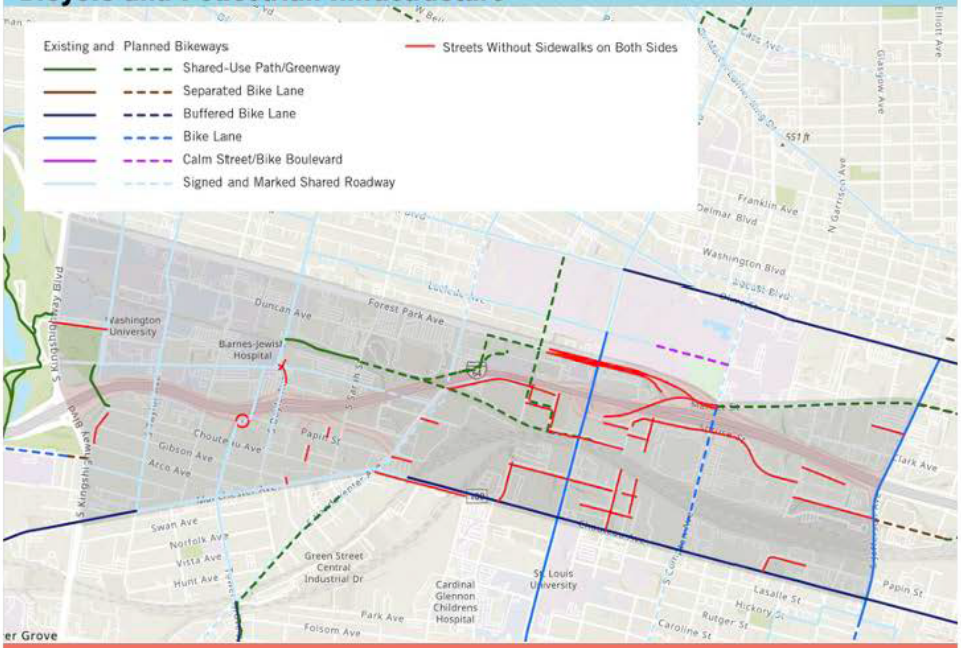
Bridge Conditions



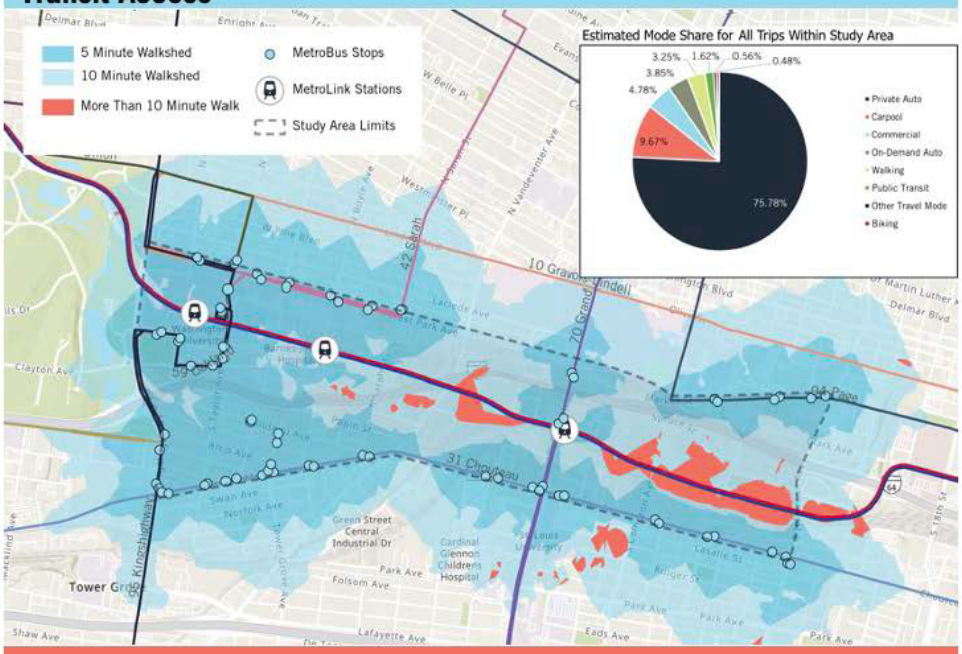
Bridge Condition

- Good
- Fair
- Poor

Bicycle and Pedestrian Infrastructure



Transit Access



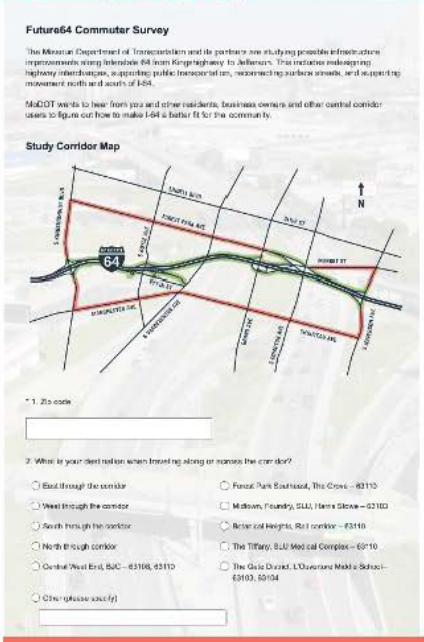
Environmental Resources Assessed

- Human Environment
  - Land use and Zoning
  - Air Quality
  - Hazardous Materials
  - Visual Environments
  - Socioeconomic Conditions and Environmental Justice
  - Historic Architectural Resources
  - Archaeological Resources
  - Noise
- Natural Environment
  - Terrestrial Habitat and Ecological Significance
  - Threatened and Endangered Species
  - Floodplains
  - Water Quality
  - Wetlands and Waters of the U.S.

Sample Stakeholder Interview Comments

- *The greenway must be completed as soon as possible so that people may use it.*
- *The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development.*
- *Safety is important and should be prioritized.*
- *Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.*
- *The existing transportation system does not help the current business activity within the corridor.*
- *Disabled people use vehicular transportation throughout the corridor.*
- *Understanding the movement of the unhoused can prevent safety issues to themselves and others.*

Commuter Survey



- **Collected 750+ responses**
- **Being promoted in person at various locations, online, and at the public meeting**
- **82 surveys in week #1**
  - **46% use corridor for work**
  - **84% normally use a personal vehicle to travel through the corridor, 17% bike, 15% walk, and 12% take MetroLink**

Purpose and Need

Purpose

- The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for al users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
  - Provide safe regional through movements
    - Provide adequate spacing between interchanges
    - Reduce conflict points and improve access in MoDOT's ROW
    - Address other substandard roadway geometry where possible
  - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
    - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
  - Accommodate auto access to regional employment and entertainment destinations
  - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
  - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
  - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

Goals

- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions
- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Group Exercise #2

KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER

MoDOT

Q&A

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Thank You!

For more information, visit
www.future64.com
or
Email: Chandra Taylor
ctaylor@vectorstl.com

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Appendix E: CAG Meeting #1 Sign-In Sheet

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON

Community Advisory Group

Sign-In Sheet

Tuesday, May 10, 2022
5:00 – 6:30 pm

PLEASE PRINT CLEARLY!

FIRST NAME	LAST NAME	ORGANIZATION	Zip Code	EMAIL ADDRESS	PHONE
Rachel	Witt	South Grand CID	63118	rachel@southgrand.org	314-772-5750
IMRAN	HANAFI	Resident	63108	ihanafi@yahoo.com	314-324-2323
Dan	Doelling	FPSE Neighborhood Assoc.	63110	forestparkseastend@gmail.com	314-566-1633
Audrey	Elkermann	Covenant Blu Grand Center neighbor	63115	nursecindy@gmail.com	314-580-0473
Matt	Bauer	Green Street Dev.	63110	mbauer@greenstreetstl.com	314-604-6776
LANCE	KNUCKLES	SLDC	63103	KNUCKLESL0572@LIVE.MISSOURISTATE.EDU	612.239.2960
~~BLAIR~~ TOM	BLAIR	MoDOT	63017	THOMAS.BLAIR@MODOT.MO.GOV	3145531800
Mecca	Baker	Gate West	63104	mecca.d.baker@gmail.com	573-268-5419

Appendix X: CAG #1 Questions and Comments

CAG Member Comments and Questions:
How is the Community Assessment Area defined - census?
What can we do to elevate people in the area and how can we increase economic development and job creation? We need to compliment bus lines. We need to start thinking about how we can connect people to jobs and getting around the corridor.
Creating too many goals when you don't know who is responsible for doing that work is difficult. Rather ask for help from partners on already defined goals. See if those partners on what current exist instead of creating more goals and objectives.
In Forest Park Southeast there is a one car parking maximum. It is there to encourage developers to build multimodal transportation to take place. How do you work with the mechanisms in place and the people with the influence and authority to create what this project sets out to achieve?
It's important to establish those roles with partners. It's about getting resources and talent involved to get the right people to the table.
The Forest Park Southeast neighborhood has a new infrastructure committee to assist with infrastructure projects. The vision is for them to work with partners to see studies like this come to fruition.
Elected officials need to be more involved.
Elected representatives should be invited to meetings attended by their constituents.
It's great that MoDOT is collaborating.

Appendix F: Cag #1 Materials - Draft Purpose & Need Statement

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON

DRAFT Purpose and Need Statement *(rev. May 6, 2022)*

Purpose

The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
  - Provide safe regional through movements
    - Provide adequate spacing between interchanges
    - Reduce conflict points and improve access in MoDOT's ROW
    - Address other substandard roadway geometry where possible
  - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
    - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
  - Accommodate auto access to regional employment and entertainment destinations
  - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
  - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
  - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

Goals

- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON

- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Appendix G: Technical Advisory Group (TAG) #1 Meeting Email Invitation & Follow-Up

From:	Hochlan, Jessica
To:	Hochlan, Jessica
Bcc:	KohlerJ@stlouis-mo.gov; williamsbeth@stlouis-mo.gov; wilsonj@stlouis-mo.gov; Orrn@stlouis-mo.gov; planning@metrostlouis.org; engineering@metrostlouis.org; irlanga@bistatedev.org; metrobus@metrostlouis.org; tcpeoples@ewgstl.org; tantoine@ewgstl.org; kcella@cmt-stl.org; taylor@trailnet.org; awehmeier@paraquad.org; bletscher@cortexstl.com; philipb@wustl.edu; sobos@wustl.edu; donna.ware@bic.org; lucidoma@slu.edu; bgoedeker@stlmrc.com; WernerC@stlouis-mo.gov; r7actionline@epa.gov; toni.prawl@dnr.mo.gov; paratransit@metrostlouis.org; adacoordinator@metrostlouis.org; Potthast, Andrew
Subject:	Invite: Future64 Technical Advisory Group
Date:	Thursday, April 21, 2022 8:54:00 AM
Attachments:	Future64_FactSheet_041922.pdf

Hello Future64 Stakeholders,

The Missouri Department of Transportation (MoDOT) is conducting a Planning and Environmental Linkages (PEL) study on the Interstate 64 central corridor. The Future64 PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process. We are forming a Future64 Technical Advisory Group (TAG) and we are reaching out to ask for your participation. This group will meet three times during the study, with the first meeting planned for mid-May. A second meeting will be held this summer and a final meeting in early fall. If you choose to participate in the TAG we request you be present at all three meetings. These meetings will be interactive working sessions that will help MoDOT formulate the purpose, need, and goals of the Study. Later meetings will focus on development of conceptual alternatives. We hope you will consider being a part of our TAG and provide us with your technical expertise as the Future64 study moves forward.

The first meeting is scheduled for May 11 from 11 a.m.-12:30 p.m. A location and additional information will be coming soon. Please RSVP to the meeting by responding to this email.

Thank you for your consideration and we hope to see you at our first TAG meeting.

Sincerely,

The Future64 Study Team

From:	Hochlan, Jessica
To:	Hochlan, Jessica
Cc:	Potthast, Andrew; "Shaun E. Tooley"
Bcc:	"KohlerJ@stlouis-mo.gov"; "williamsbeth@stlouis-mo.gov"; "wilsonj@stlouis-mo.gov"; "Orrr@stlouis-mo.gov"; "planning@metrostlouis.org"; "engineering@metrostlouis.org"; "irlanga@bistatedev.org"; "metrobus@metrostlouis.org"; "paratransit@metrostlouis.org"; "adacoordinator@metrostlouis.org"; "tcpeoples@grastl.org"; "tantoine@grastl.org"; "kcella@cmt-stl.org"; "taylor@trailnet.org"; "awehmeier@paraquad.org"; "bletscher@cortexstl.com"; "philipb@wustl.edu"; "sobos@wustl.edu"; "donna.ware@bjc.org"; "lucidoma@slu.edu"; "bgoedeker@stlmrc.com"; "WernerC@stlouis-mo.gov"; "r7actionline@epa.gov"; "toni.prawl@dnr.mo.gov"; "mfoley@cmt-stl.org"; "Colleen Autry"; "Kyle E. Grayson"; "EDDIE WATKINS JR"; "Sobo, Steven"; "THOMAS K BLAIR"; "adadirector"; "Parker, Amy M."; "Gonzalez, Felix (FHWA"; "Mark Vogl"; "ogilvies@stlouis-mo.gov"; "Rogers, Bryan S."; "Brooks Goedeker"; "Lonny Boring"; Padgett, Ylana; "Cheryl Roberts"; "C. Roberts"; "James E Smith"; "Kevin Neill"; "Paul Hubbman"; "Melissa Scheperle"; Potthast, Andrew; Longsdorf, Jason; Kuelker, Lou; "Julie Nolfo"; Justin Carney; "Shaun E. Tooley"; "aaron.groff@modot.mo.gov"; "jennifer.wade@modot.mo.gov"; "Chandra Taylor"
Subject:	Future64 TAG Meeting Reminder
Date:	Tuesday, May 10, 2022 2:08:00 PM

Hello Future64 Stakeholders,

The Missouri Department of Transportation (MoDOT) is conducting a Planning and Environmental Linkages (PEL) study on the Interstate 64 central corridor. The Future64 PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process.

This is just a reminder that our first Future64 Technical Advisory Group (TAG) is scheduled for **tomorrow** (May 11) from 11 a.m.-12:30 p.m. at Great Rivers Greenway. The address is 3745 Foundry Way, Suite 253, St. Louis, MO 63110. The meeting will be held in the Mississippi Room. You should have received a calendar invite with that information.

We hope you will be able to attend this meeting in person but for those who are not able to meet in person, we have added a Zoom meeting link to that invite you already received. Please let me know if you do not see the invite or the Zoom link in your calendar.

This group will meet three times during the study. A second meeting will be held this summer and a final meeting in early fall. If you choose to participate in the TAG we request you be present at all three meetings.

These meetings will be interactive working sessions that will help MoDOT formulate the purpose, need, and goals of the Study. Later meetings will focus on development of conceptual alternatives. We hope you will consider being a part of our TAG and provide us with your technical expertise as the Future64 study moves forward.

Thank you for your consideration and we hope to see you at our first TAG meeting.

Sincerely,

The Future64 Study Team

Appendix X: TAG #1 Meeting Notes

Future64 Study
Technical Advisory Group (TAG) Meeting #1
Wednesday, May 11, 2022
Great Rivers Greenway (Mississippi Room) and Zoom
Prepared by Jessica Hochlan, HDR

Overview

On May 11, 2022, the Missouri Department of Transportation hosted the first of three Technical Advisory Group meetings for the Future64 Study.

Notifications

Email

An email was sent on April 21, 2022, to invite participants to the meeting. That email was followed-up by a calendar invite.

A second email was sent on May 10, 2022, to remind participants of the meeting the next day. An updated calendar invite with a virtual link was sent at that time.

The emails and calendar invites were sent to the following people:

Table 1: List of Invited Participants

Name	Organization	Title	Email Address
Aaron Groff	MoDOT	Project Manager	aaron.groff@modot.mo.gov
Aimee Wehmeier	Paraquad	President	awehmeier@paraquad.org
Amy Parker	Metro/Bi-State	Metro ParaTransit	adacoordinator@metrostlouis.org
Andy Potthast	HDR	Project Manager	Andrew.Potthast@hdrinc.com
Beth Letscher	Cortex	Vice President	bletscher@cortexstl.com
Betherny Williams	City of St. Louis	Director of Streets	williamsbeth@stlouis-mo.gov
Brian Phillips	WUMC	Public Engagement/Strategic	philipb@wustl.edu

Brooks Goedeker	Midtown Redevelopment Group	Executive Director	bgoedeker@stlmrc.com
Catherine Werner	St. Louis City	Sustainability Office - Director	WernerC@stlouis-mo.gov
Chandra Taylor	Vector	Consultant	ctaylor@vectorstl.com
Cheryl Roberts	MoDOT	Senior Equal Opportunity and Diversity Practitioner	cheryl.roberts@modot.mo.gov
Chris Poehler	Metro/Bi-State	Director of Engineering	engineering@metrostlouis.org
Christopher Peoples	GRG	Senior Project Manager	tcpeoples@grgstl.org
Collen Autry	Cortex	Director of District Operations	cautry@cortexstl.org
Donna Ware	BJC	Tactical Transportation/Parking	donna.ware@bjc.org
Dr. Toni Prawl	SHPO	Director and Deputy State Historic Preservation Officer	toni.prawl@dnr.mo.gov
Eddie Watkins	MoDOT	Traffic Specialist	Eddie.Watkins@modot.mo.gov
Felix Gonzales	FHWA	Transportation Engineer	felix.r.gonzalez@dot.gov
Jamie Wilson	City of St. Louis	Commissioner of Traffic	wilsonj@stlouis-mo.gov
Jason Longsdorf	HDR	Transportation Practice Group Leader	Jason.Longsdorf@hdrinc.com
Jeff Butler	Metro/Bi-State	Metro ParaTransit	paratransit@metrostlouis.org
Jennifer Wade	MoDOT	Area Engineer	jennifer.wade@modot.mo.gov
Jessica Gershman	Metro/Bi-State	ED, Planning & System Development	planning@metrostlouis.org
Jessica Hochlan	HDR	Strategic Communications Coordinator	jessica.hochlan@hdrinc.com
John Kohler	City of St. Louis	Planning and Programming Manager	KohlerJ@stlouis-mo.gov
John Langa	Metro/Bi-State	VP, Economic Development	jrlanga@bistatedev.org
Julie Nolfo	Lochmueller	Project Liaison	jNolfo@lochgroup.com

Justin Carney	Development Strategies	Principal	jcarney@development-strategies.com
Kim Cella	CMT	CEO	kcella@cmt-stl.org
Lou Kuelker	HDR	Project Manager	Lou.Kuelker@hdrinc.com
Meg McCollister	EPA	Region 7 Administrator	r7actionline@epa.gov
Michael Foley	CMT		mfoley@cmt-stl.org
Michael Lucido	SLU	Hospital Operations	lucidoma@slu.edu
Rob Orr	City of St. Louis	SLDC - Deputy ED	Orrr@stlouis-mo.gov
Scott Ogilvie	City of St. Louis	Program Manager	ogilvies@stlouis-mo.gov
Shaun Tooley	MoDOT	Project Manager	Shaun.Tooley@modot.mo.gov
Steve Sobo	Wash U	Transportation/Parking	sobos@wustl.edu
Taylor March	Trailnet	Director of Policy	taylor@trailnet.org
Todd Antoine	GRG	Chief of Planning & Projects	tantoine@grgstl.org
Tom Blair	MoDOT	District Engineer	Thomas.Blair@modot.mo.gov
Trenise Winters	Metro/Bi-State	GM of MetroBus	metrobus@metrostlouis.org

Copies of the emails can be found in **Appendix A.**

Technical Advisory Group Meeting Summary

Overview

The meeting was held on May 11, 2022, from 11 a.m. to 12:30 p.m. at Great Rivers Greenway's office in St. Louis, MO.

Participants

A total of 21 participants took part in person, including representatives from MoDOT and HDR. A total of 15 participants took part online.

Table 2: List of In-Person Participants

Name	Organization
Aaron Groff	MoDOT
Andy Potthast	HDR
Brooks Goedeker	Midtown Redevelopment Group
Chandra Taylor	Vector

Cheryl Milton Roberts	MoDOT
Christopher Peoples	GRG
Collen Autry	Cortex
Donna Ware	BJC
Jason Longsdorf	HDR
Jennifer Wade	MoDOT
Jessica Hochlan	HDR
Julie Nolfo	Lochmueller
Kevin Neill	Lochmueller
Kyle Grayson	MoDOT
Lou Kuelker	HDR
Mark Vogl	GRG
Michael Foley	CMT
Paul Hubbman	East West Gateway
Rob Orr	St. Louis Development Corp.
Scott Oglivie	City of St. Louis
Todd Antoine	GRG
Tom Blair	MoDOT

Table 3: List of Virtual Participants

Name	Organization
Amanda Burke	SHPO
Amy Parker	Metro/Bi-State
Betherny Williams	City of St. Louis
Cheryl Roberts	MoDOT
Eddie Watkins	MoDOT
Felix Gonzales	FHWA
Jamie Wilson	City of St. Louis
John Langa	Economic Development
Kyle Grayson	MoDOT
Melissa Scheperle	MoDOT
Michael Lacido	SLU
Rojan Joseph	Development Strategies
Steve Sobo	Wash U
Taylor March	TrailNet
Ylana Padgett	HDR

Meeting Content

The meeting began with a welcome by MoDOT Area Engineer Jen Wade and MoDOT District Engineer Tom Blair. Following introductions, the HDR, Lochmueller and Vector team walked through the following slides.

1. What is a PEL
2. Why Future64 Study
3. Corridor Partners
4. Role of TAG
5. Group Exercise #1 – Menti poll on needs and improvements
6. Corridor Findings – Showed TAG members key metrics of the study area including growth, community and travel patterns, the vulnerability index, crash data, existing navigational challenges, and bridge conditions. Information on bike and ped facilities and transit was also included in this section
7. Engagement
8. Purpose, Need, and Goals
9. Group Exercise #2 – Menti poll on additional needs and goals
10. Q&A

Questions and Answers

A total of 5 questions, comments and input provided virtually during the Q&A portion of the TAG presentation. The questions are summarized below:

1. Are northside-southside rail expansion accommodated?
2. In regard to improving bridge conditions, I would point out that falls under safety in my book.
3. The team needs to ensure Cortex and Forest Park Forever are engaged.
4. Who else from the city has been engaged?
5. Is the cultural resource office involved?
6. Was the Office on the Disabled included?
7. There is a potential conflict between conceptual design and access needs and requirements in an urban area.
8. Regarding traffic data on the north and south trip the data does not reflect all the traffic and only shows trips counted in the study area.
9. BJC is marked on incorrectly on the map and it needs to be fixed.
10. Thanks for doing this and being proactive.
11. Make sure MoDOT is aware of federal programs that could help with this such as Safe Street, Carbon Reduction Program and Healthy Streets.

Map Exercise

A total of 17 comments were left on the map before during and after the meeting. The comments are summarized below.

Comment Number	Comment
1	Area is a mess of bridges and merging
2	Compton Bridge is in poor condition

3	Can this be moved to at-grade like Kingshighway was?
4	What will become of this area now that ramp is gone?
5	Create better connection from MetroLink to SLU/Foundry, etc.
6	Better connections for transit at Grand MetroLink Station
7	Two notes here
25	Brickline elevated track crosses up & MetroLink
26	Existing ped. bridge not adequate for future increase in users.
27	Bike/Ped bridge
42	Leave room for wider Grand in future
43	Put a lid on it!
44	Brickline crossing I-64 and up tracks to Chouteau Ave
45	Pedestrian and bike access below
46	Opportunity for native prairie
47	Trucks can't move through roundabout
48	Ramp backs up onto highway

Take Home Information

In-person participants were sent home with copies of the fact sheet, public meeting flyer, draft purpose and need and detailed project map. The same materials were emailed to all invited attendees on May 16, 2022.

A copy of the sign-in sheet, PowerPoint presentation, results from both exercises, a copy of the map exercise and all take-home materials can be found in **Appendix B.**

Appendix H: Tag #1 Sign-In Sheet

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON

Technical Advisory Group

Sign-In Sheet

Wednesday, May 11, 2022
11:00 – 12:30 pm

PLEASE PRINT CLEARLY!

FIRST NAME	LAST NAME	ORGANIZATION	Zip Code	EMAIL ADDRESS	PHONE
CHRIS	PEOPLES	GREAT RIVERS GREENWAY	63110	tepeoples@grgstl.org	(314)249 6825
ROB	ORR	STL Development Corp	63103	Orrr@stlouis-mo.gov	3146573288
MIKE	FOLEY	CITIZENS MODERN TRANSIT	63101	MFOLEY@CMT-STL.ORG	314.231-7272
DONNA	WARE	BJC HEALTH CARE		donna.ware@bjc.org	314-456-2791
PAUL	HUBBMAN	EAST WEST GATEWAY.	63102	PAUL.HUBBMAN@EWGATEWAY.ORG.	314 421 4220
COLLEEN	AUTRY	CORTEX	63110	CAUTRY@CORTEXSTL.ORG	314.580.6049
Todd	Antoine	Great Rivers Greenway	63110	tantoine@grgstl.org	314-932-4903
Scott	Ogilvie	CITY OF ST LOUIS	63139	ogilvies@stlouis-mo.gov	314.657-3871
BROOKS	GOEDEKER	STL MIDTOWN REDEVELOPMENT CORP	63103	BROOKS.GOEDEKER@SLU.EDU	314.977.6450
Cheryl	Milton Roberts	MoDOT	63121	Cheryl.Roberts@modot.gov	(314) 330-7694
MARK	VOGL	GREAT RIVERS GREENWAY	63119	MVOGL@GRGSTL.ORG	

Future64 Study

Technical Advisory Group Meeting
May 11, 2022

Agenda

- Welcome & Introductions
- What is a PEL
- Why Future64 Study
- Corridor Partners
- Role of TAG
- Group Exercise #1
- Corridor Findings
- Engagement
- Purpose, Need, and Goals
- Group Exercise #2
- Q&A
- Adjournment

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Introductions

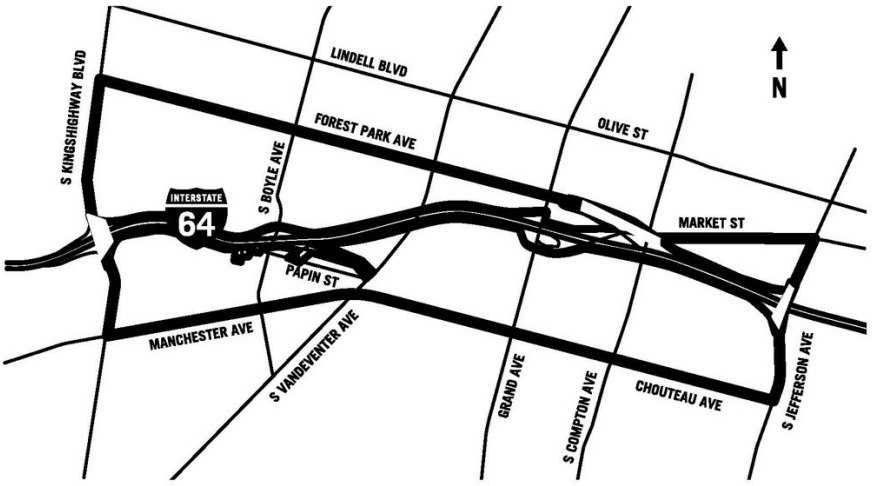
KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

What is a PEL

- A Planning and Environmental Linkages (PEL) Study includes identifying environmental aspects to assist transportation decision-makers
- MoDOT is conducting a 13-month PEL (planning and environmental linkages) study that will evaluate how MoDOT and partnering organizations can invest in short and long-term transportation improvements
- The PEL provides a forum for the community to discuss and prioritize transportation concerns and improvements, as well as contribute to the development of a vision for the central corridor
- Study strategy streamlines the creation and implementation of MoDOT projects
- In addition to infrastructure fixes, MoDOT aims to analyze and identify solutions that improve community connectedness.
- We will also explore how prospective transportation upgrades, such as pedestrian and bicycle access, might aid and benefit the area's future expansion.
- Collaboration with the community helps to ensure a variety of opinions are heard, and that equity is at the center of solutions.

Study Map



Why Future64 Study

- Aging infrastructure along I-64 between Kingshighway and Jefferson needs repairing and/or replacement
- I-64 central corridor is actively experiencing a substantial amount of change (jobs, housing, retail, entertainment, etc), and the Missouri Department of Transportation (MoDOT) wants to partner with the community to learn how to make I-64 a better fit
- MoDOT staff collaborating with community to think out of the box. This holistic approach recommends transportation outcomes and how infrastructure impacts social, economic, environmental, and public health, and well-being of people and businesses in communities

MoDOT's Corridor Partners

THE COMMON SEAL OF THE CITY OF ST. LOUIS

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Great Rivers Greenway

metro

Study Timeline



Role of Technical Advisory Group

- TAG members have technical expertise and may advise the study team on technical topics while establishing P&N and Alternative Development.
- The first of three workshops. It is critical to attend all seminars and assist in the dissemination of information to others.

Group Exercise #1

KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Corridor Findings

KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Introduction to Study Area – Key Metrics

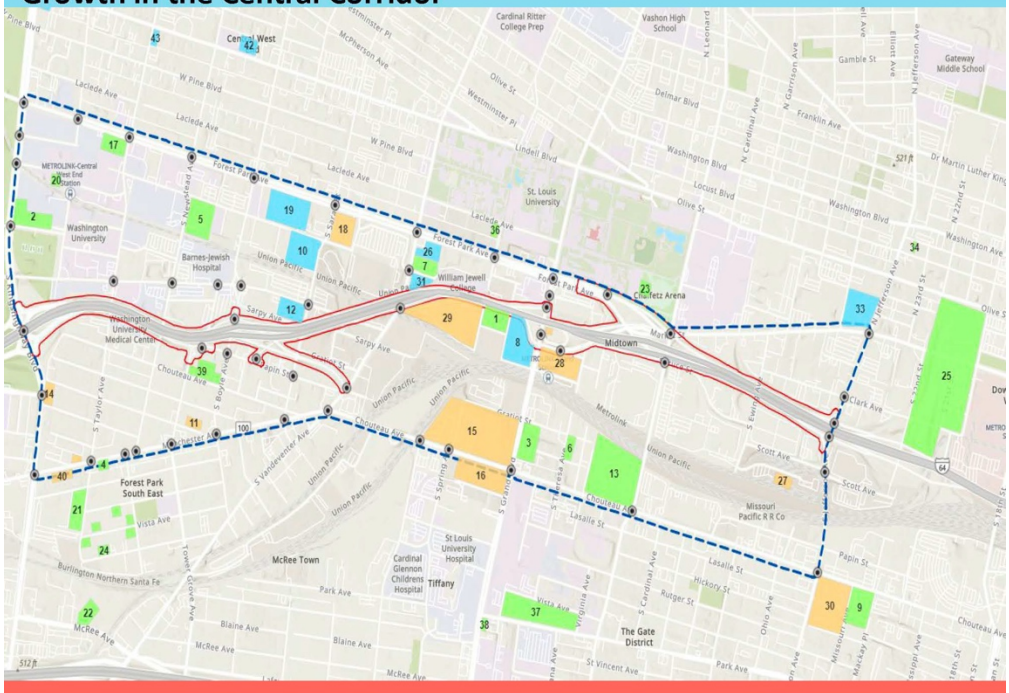
INTRODUCTION TO STUDY AREA

KEY METRICS – CITY, COMMUNITY ASSESSMENT BOUNDARY, TIER 2 BOUNDARY



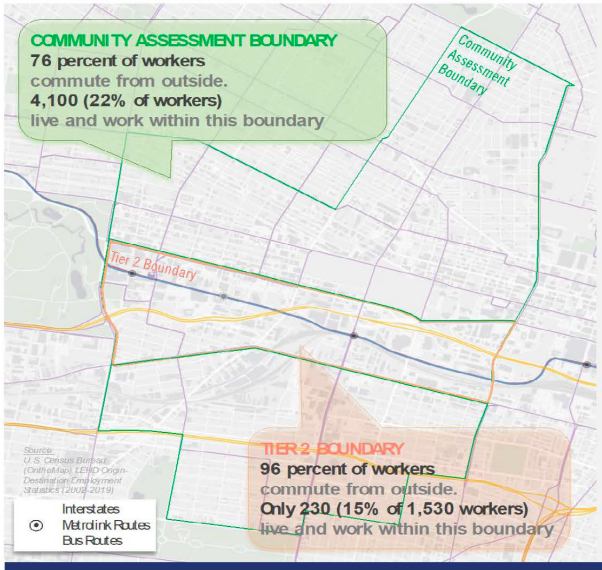
KEY METRICS	ST. LOUIS CITY	COMMUNITY ASSESSMENT BDRY	TIER 2 BDRY
Population	309,000	42,100	4,300
Workers	249,000	57,600	26,900*
Population Growth (2010-21)	(3.2%)	3.3%	18.7%
Median Household Income	$48,000	$49,300	$37,700
Total Households	176,000	24,300	2,500

Growth in the Central Corridor



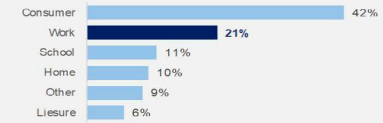
Study Area Commuting Patterns

STUDY AREA ECONOMIC TRENDS
COMMUTING PATTERNS

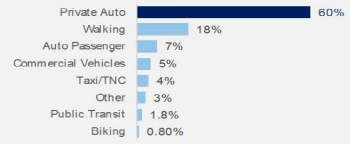


*On a typical workday, **~63K trips** are made by **~40K people** with **Tier 2 boundary** as destination*

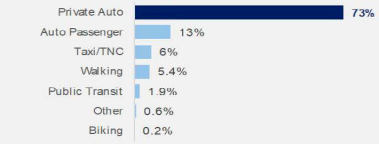
Trip Purpose



Mode Share for all Trips



Mode Share for Work Trips



Source: REPLICA, 2021

96 percent of the workforce in Tier 2 commute into the area, which can be attributed to the lack of housing stock to meet the needs of the workforce—future housing development will create more opportunities for commuters to walk/bike to work.

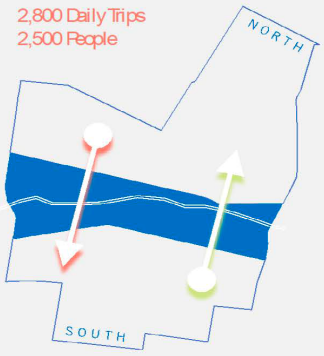
23

North – South Travel Patterns (Weekday)

TRAVEL PATTERNS
NORTH – SOUTH TRIPS ON A TYPICAL WEEKDAY

NORTH – SOUTH TRIPS
TYPICAL WEEKDAY

NORTH -> SOUTH
2,800 Daily Trips
2,500 People

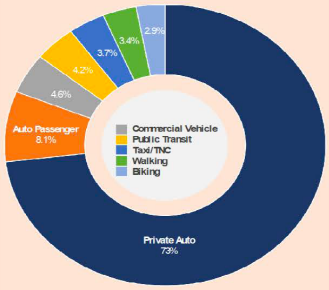


SOUTH -> NORTH
2,900 Daily Trips
2,600 People

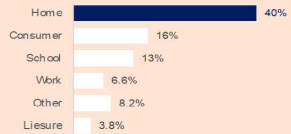
Source: REPLICA, 2021

NORTH -> SOUTH

Travel Mode

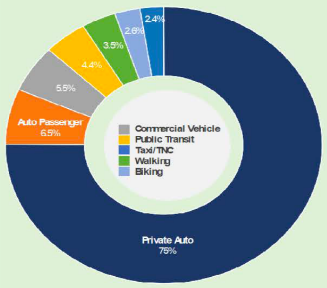


Trip Purpose

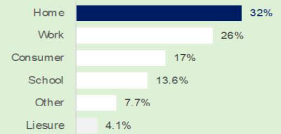


SOUTH -> NORTH

Travel Mode



Trip Purpose

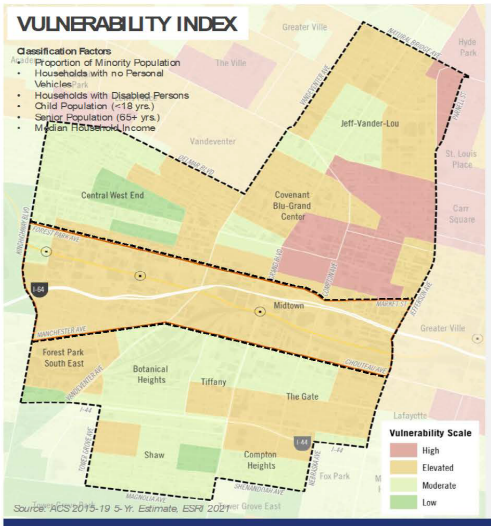


On a typical weekday, trips between the north and south neighborhoods are dominated by private auto, and biking and walking combine for just over 6 percent of the trips.

68

Transportation Equity – Vulnerability Index

TRANSPORTATION EQUITY
COMPOSITE INDICATORS: VULNERABILITY INDEX



Vulnerability Index

The composite map is created from additive scores of six factors that capture populations that have historically been under-represented in transportation investments, or have higher dependence on public investments in transportation because of their income, age or disability.

The categorization is based on the following scoring results:

Share of Minority Population
(1) <20%
(2) 20% to 40%
(3) 40% to 60%
(4) >60%

Number of Households with no Personal Vehicles
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Median Household Income
(1) >$80K
(2) $45K to $80K
(3) $30K to $45K
(4) <$30K

Number of Households with at least one Disabled Person
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Senior Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Child Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Scale	Overall Score
High	21 to 24
Elevated	16 to 20
Moderate	12 to 15
Low	8 to 11

Given socio-economic conditions around Covenant Blu-Grand Center and continued development pressures, the area has elevated to high vulnerability indices.

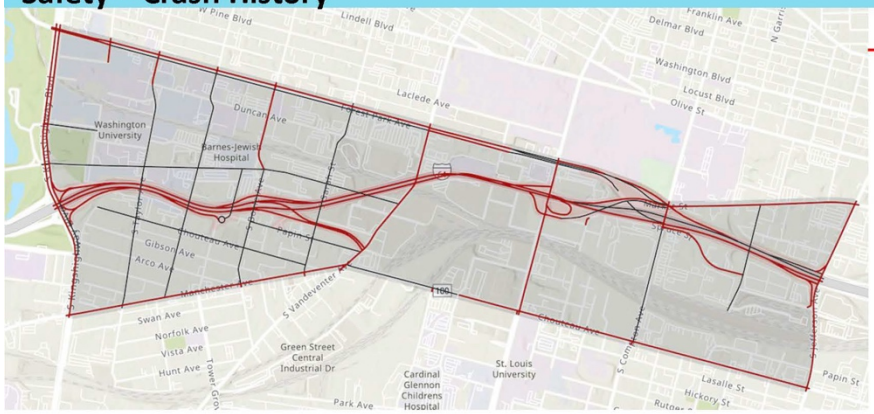
64

Existing Traffic Operation - Evening



TIER 1 PM LEVEL OF SERVICE

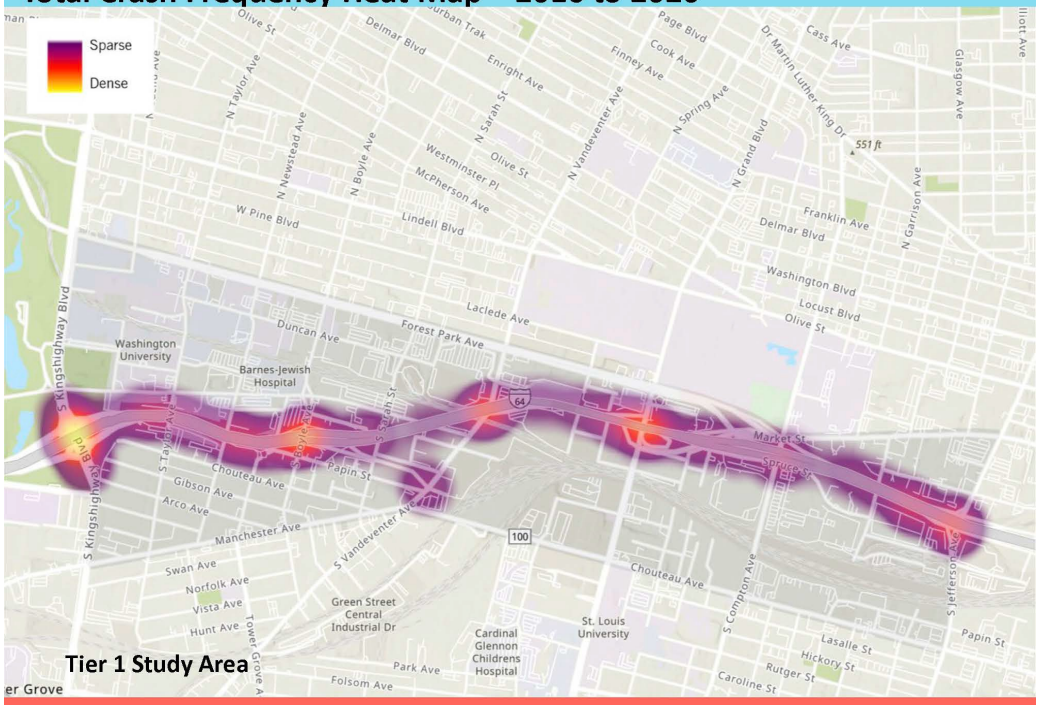
Safety – Crash History



5 Year Crash History for Study Area
2016 to 2020

Crash Severity	All Crashes	Bike/Pedestrian
Fatal	6	2
Suspected Serious/ Disabling Injury	65	16
Minor Injury	1,014	92
Property Damage Only	3,181	13
Total	**4,266**	**123**

Total Crash Frequency Heat Map – 2016 to 2020

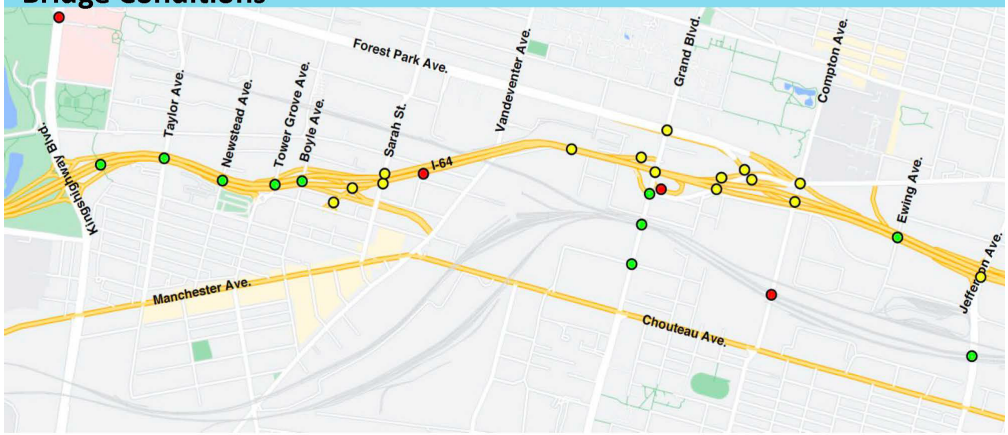


Existing Access is Challenging to Navigate



- For each ramp, interchange signage has various destinations, which might be confusing for non-local drivers.
- Exiting the interstate takes place a half mile or more from the signed route.
- Spacing between the Market St. interchange and the Grand Blvd interchange is less than ideal, making effective signage difficult.

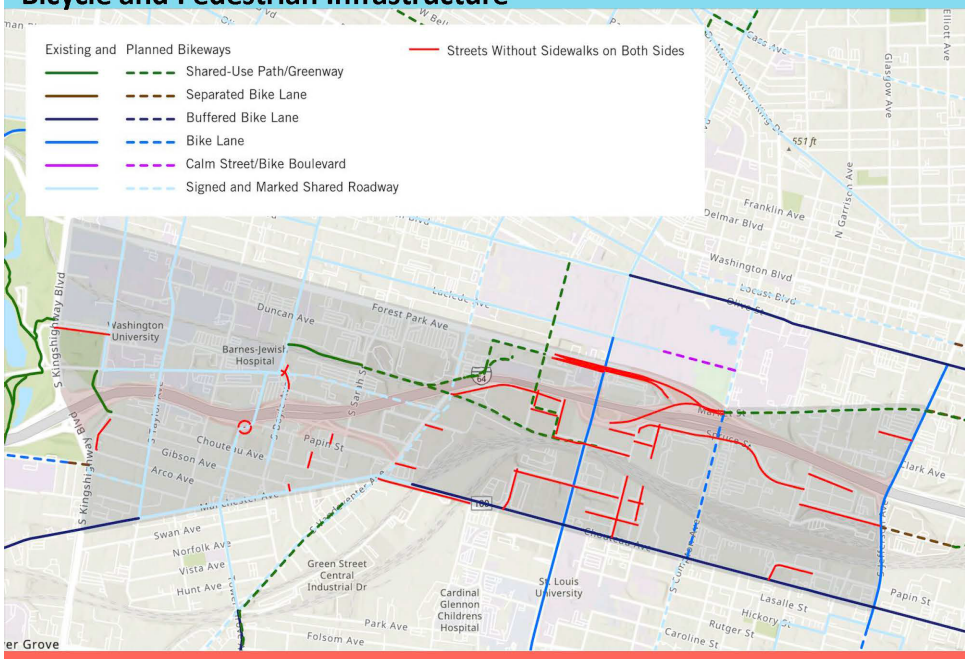
Bridge Conditions



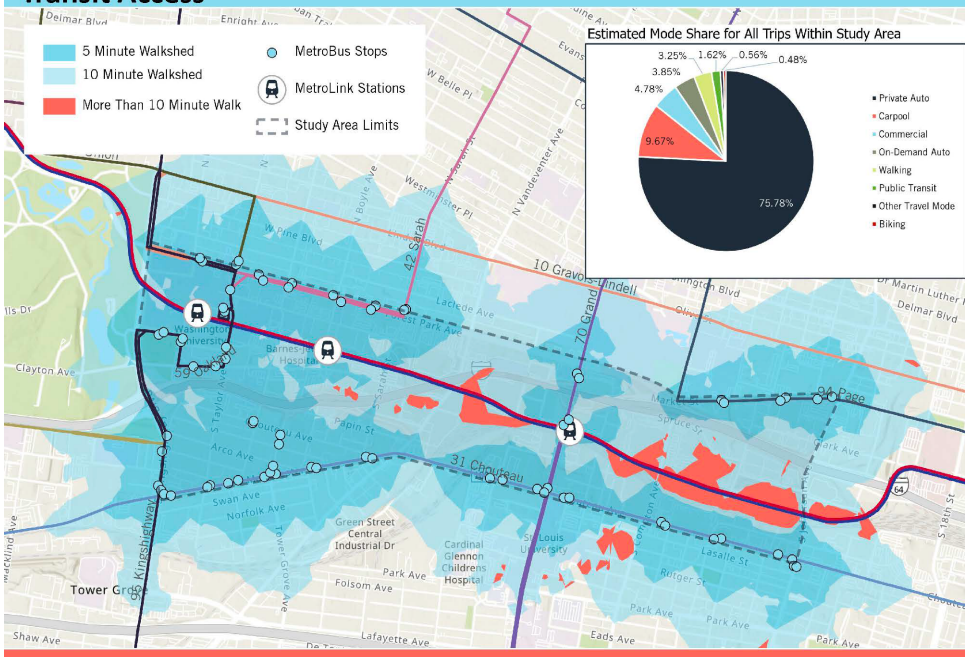
Bridge Condition

- Good
- Fair
- Poor

Bicycle and Pedestrian Infrastructure



Transit Access



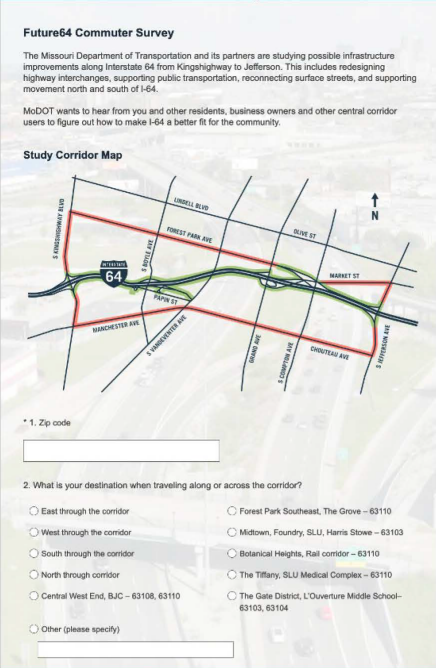
Environmental Resources Assessed

- Human Environment
  - Land use and Zoning
  - Air Quality
  - Hazardous Materials
  - Visual Environments
  - Socioeconomic Conditions and Environmental Justice
  - Historic Architectural Resources
  - Archaeological Resources
  - Noise
- Natural Environment
  - Terrestrial Habitat and Ecological Significance
  - Threatened and Endangered Species
  - Floodplains
  - Water Quality
  - Wetlands and Waters of the U.S.

Sample Stakeholder Interview Comments

- *The greenway must be completed as soon as possible so that people may use it.*
- *The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development.*
- *Safety is important and should be prioritized.*
- *Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.*
- *The existing transportation system does not help the current business activity within the corridor.*
- *Disabled people use vehicular transportation throughout the corridor.*
- *Understanding the movement of the unhoused can prevent safety issues to themselves and others.*

Commuter Survey



Future64 Commuter Survey

The Missouri Department of Transportation and its partners are studying possible infrastructure improvements along Interstate 64 from Kingshighway to Jefferson. This includes redesigning highway interchanges, supporting public transportation, reconnecting surface streets, and supporting movement north and south of I-64.

MoDOT wants to hear from you and other residents, business owners and other central corridor users to figure out how to make I-64 a better fit for the community.

Study Corridor Map

* 1. Zip code

2. What is your destination when traveling along or across the corridor?

- East through the corridor
- West through the corridor
- South through the corridor
- North through corridor
- Central West End, BJC – 63108, 63110
- Forest Park Southeast, The Grove – 63110
- Midtown, Foundry, SLU, Harris Stowe – 63103
- Botanical Heights, Rail corridor – 63110
- The Tiffany, SLU Medical Complex – 63110
- The Gate District, L'Ouverture Middle School– 63103, 63104
- Other (please specify)

- **Collected 750+ responses**
- **Being promoted in person at various locations, online, and at the public meeting**
- **82 surveys in week #1**
  - **46% use corridor for work**
  - **84% normally use a personal vehicle to travel through the corridor, 17% bike, 15% walk, and 12% take MetroLink**

Purpose and Need

Purpose

- The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

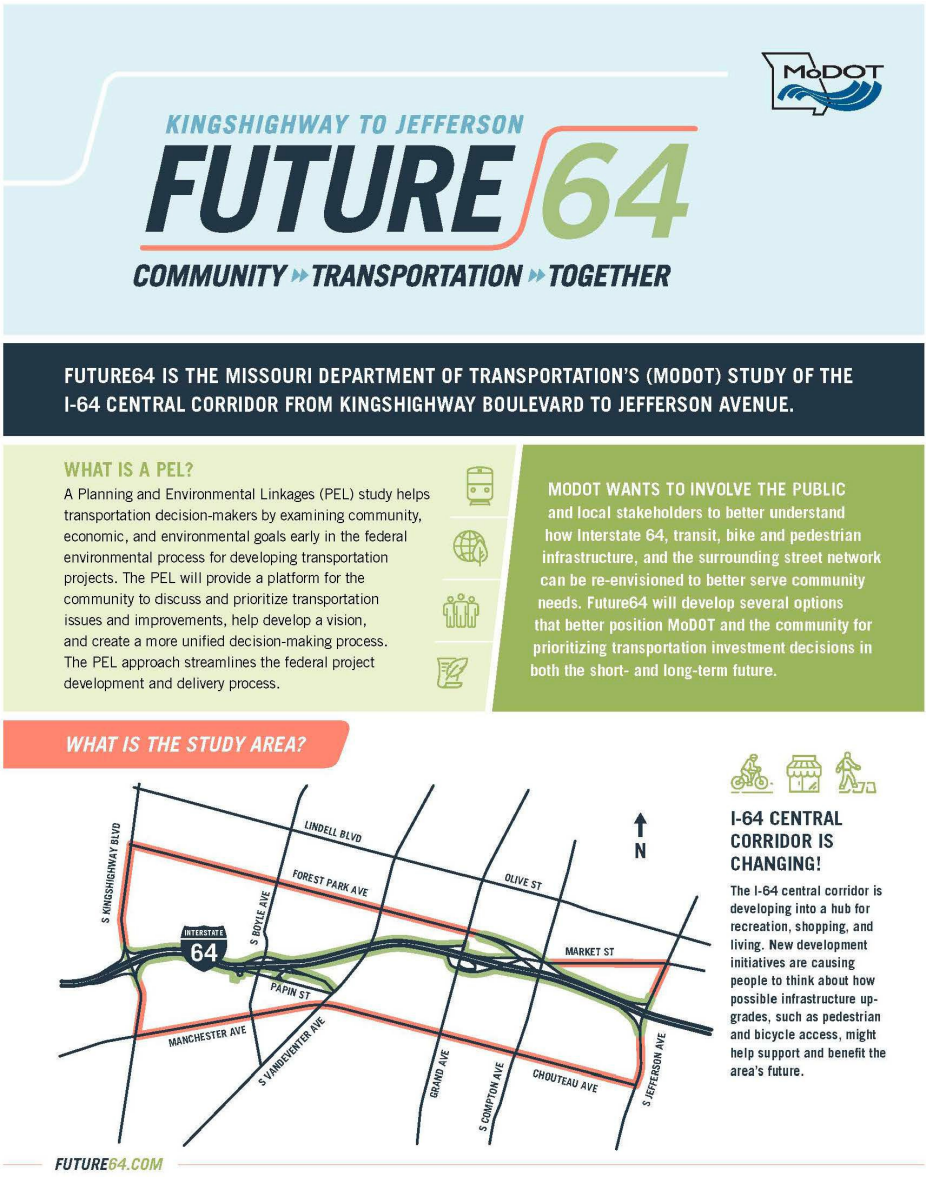
Needs

- Safety for all users
  - Provide safe regional through movements
    - Provide adequate spacing between interchanges
    - Reduce conflict points and improve access in MoDOT's ROW
    - Address other substandard roadway geometry where possible
  - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
    - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
  - Accommodate auto access to regional employment and entertainment destinations
  - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
  - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
  - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

Goals

- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions
- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Appendix J: Public Meeting #1 Fact Sheet



KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

WHO IS LEADING FUTURE64?

The Missouri Department of Transportation (MoDOT) is conducting Future64 partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway. Several community partners are also involved. This planning approach helps develop creative transportation solutions that support a future where transportation and land use work together for improved community health, safety, and well-being.

HOW CAN I BE INVOLVED IN FUTURE64?

The public can contribute to the development of transportation solutions in a number of ways: Share your experience traveling the corridor as a motorist, cyclist, pedestrian, or transit user. Share the problems and needs as a transportation user and what can be better. Participate in community meetings and surveys. Check out **FUTURE64.COM** or EMAIL **SLI64CentralCorridor@modot.mo.gov** or CALL Chandra Taylor of Vector Communications at **314.391.8442**

Scan for Survey!
Open through 5/25/22

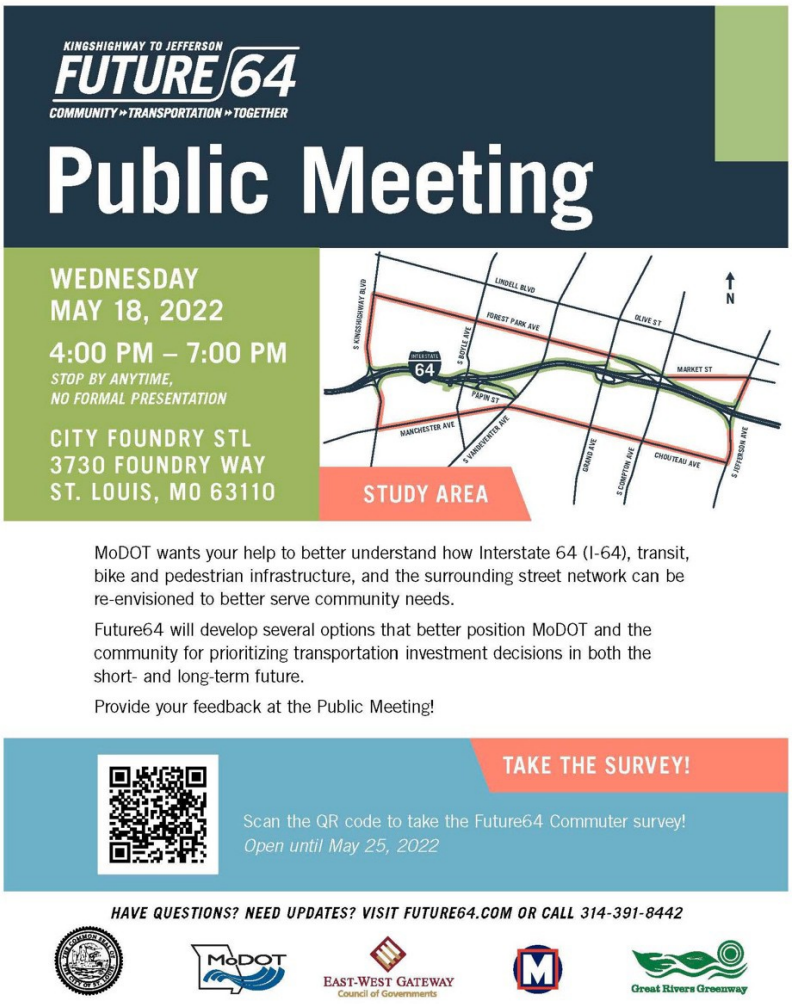
FUTURE64 STUDY TIMELINE



QUESTIONS? FOR STUDY UPDATES, VISIT FUTURE64.COM OR CALL 314-391-8442.

FUTURE64.COM

Appendix K: Public Meeting #1 Flier



Gmail

Chandra Taylor <ctaylor@vectorstl.com>

MoDOT News Release: MoDOT Begins Study on I-64 Corridor between Kingshighway and Jefferson: Public Engagement major focus of 13-month evaluation

ANDREW M GATES <Andrew.Gates@modot.mo.gov> Thu, Apr 28, 2022 at 8:23 AM
To: ANDREW M GATES <Andrew.Gates@modot.mo.gov>

MoDOT Begins Study on I-64 Corridor *between Kingshighway and Jefferson*

Public Engagement major focus of 13-month evaluation

QR Code image for survey: https://www.modot.org/media/37790

Map image of study area: https://www.modot.org/media/37791

Pdf version of release: https://www.modot.org/media/37794

Text version of release: https://www.modot.org/node/25701

St. Louis, Mo. (April 27, 2022) – The Missouri Department of Transportation and several partners are evaluating the I-64 central corridor between Kingshighway and Jefferson to update and maintain roadways for the future.

To ensure that the community's needs and desires are being considered while this process is underway, the department and its partners are relying heavily on the information shared from the people who live, work, shop, play and travel in and through the corridor.

This corridor is a dynamic area. Potential improvements are being evaluated such as better pedestrian and bicycle access to enhance accessibility and the travel experience.

While the interstate and connecting ramps through the corridor need rehabilitation and updates, the department is also concerned that those improvements work efficiently with other modes of transportation, and that improvements align with community desires. The department and its partners are using a process known as a Planning and Environmental Linkages Study (PEL) to gather, organize, and analyze the information provided by the community and other interested groups.

During the PEL Study for the central corridor, the department is looking at transportation, environmental, community, and economic goals early in the planning process to ensure that projects are of most benefit to the community. This broad-based study, called: **Future64: Community. Transportation. Together,** reflects the importance of public engagement and community involvement.

"We want to identify projects that offer better connectivity among neighborhoods in the corridor, in addition to infrastructure repairs and replacements. MoDOT needs to partner with the community to find out their transportation needs. This study will incorporate ongoing engagement that is equitable and inclusive to help ensure that a wide range and extensive number of voices are heard, and that equity is the focus of proposed solutions," said Jen Wade, P.E., MoDOT Area Engineer for the City of St. Louis.

The first public meeting on Future64 will be on May 18, 2022 at 4:00-7:00 p.m. For a list of all scheduled public meetings and background information visit future64.com. Meanwhile, MoDOT is also asking anyone who travels in the corridor to complete a brief survey about their transportation concerns and priorities using the link below.

https://www.surveymonkey.com/r/Future64Survey

MoDOT is conducting Future64 in conjunction with the City of St. Louis, East-West Gateway Council of Governments, Bi-State Development, and several community partners. The study is scheduled to conclude in January 2023. Although, improvements identified by Future64 will mostly affect MoDOT's infrastructure, it will also include suggested improvements to other transportation systems maintained by other partners.

What is the Central Corridor PEL study area?

The west-east border for the study area is Kingshighway Blvd. to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

ANDREW GATES
Communications Specialist

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St. Louis District – Communications
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Chesterfield, MO 63017
(314) 453-1808
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www.modot.org/stlouis

"Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri."

Gmail

Chandra Taylor <ctaylor@vectorstl.com>

MoDOT News Release: Missouri Department of Transportation introduces I-64 study to community

ANDREW M GATES <Andrew.Gates@modot.mo.gov> Tue, May 10, 2022 at 1:52 PM
To: ANDREW M GATES <Andrew.Gates@modot.mo.gov>

News Release

Missouri Department of Transportation | St Louis District
1590 Woodlake Drive | Chesterfield MO 63017-5712
314.275.1500 Fax: 573.522.6475

For more information, contact MoDOT Customer Service at (314) 275-1500
Sent by Communications Specialist Andrew Gates at (314) 453-1808

Follow us on Facebook at MoDOT-St Louis
Follow us on Twitter: @MoDOT_StLouis

Missouri Department of Transportation introduces I-64 study to community

QR Code image for survey: https://www.modot.org/media/37790

Map image of study area: https://www.modot.org/media/37791

Pdf version of release: https://www.modot.org/media/37884

Text version of release: https://www.modot.org/node/25821

ST. LOUIS – People who use Interstate 64 and the surrounding roadways between Jefferson and Kingshighway in the city of St. Louis may want to participate in an upcoming open house style public meeting May 18.

The Missouri Department of Transportation (MoDOT), in conjunction with the Federal Highway Administration and its community partners, will be hosting an open house style public meeting **May 18 between 4 and 7 p.m. at the City Foundry Food Hall, 3730 Foundry Way, St. Louis, MO 63110.** The nearest transit stops are the Grand Metrolink Station and the Grand Bus Route 70 (Council Plaza stop, south of Forest Park Parkway).

During the meeting, engineers and planners will discuss community transportation needs within the I-64 corridor between Kingshighway and Jefferson Avenue with attendees. MoDOT will show this video (https://youtu.be/ZsCCNizL2v4) about the corridor before leading participants through a series of interactive activities designed to find out what type of transportation projects the community wants in this area. Attendees will also be able to share their insights and thoughts about the corridor.

WHO: MoDOT, City of St. Louis, East West Gateway Council of Governments, Great Rivers Greenway, Bi-State Development

WHAT: An interactive public meeting incorporating creativity and technology to gather community input on potential future projects in the I-64 corridor between Kingshighway and Jefferson

WHEN: Wednesday May 18, 4-7 p.m. People may attend the meeting at any time between those hours.

WHERE: City Foundry Food Hall, 3730 Foundry Way, St. Louis, Mo. 63110

Information shared in the public meeting will be available on-line at Future64.com on May 18 for those people who are unable to attend the meeting in person.

This open house style public meeting is part of an ongoing Planning and Environmental Linkages study or PEL. The study for the I-64 central corridor is called: **Future64: Community. Transportation. Together.** The title reflects the importance of public engagement and community involvement in this process. As a result, this study will incorporate ongoing engagement that is equitable and inclusive to help ensure that a wide range and extensive number of voices are heard, and that equity is the focus of proposed solutions.

MoDOT is also asking anyone who travels in the corridor to complete a brief survey about their transportation concerns and priorities using the link below. The survey will be available until May 25th.

https://www.surveymonkey.com/r/Future64Survey

Future64 is looking at the potential impact future projects will have on the environment, community, and connectivity in the area. This study will help MoDOT ensure that any transportation improvements within the corridor will be of great benefit to people using it.

What is the Central Corridor PEL study area?

The west-east border for the study area is Kingshighway Blvd. to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

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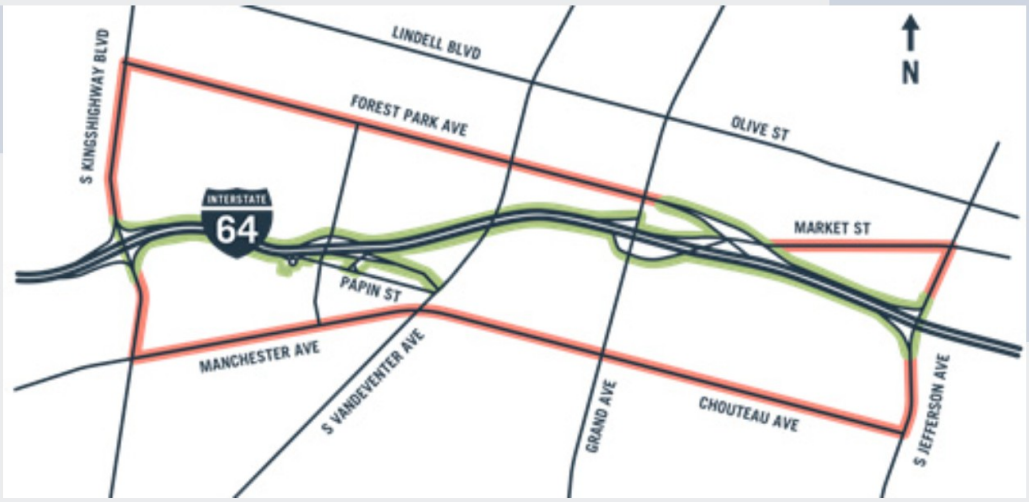
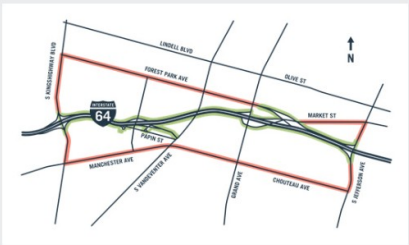
NEXTSTL

TRANSPORTATION *Published* MAY 1, 2022

MoDOT to Study Possibilities, Connections, and Future of I-64 from Kingshighway to Jefferson

by Richard Bose · 3 min





MoDOT is undertaking a Planning and Environmental Linkages study of the I-64 corridor from Kingshighway to Jefferson. What is a PEL study?

> Planning and Environment Linkages (PEL) helps transportation decision makers consider environmental, community, and economic goals early in the transportation planning process. Practitioners can also use the information, analysis, and products developed during planning to inform the environmental review process. Although not required, use of PEL is encouraged by FHWA.
>
> *FHWA*

ABOUT THE AUTHOR



RICHARD BOSE
Contributor

Editor and a nextSTL contributor since 2011, Richard is an Electrical Engineer by profession. He earned a BA in Physics and Economics and an MSEE from Washington University in St. Louis. He is on the board of the Skinker DeBaliviere Community Housing Corporation. He is a transplant from Central Illinois and has called St. Louis home since 1998. He can be found on Twitter @Stlunite and contacted at .

VIEW ALL POST BY RICHARD →

RELATED ARTICLES



> Planning and Environmental Linkages, or PEL, is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process.
>
> *AASHTO*

SPONSORED

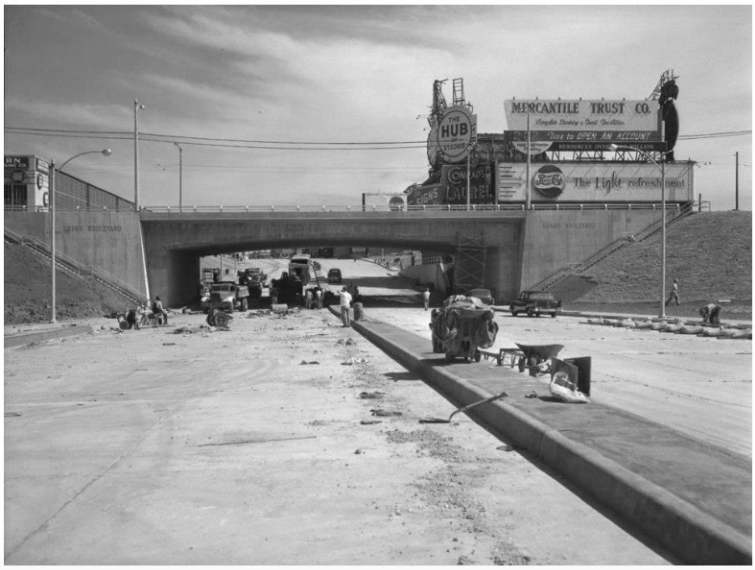


The PEL study is called Future64: Community. Transportation. Together. The website is Future64.com. The website is a bit sparse at the moment. I'm told it will be updated soon.

They have a survey running until May 17th. Be sure to fill it out. The first public meeting will be May 18th 4-7 pm at the City Foundry Food Hall.

No chance of removal or probably not a scaling down to a more humane level like it once was, but reconfigured and/or removing interchanges and onramps might be on the table. Freeing up land for development could atone, albeit a tiny bit, for the damage done to communities erased by the highway and urban renewal.

It'd be great to tamp down the noise pollution with quieter pavement surfaces, in the parks too, well everywhere near people really. Better, less hostile north-south connectivity for those outside cars, connections with the Brickline Greenway, leveraging transit is the study area, and more are all up for discussion. Get engaged!



Grand bridge over Highway 40.

Greg Johnson wrote about the highway construction and the Jewelite Building at Grand seen above at the right.

NextSTL – Hiding in Plain Sight: The Story of the Missouri Jewelite Building in St. Louis

Press Release

The Missouri Department of Transportation and several partners are evaluating the I-64 central corridor between Kingshighway and Jefferson to update and maintain roadways for the future.

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Survey

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TRAFFIC

MoDOT wants your input on I-64 Central Corridor improvement plans

During a Jan. 18 meeting, MoDOT will discuss three improvement options for the I-64 corridor between Kingshighway and Jefferson Avenue.



Credit: Google
A Google Street View image shows Interstate 64 near Grand Boulevard.

Author: **Jennifer Somers**
Published: **1:03 PM CST December 28, 2022**
Updated: **1:03 PM CST December 28, 2022**

ST. LOUIS — How should the Missouri Department of Transportation improve the Interstate 64 corridor between Kingshighway and Jefferson Avenue? The department will host an open-house-style public meeting on Jan. 18 to gain community insight on its improvement proposals.

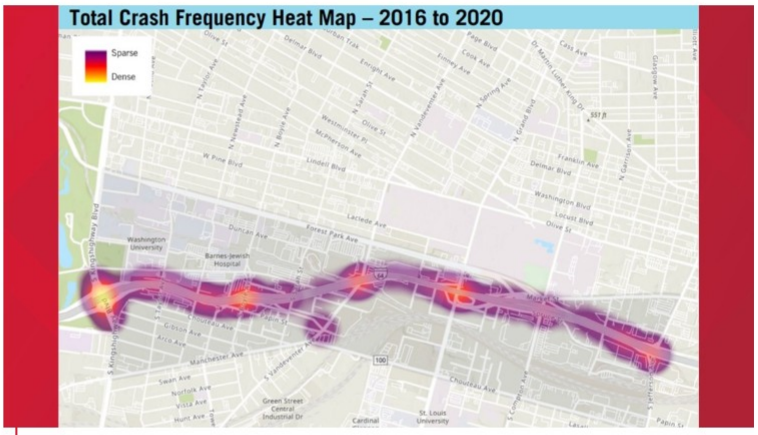
During the meeting, engineers and planners will discuss three corridor improvement options, and MoDOT will show a video answering questions about the ongoing planning and environmental leakages study called "Future64: Community, Transportation, Together."

Future64 examines the potential impact of improvement projects on the environment, community and connectivity to ensure that they would benefit the people using it.

The project is looking to improve the experience of drivers, pedestrians, bicycle riders and transit riders.

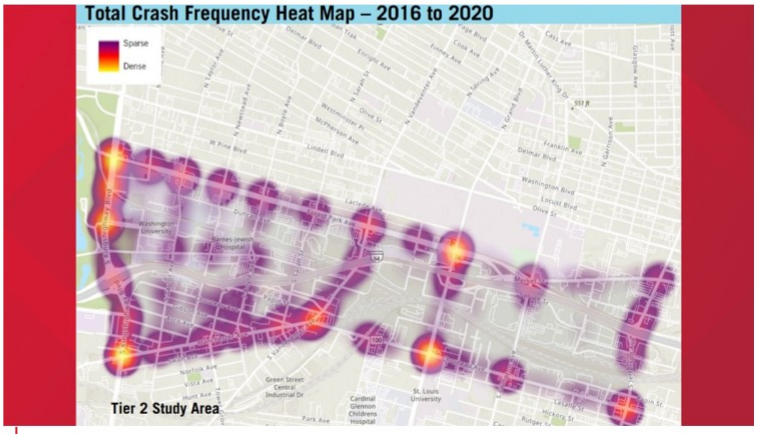
MoDOT, in partnership with the Federal Highway Administration, will host the meeting from 4 to 7 p.m. on Jan. 18 at the COLLAB Workspace in Cortex, located at 4220 Duncan Ave.

Those who are unable to attend in person can find more information about the proposals online at Future64.com on the day of the meeting.



Credit: Future64

A heat map shows the frequency of crashes in the corridor. There were 4,266 crashes between 2016 and 2020.



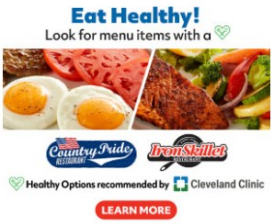
Credit: Future64

A heat map shows the frequency of crashes in the study corridor away from the highway.

To watch 5 On Your Side broadcasts or reports 24/7, 5 On Your Side is always streaming on 5+. Download for free on Roku or Amazon Fire TV











Options for improving I-64 in St. Louis being considered

DECEMBER 30, 2022 • Land Line Staff

A trio of options for improving I-64 in the St. Louis area will be unveiled in January.

The potential corridor improvement options in the I-64 corridor are between Kingshighway and Jefferson Avenue in St. Louis.

Missouri Department of Transportation has planned an open house-style public meeting from 4-7 p.m. on Wednesday, Jan. 18. It is planned for the COLLAB Workspace in Cortex, 4220 Duncan Ave., St. Louis, MO 63110.

Engineers and planners will be available to discuss the options. MoDOT will show a video about the corridor and will be available to answer questions about the study. There will be no formal presentation and participants can attend anytime between 4 p.m. and 7 p.m. For those who cannot attend the in-person open house, information is expected to be available online at Future64.com the day of the meeting.

This public meeting is part of an ongoing planning and environmental linkages study. The study for the I-64 central corridor is called: Future64: Community. Transportation. Together.

Future64 is looking at the potential impact that future projects will have on the environment, community, and connectivity in the area. This study is intended to help MoDOT ensure that any transportation improvements within the corridor will benefit the people using it.

MoDOT is conducting Future64 in conjunction with the city of St. Louis, East-West Gateway Council of Governments, Bi-State Development, and several community partners. The study is scheduled to conclude in January 2023. Although improvements identified by Future64 will mostly affect MoDOT's infrastructure, it also is expected to include suggested improvements to other transportation systems maintained by other partners.

The west-east border for the study area is Kingshighway Boulevard to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

An introductory video was published on YouTube by MoDOT-St. Louis in May 2022.



In the video, it mentions the role of the alliance known as Cortex in developing the area. Cortex Innovation Community is an alliance representing Washington University in St. Louis; BJC HealthCare; the University of Missouri, St. Louis; St. Louis University; and the Missouri Botanical Garden.

In addition, it mentions that the section of I-64 between Kingshighway and Jefferson has aging bridges that need to be replaced and that interchanges need to be enhanced for drivers and pedestrians. *LL*

More Missouri news is available from LandLine.Media.

Government, Politics & Issues

MoDOT is looking for public input on ramps and bridges on a 3-mile stretch of I-64

St. Louis Public Radio | By Jonathan Ahl
Published April 29, 2022 at 5:20 AM CDT



Brian Munoz / St. Louis Public Radio

Cars head east on Interstate 64 in February, shortly before reaching the stretch being studied by MoDOT.

The Missouri Department of Transportation is looking for public input before starting on a project to update a three-mile stretch of Interstate 64 between Kingshighway and Jefferson in St. Louis.

The primary goal of the work is to replace bridges and ramps that have outlived their use, but the department is also interested in looking at the entrance and exit ramps over that distance.

"We figure this is a really good time to talk to the community again, to revisit how it's functioning and working as a system, and say, 'Are these 14 bridges where they should be? Are these ramps where they should be?'" said Jen Wade, an area engineer for MoDOT.

The study phase of the project will last 13 months. MoDOT is taking comments online at future64.com. There will also be public meetings, the first of which will be held May 18.

"We love it when the community comes and shares their experiences with the roadway and they surprise us. That is what we are looking for," Wade said. "We need to know how people are using this road, what they see as their frustrations."



Missouri Department of Transportation /

The area of the MoDOT I-64 study

Wade said the public input will be used to help decide what the improvements will look like, and that could mean changes to the ramp and bridge layouts.

"At the end of the process we will have a set of preferred alternatives that we will have vetted with the public," Wade said. "And then there will be a larger process to portion out projects for the next five or even 10 years."

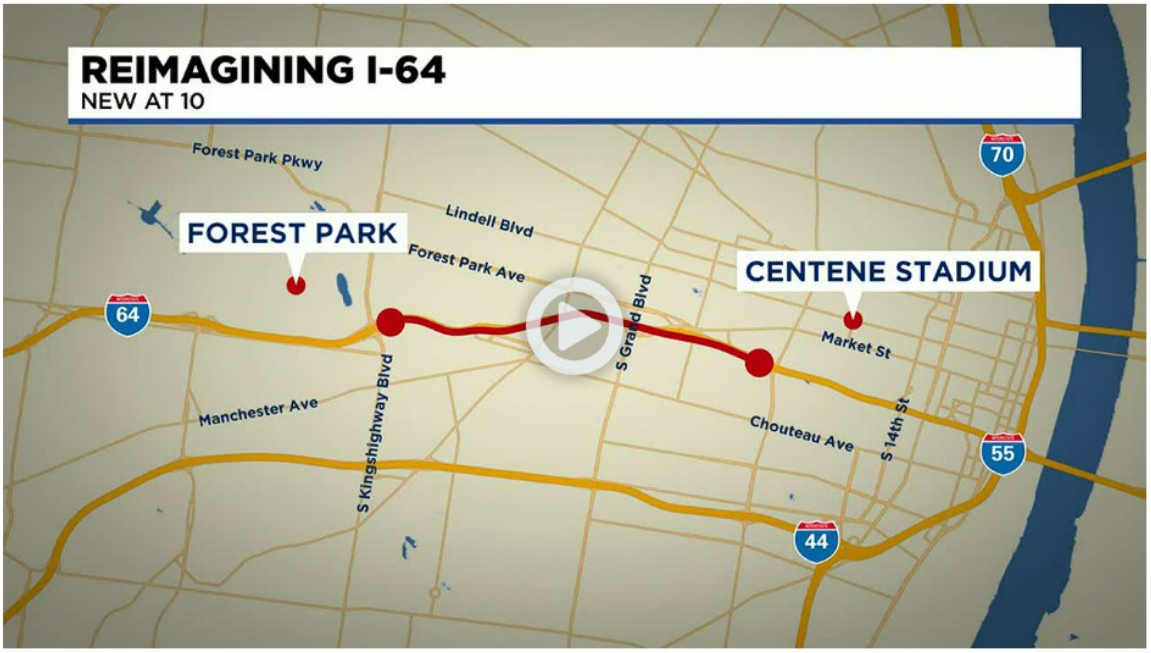
MoDOT is conducting the study in conjunction with the City of St. Louis, East-West Gateway Council of Governments, Bi-State Development and several community partners.

Follow Jonathan on Twitter: @JonathanAhl

ADVERTISEMENT



MoDOT seeks public input on changes to I-64 in Midtown



By Alexis Zotos

Published: May. 17, 2022 at 10:43 PM CDT

ST. LOUIS, Mo. (KMOV) - The future of Interstate 64 could be in your hands as the Missouri Department of Transportation (MoDOT) seeks the public's input for a safer and more connected drive through the heart of St. Louis.

The first public hearing for the Future 64 project will be held Wednesday from 4 pm-7 pm at the City Foundry in Midtown.

The focus on the potential changes will be from Kingshighway to Jefferson as MoDOT looks to the exploding growth in Midtown and Downtown.

MoDOT is also asking anyone who travels in the corridor to complete a brief survey about their transportation concerns and priorities using this link. The survey will be available until May 25.

MoDOT has not provided any timeline for these potential projects.

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Appendix N: Public Meeting Social Media Posts, Twitter and Facebook

← **Tweet**

MoDOT St. Louis Area
@MoDOT_StLouis

If you live, work, play, shop or commute around I-64 between Jefferson and Kingshighway in the city of St. Louis, please share your transportation needs for the area at an open house style public meeting Weds, 5/18, 4-7P, City Foundry Food Hall. Details: modot.org/node/25821

1:55 PM · May 10, 2022

Facebook:

MoDOT - St. Louis
May 10, 2022

If you live, work, play, shop or commute around I-64 between Jefferson and Kingshighway in the city of St. Louis, please share your transportation needs for the area at an open house style public meeting Weds, 5/18, 4-7P, City Foundry Food Hall. Details: https://modot.org/node/25821. More details on the study can be found here: https://youtu.be/ZsCCNizL2v4



YOUTUBE.COM
Future 64 Introductory Video
Introduces Future 64, a study that is looking at the potential impact future projec...

Learn more

Appendix O: Public Meeting "What need is most important to you?" Verbatim Responses

In person Responses	Tally	Percent
Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel	27	59%
Safety for all users	9	20%
Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use	7	15%
Improve bridge structural conditions to maintain a good state of repair	3	7%

Online Ranking	1		2		3		4	
Safety for all users	44.44%	4	44.44%	4	11.11%	1	0.00%	0
Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use	11.11%	1	33.33%	3	22.22%	2	33.33%	3
Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel	44.44%	4	22.22%	2	0.00%	0	33.33%	3
Improve bridge structural conditions to maintain a good state of repair	10.00%	1	0.00%	0	60.00%	6	30.00%	3

Appendix P: Public Meeting "What OTHER needs are important to you?" Verbatim Responses

In person Responses	Tally	Percent
Safety for all users	22	31%
Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel	20	28%
Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use	18	25%
Improve bridge structural conditions to maintain a good state of repair	12	17%

Appendix Q: Public Meeting "What goals are most important to you?" Verbatim Responses

In person Responses	Tally	Percent
Integrate bicycle and pedestrian facility design best practices in design of projects	27	26%
Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal	23	22%
Consolidate access points from interstate to local system	12	12%
Seek opportunities for highway improvements to allow improved land use near transit stations	10	10%
Protect the Historically Disadvantaged Communities along and near the corridor	10	10%
Minimize maintenance costs	5	5%
Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT	5	5%
Address negative impacts of the original interstate construction	4	4%
Improve natural, built, and social resources along the corridor	4	4%
Improve bridge conditions	3	3%

Online Ranking	1		2		3		4		5		6		7		8		9		10	
Integrate bicycle and pedestrian facility design best practices in design of projects	50.00%	3	0.00%	0	33.33%	2	16.67%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Improve bridge conditions	16.67%	1	0.00%	0	16.67%	1	0.00%	0	50.00%	3	0.00%	0	0.00%	0	0.00%	0	16.67%	1	0.00%	0
Minimize maintenance costs	0.00%	0	16.67%	1	0.00%	0	0.00%	0	16.67%	1	0.00%	0	16.67%	1	0.00%	0	16.67%	1	33.33%	2
Minimize MoDOTs long term maintenanc	0.00%	0	16.67%	1	0.00%	0	16.67%	1	16.67%	1	0.00%	0	0.00%	0	0.00%	0	33.33%	2	16.67%	1

e needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT																			
Consolidate access points from interstate to local system	28.57%	2	14.29%	1	14.29%	1	0.00%	0	0.00%	0	28.57%	2	14.29%	1	0.00%	0	0.00%	0	0.00%	0
Seek opportunities for highway improvements to allow improved land use near transit stations	0.00%	0	20.00%	1	0.00%	0	40.00%	2	0.00%	0	20.00%	1	0.00%	0	0.00%	0	20.00%	1	0.00%	0
Address negative impacts of the original interstate construction	50.00%	3	16.67%	1	16.67%	1	0.00%	0	0.00%	0	0.00%	0	16.67%	1	0.00%	0	0.00%	0	0.00%	0
Improve natural, built, and social resources along the corridor	0.00%	0	20.00%	1	0.00%	0	20.00%	1	0.00%	0	20.00%	1	0.00%	0	40.00%	2	0.00%	0	0.00%	0
Protect the Historically Disadvantaged	0.00%	0	33.33%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	50.00%	3	0.00%	0	16.67%	1

Communities along and near the corridor																			
Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal	16.67%	1	16.67%	1	0.00%	0	0.00%	0	0.00%	0	16.67%	1	33.33%	2	0.00%	0	0.00%	0	16.67%	1

Appendix R: Public Meeting “List any other goals that are important to you.” Verbatim Responses

Categories	In person Responses
ADA	Make it easy and safe for people who use a wheel chair
Bike Infrastructure	Protect bike lanes; paint is not infrastructure
Bike Infrastructure	Protected bike lanes
Bike Infrastructure	Less bikes in the street
Bike Infrastructure	protected bike lanes
Bike Infrastructure	Forest Park/Market St separated bike way
Bike Infrastructure	Protected bike lanes
Connectivity	Expand to include downtown STL
Coordination	Coordinate with all city departments and electeds
Cultural Shift	Consider starting not from "health, safety, and welfare" but rather from "how do St. Louisans want to live?"
Cultural Shift	Infrastructure investment that reinforces culture change away from car central lifestyle
Environmental Quality	Protected cycling and ped infrastructure from car pollution (noise and air) using native plants and physical separation
Environmental Quality	Mitigate noise pollution
Environmental Quality	Reduced noise
Environmental Quality	Address and mitigate pollution - related health disparities
Environmental Quality	Billboard distractions
Equity	Reparate descendants of original highway build through prioritized investment
Equity	Be proactive about preventing BIPOC displacement through 4 variety of programs.
Equity	Prioritize needs of low-income folks in transportation first
Equity	Make federal reg's known for improvement engagement

Geometric Improvements	Recent Jefferson & I64 improvements didn't help. Cars are confused. No left turn out of UPS is frustrating and dangerous
Geometric Improvements	Diverging diamonds everywhere, please :)
Geometric Improvements	Remove on and off ramps on Grand
Historic Preservation	Do not demolish any historic buildings
Land Use	Sell land for development
Land Use	Integrated land use and transport decisions
Land Use	Densify city fabric to reduce potential travel distances from A to B
Landscaping	Add more skilled landscape; contractors = more options for quality plantings
Landscaping	Keep/increase plantings along the 64 banks; wonderful red bud flowers!
Landscaping	Native plantings only
Landscaping	Bioswales and native plants
Landscaping	Adopted landscaping program
Limit Expansion	Maintain lane count - not more
Limit Expansion	We currently have the highest miles/capita of highway - we don't need more
Maintenance	Fund dedicated trash program
Multimodal Infrastructure	Dedicated bike/ped infrastructure for north/south crossings
Multimodal Infrastructure	Make it easier to navigate the area on foot, bike, or car
Multimodal Infrastructure	Prioritize bike and pedestrian paths by using "superblock model"; look at Freiburg, Germany
Multimodal Infrastructure	Drawing: Cross-section that depicts a protected bike lane buffered by plantings with a separate ped walkway and lighting.
Multimodal Infrastructure	Dedicated greenways between downtown and Forest Park
Multimodal Infrastructure	Secure bike parking at transit hubs (reserve land for this)
Pedestrian Infrastructure	Safe pedestrian crossings where off-ramps meet roads
Pedestrian Infrastructure	Maintain pedestrian lights on bridges

Placemaking	Add artwork and murals along the retaining walls or sound barriers
Placemaking	Public art
Placemaking	Beautiful places to walk and ride
Public Amenities	Include public toilets as infrastructure
Public Transit Improvements	Prepare for Grand BRT
Safety	Slow traffic
Safety	Zero deaths in this zone
Safety; Geometric Improvements	Self-enforcing streets instead of reliance on enforcement
Uncertain	Highways to boulevards

Categories	Online Responses
Other	These goals are really off target and misleading. I don't trust this survey as you are trying to get answers you want instead of real input. The main goals are improve safety (more lanes), efficiency (ease traffic congestion), and do the work cost effectively for the best value. Aesthetics are important as well. Stop focusing on multimodal. This is a highway for cars. Be realistic. There are plenty of other places for bikes and multimodal. Not the highway. You are kidding yourselves and wasting money. Use common sense!
Other	Add floral, provide natural habitats for birds. Places for dogs. Bushes and trees to block noise.
Other	Make the road more modern with diverging diamond intersections wherever possible, have pedestrian and bike ways well marked and proper signals installed at all pedestrian crossings.
Other	My goals are for MODOT to start maintaining existing deteriorating roads in the St. Louis area: pave heavily traveled streets and repair potholes on streets and in alleyways.

Appendix S: Public Meeting "List any other needs that are important to you." Verbatim Responses

Categories	In person Responses
ADA	ADA and Public Right of Way Guidelines improvements throughout
Bike Infrastructure	Protected bike lanes
Bike Infrastructure	Less than 1% of pop bikes in STL - stop wasting money on them
Bike Infrastructure	Build bike and e-bike infrastructure - classes of lanes marked clearly; campaign for e-bikes; cost-maintenance; speed; lose 2nd car
Bike Infrastructure	Improve sidewalks for bikers instead of the streets
Bike Infrastructure	More protected bike lanes B/W Forest Park and Midtown
Bike Infrastructure	Bike lane on Jefferson
Bike Infrastructure; Connectivity	Connections to Forest Park by bike across 64 (bridge bike infrastructure)
Bike Infrastructure; Equity	Protected biking lanes; providing biking and safety training to low income community; provide affordable ways to access bikes
Connectivity	Access to metro from Foundry
Connectivity	Greenway to Forest Park from Downtown/Chouteau
Cultural Shift	Stop building a car-first or car-only philosophy
Environmental Quality	Green infrastructure
Environmental Quality	Purchase and remove billboards
Environmental Quality; Equity	Do things that improve quality of life for residents in the area
Equity; Bike Infrastructure	Providing a bike share program or have a company in city have affordable bike rentals
Geometric Improvements	On grade intersection at Forest Park and Grand - work with city
Geometric Improvements	More continuous lanes/fewer surprise must exist lanes
Geometric Improvements	Remove on and off ramps at Grand

Geometric Improvements	Full interchanges at Grand and Compton
Geometric Improvements	Modernize the antiquated spaghetti mess of interchanges
Geometric Improvements	De-multileveling (Grand area in particular)
Geometric Improvements	Add another lane between I-170 and Kings Highway to eliminate daily backup
Land Use	Sell off inappropriately used land to developers for mixed use
Land Use	Maximize use of land - if grass at least rain gardens or similar
Land Use	Lay groundwork for more density of housing and mixed use commercial
Land Use	Access to key "stops" in corridor - grocery, post office, childcare (AKA space for development)
Land Use	TOD around trains and BRT (dream!)
Landscaping	Integrate landscape improvements to improve ped environments - trees and flooding
Landscaping	Maximize veg. biodiversity along ROW
Landscaping	Increase UTC (urban tree canopy)
Landscaping; Safety	Attractive lighting and adopted landscaping
Limit Expansion	Keep market street interchange as is
Maintenance	Less potholes
Maintenance	Smoother roads to drive and bike on (Forest Park Parkway, Clayton Ave)
Maintenance	Road maintenance (pot holes etc.) for cars and bikes
Multimodal Infrastructure	Prioritize ped, bike, scooter, transit safety and access
Multimodal Infrastructure	Work with the GRG to get the right ped and bike infrastructure installed
Multimodal Infrastructure	Wider, cleaner sidewalks; protected bike lanes; reduce highway footprint and make it more intuitive
Multimodal Infrastructure	Prioritize bike and ped access
Multimodal Infrastructure	Look to Richmond for underpass improvements - sustainable and attractive

Multimodal Infrastructure;Connectivity	Pedestrian and bike connections for railroad tracks
Pedestrian Infrastructure	Protected turns and protected ped-xs
Pedestrian Infrastructure	Widen Euclid pedestrian bridge
Pedestrian Infrastructure	Make bridges better for pedestrians- divide roads and sidewalks landscaping
Pedestrian Infrastructure	Replace pedestrian bridge from Forest Park Southeast to Clayton Rd with one wide enough for 4 people across (2 walking side by side either way)
Placemaking	increase feelings of connection across 64 N/S - visual and emotional
Placemaking	positive values messaging; in the form of visually pleasing public art
Public Amenities	Access to water along bike paths and maybe restrooms
Public Transit Improvements	Improve transit connectivity and speed (BRT on Grand and Jefferson, Please!!)
Public Transit Improvements	+1 for Grand bus service/infrastructure for speed/frequency
Public Transit Improvements	Bus lanes on Kings Highway
Safety	Zero road deaths on this corridor
Safety	Paint does not protect - traffic calming make it hard to speed
Safety; Pedestrian Infrastructure	Well-lit crosswalks
Signage	Clear, proactive signage
Transit Improvements	Improve transit along Market Street

Categories	Online Responses
Other	Aesthetics and road maintenance. Safety of vehicular traffic and efforts to ease congestion and speed the flow of traffic.
Other	Restructure the entire grand blvd intersection, Install PROPER LEFT TURN SIGNAL at Grand to 64 West. Highly highly irritating as I go and stop at left signal leading to local street more often. Make the grand and forest park bridge a surface level road, remove the underpass.

Other	No need for any new plans as the frustration of driving during extensive reconstruction outways any dreams for future pleasantries.
Other	These neighborhoods surrounding this section of 64 are some of the most exciting/up-and-coming in the whole state. We need to improve connectivity for pedestrians, bikes, mass transit, and lastly, cars. St. Louis' street grid has been permanently disrupted by the highway and any efforts to lessen its impact should be celebrated, especially at Forest Park Parkway/Grand/I64.

Appendix 26: Public Meeting 1 Comment Summary

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

J6I3585: Future64 Study
Public Meeting Summary

June 2022

MoDOT

Prepared by:

VECTOR COMMUNICATIONS

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Introduction

The Missouri Department of Transportation (MoDOT) is looking for ways to enhance infrastructure in the I-64 central corridor between Kingshighway Boulevard and Jefferson Avenue. The purpose of the I-64 project, also known as the Future64 Study, is to evaluate the corridor for potential improvements and identify environmental elements required by federal law. This enables the agency to better position itself to offer increased connectivity, make infrastructure repairs, and evaluate replacement options. The planning method to achieve these outcomes is a Planning and Environmental Linkages (PEL) Study. By conducting this type of study, MoDOT can collaborate with the community in the early planning stage to consider ideas for possible transportation enhancements.

Stakeholder Interviews

At the start of the project, the initial outreach was conducted with elected officials and key stakeholders in the corridor. Virtual interviews and some phone interviews took place throughout for the first three months and will continue as needed. During this period, 28 stakeholder interviews were completed as well as several conversations with local companies. Stakeholders were encouraged to join the study by attending advisory groups and promoting the public meeting.

Stakeholder interviews are available in Appendix A.

Advisory Committees

To introduce the Future64 Study to the public, a Community Advisory Group (CAG) and Technical Advisory Group (TAG) were created to solicit feedback from community leaders, relevant stakeholders, and technical experts. The CAG meeting was held Tuesday, May 10, 2022 and the TAG meeting Wednesday May 11, 2022. Both meetings were hybrid to provide flexibility for participation. Each meeting began with an online MURAL board activity that served as a forum for virtual participants to submit comments for the mapping exercise during the discussion. In person participants used numbered dots and sticky notes to leave comments on a physical map. Another exercise was developed with Mentimeter, an engagement platform, to gather views on the PEL Study's purpose, need, and goals. A folder containing a corridor map, Draft Purpose and Need, committee specific presentations, study fact sheet, and an invite to the public meeting were given to participants. Each meeting lasted 1.5 hours.

Community Advisory Group (CAG) Feedback

There were two group exercises for both in person and online attendees to answer questions that would give insight into the needs of the corridor. The findings are below.

What are the biggest needs in the corridor?

There were 24 responses to this question that were added to a word cloud.

- Geometric Improvements (4)
- Safety (4)
- Accessibility (2)
- Pedestrian Infrastructure (2)
- Multimodal Infrastructure (2)
- Environmental Quality (1)
- Other (1)
- Public Transit Improvements (1)
- Multimodal Infrastructure; Accessibility (1)
- Placemaking (1)
- Safety (Bike/Ped) (1)
- Connectivity (1)
- Maintenance (1)
- Land Use (1)
- Job Access (1)

What would you like to see improved in the corridor?

Participants provided 27 answers to address this question that were added to a second word cloud.

- Pedestrian Infrastructure (3)
- Other (3)
- Public Transit Improvements (3)
- Connectivity (3)
- Geometric Improvements (3)
- Safety (2)
- Accessibility (2)
- Maintenance (1)
- Environmental Quality (1)
- Connectivity (1)
- Accessibility; Public Transit Improvements (1)
- Cultural Shift (1)
- Landscaping (1)

- Maintenance (1)
- Higher Density Development (1)

There was a second MentiMeter activity that provided an opportunity for the committee to enter ideas to two questions. The coded responses are below.

Do you have ideas for additional "needs" for this project to address?

Participants left 6 responses to this question.

- Economic Development (2)
- Public Transit Improvements (1)
- Equity; Public Transit Improvements (1)
- Cultural Shift (1)
- Equity (1)

Do you have ideas for additional "goals" for this project to address?

There were two ideas provided.

- Economic Development (1)
- Placemaking (1)

CAG meeting invitation and follow-up emails, presentation, sign-in sheet, and draft of the Purpose & Need statement can be found in Appendices C, D, E, and F, respectively.

Technical Advisory Group (TAG) Feedback

What are the biggest needs in the corridor?

Participants left 48 responses to this question in a word bubble.

- Other (8)
- Multimodal Infrastructure (7)
- Connectivity (6)
- Geometric Improvements (6)
- Pedestrian Infrastructure (4)
- Public Transit Improvements (4)
- Economic Development (2)
- Safety (2)
- Land Use (2)
- Accessibility (2)
- Signage (1)

- Bike Infrastructure (1)
- Traffic Management (1)
- Connectivity; Accessibility (1)
- Multimodal Infrastructure; Connectivity (1)

"Other" Comments

- Viability (1)
- More lanes on interstate (1)
- Simplify (1)
- Asset management (1)
- Conductivity (1)
- Reduce highway footprint (1)
- Redundant routes (1)
- Efficacy (1)

What would you like to see improved in the corridor?

This question received 47 responses that were populated into a word cloud.

- Connectivity (6)
- Other (6)
- Geometric Improvements (5)
- Signage (4)
- Pedestrian Infrastructure (4)
- Safety (3)
- Multimodal Infrastructure (3)
- Bike Infrastructure (2)
- Public Transit Improvements (2)
- Accessibility (2)
- Connectivity; Multimodal Infrastructure (2)
- Placemaking (1)
- Landscaping (1)
- Maintenance (1)
- Land Use (1)
- Safety; geometric improvements (1)
- Environment (1)
- Pedestrian Infrastructure; Connectivity (1)
- Pedestrian Infrastructure; Geometric improvements (1)

Do you have ideas for additional "goals" for this project to address?

Seven suggestions were made in response to this question.

- Equity (2)
- Geometric Improvements (1)
- Land Use (1)
- Multimodal Infrastructure (1)
- Pedestrian Infrastructure; Connectivity (1)
- Placemaking; Landscaping (1)

What is the single most important need?

Nineteen comments were received for this question.

- Provide intuitive access to and from I-64 and circulation across I-64 (8)
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel (5)
- Safe and comfortable ped and bike crossing (3)
- Safety for regional through movements (3)

What are the two most important goals?

The 36 goals that were suggested are below.

- Coordinate with the regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal (13)
- Seek opportunities for highway improvements to allow improvements to allow improved land use near transit stations. (6)
- Integrate bicycle and pedestrian facility design best practices in design of projects (4)
- Consolidate access points from interstate to local system (4)
- Protect the historically disadvantaged communities along and near the corridor (3)
- Address negative impacts of the original interstate construction (2)
- Improve bridge conditions (2)
- Improve natural, built, and social resources along the corridor (1)
- Minimize maintenance costs (1)

TAG email invitation and follow-up, sign-in sheet, and presentation can be found in Appendices G, H, and I, respectively.

Public Meeting

Two press releases introducing the study and announcing the public meeting were circulated to local media outlets, who were given background information and provided the Future64 commuter survey to publicize. Additionally, an eblast announcing the event was sent to approximately 470 recipients.

The first public meeting for the Future64 Study was held on Wednesday, May 18, 2022, at the City Foundry STL food hall located in the project study area. There were 70 attendees who participated in person and online. The event featured technical boards, a study video, a feedback activity for Purpose and Need, a mapping exercise, and a comment section. The open house format allowed for one-one-one discussions with members of the study team.

At the meeting, comment forms were available in both paper and digital formats. Forms allowed participants to provide specific input based on the technical information displayed.

Pop-up meetings were held to drive people to the virtual storyboard to continue gathering input on the Draft Purpose and Need, as well as to provide technical information. To get people to the virtual meeting, commuters were shown a document with a large QR code to access the virtual public meeting. In total, the online virtual meeting generated 1,007 total views. Visitors to the online virtual meeting could provide comments through May 30, 2022. Two comment forms were submitted.

A breakdown of responses to individual questions and overall results can be found at the end of the report to reflect verbatim comments collected from the activities during the meeting.

Public meeting fact sheet, flier, and press releases can be found in Appendices J, K, and L, respectively. News articles about the public meeting from Next STL, KSDK, Land Line, STL Public Radio, and KMOV4 can be found in Appendix M. Social media posts on Twitter and Facebook by MoDOT can be found in Appendices N and O, respectively.

Summary of Results

Online and in person meeting attendees were able to use voting as the way to prioritize their needs and goals within the corridor. In-person options were chosen using pink, yellow, and green stickers placed on boards while online participants used a comment form and were asked to rank their responses one (1) to four (4), with one (1) being the most important. Responses were tallied and ranked from highest to lowest.

What need is most important to you?

More than half (59%) chose the option "Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel" as the most important to them. Online, four people ranked this as the most important need.

Twenty percent (20%) of participants agreed that "Safety for all users" is the most important need to be addressed in the corridor. Eight out of nine online participants ranked this "Safety for all users" in their top two most important needs.

Participants ranked "Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use" at third place, with fifteen

percent of votes (15%). Additional online responses ranked it in the second and fourth place with three votes a piece.

Participants ranked "Improve bridge structural conditions to maintain a good state of repair" the lowest priority with receiving three (3) votes, or 7% of the total tally. One person chose this as their number one online, and six respondents ranked it number three. Three votes were for the fourth spot.

See the recorded votes and a full list of the online rankings in Appendix E.

What OTHER needs are important to you?

On a separate board, attendees were asked to vote on the same categories; they provided two (2) additional votes. This question was not asked to online participants.

- "Safety for all users" received 31% of votes.
- "Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel" was a top choice with 28% of the vote.
- "Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use" was voted as the second-most important need with 25% of votes.
- "Improve bridge structural conditions to maintain a good state of repair" received the least number of votes at 17%.

See the recorded votes in Appendix F.

What goals are most important to you?

For this exercise attendees had the option to place two stickers on a board indicating the most important goals for them. Online participants were able to rank their top two answers.

Integrate bicycle and pedestrian facility design best practices in design of projects
At the meeting, twenty-seven (26%) participants chose this goal as the most important to them. This received the most votes. In addition, online participants gave three votes for number one and no votes for second place.

Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal
About a quarter of participants (22%, or 23) decided this goal was a top priority for them. The online number one and two priorities received one vote per rank.

Consolidate access points from interstate to local system
Twelve people (12%) out of the 103 total responses to the exercise thinks this goal is most important. This question received seven responses online, however two people ranked this goal as number one and one people ranked it at number two.

Seek opportunities for highway improvements to allow improved land use near transit stations
Voters (10 or 10%) said this is their pick for most important goal. Online no one chose this goal for their number one and there was a sole vote casted for number two.

Protect the Historically Disadvantaged Communities along and near the corridor
Another 10 participants (10%) thought this was an important objective for the study area. And online it did not received votes for first place but two people saw this as a number two issue.

Minimize maintenance costs
This statement was chosen by 5%, or 5 participants as one of the most significant goals stated. No one ranked it number one online and there was one vote for it to be second.

Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
Five percent, or 5 individuals, believe this is a potential goal for the central study area. One vote ranked it number two online.

Address negative impacts of the original interstate construction
A percentage of participants (4 percent or 4) believe this is the most essential goal. On the virtual form, three people want this to be the most important goal and one person said it should be in second.

Improve natural, built, and social resources along the corridor
People (4% or 4) chose this goal as important to them. One vote online selected this as the second option.

Improve bridge conditions
In person, this statement was considered most essential by participants (3 percent or 3). Online it received on vote for the most important goal.

See the recorded votes and a full list of online rankings in Appendix G.

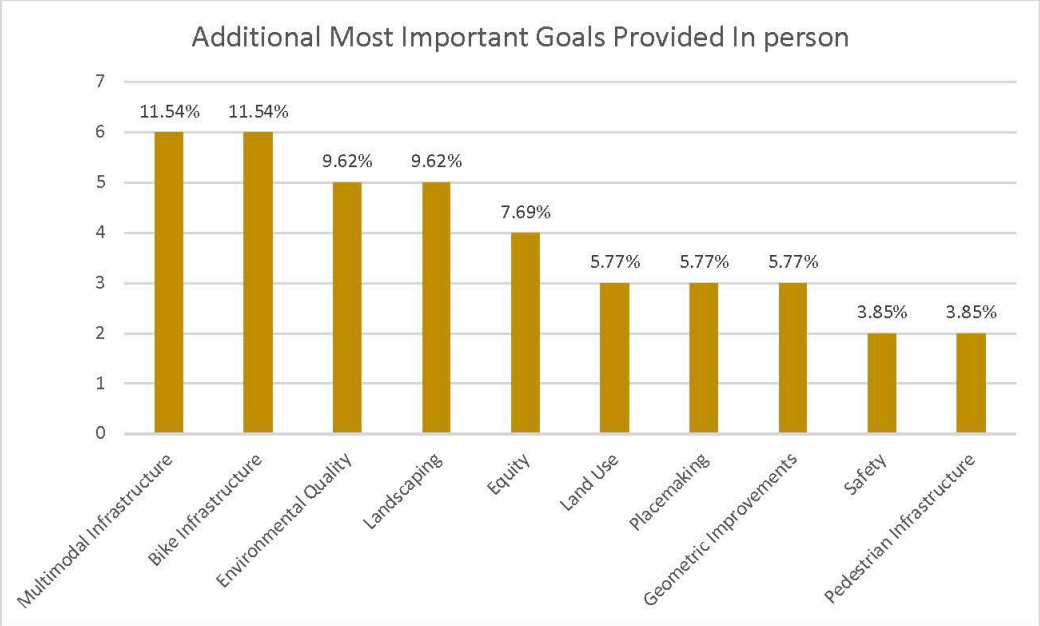
The Draft Purpose and Need activity continued with participants using colored sticky notes to place on boards identifying additional needs and goals that were not stated.

List any other goals that are important to you.

Fifty-two additional goals were provided by in person participants and the top 10 are provided below. The leading categories that were important to participants were multimodal infrastructure (6 or 11.54%) and bike infrastructure (6 or 11.54%).

- Multimodal Infrastructure (6)
- Bike Infrastructure (6)
- Environmental Quality (5)

- Landscaping (5)
- Equity (4)
- Land Use (3)
- Placemaking (3)
- Geometric Improvements (3)
- Safety (2)
- Pedestrian Infrastructure (2)



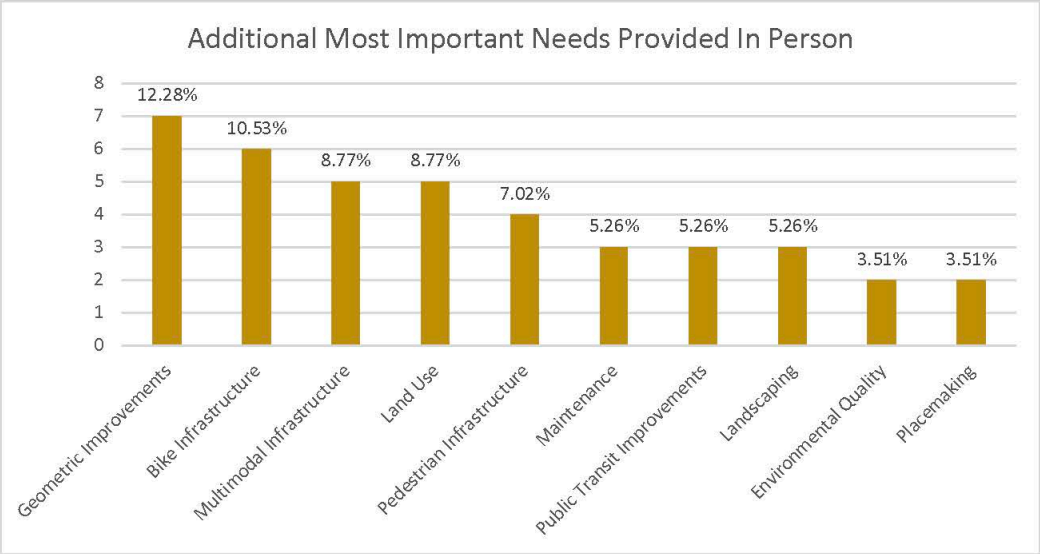
A full list of verbatim responses from the in person and online meetings can be found in Appendix H.

List any other needs that are important to you.

The leading 10 out of the 57 comments were provided at the in person event. They were then calculated and revealed that 7 or 12.28% participants said that geometric improvements are the most important need. Other answers were bike infrastructure (6 or 10.53%), and five comments for multimodal infrastructure (8.77%).

- Geometric Improvements (7)
- Bike Infrastructure (6)
- Multimodal Infrastructure (5)
- Land Use (5)
- Pedestrian Infrastructure (4)
- Maintenance (3)

- Public Transit Improvements (3)
- Landscaping (3)
- Environmental Quality (2)
- Placemaking (2)



A full list of verbatim responses from the in person and online meetings can be found Appendices O, P, Q, R and S.

Conclusion

The PEL Study addresses outdated infrastructure and evaluates and identifies future infrastructure needs. Collaboration with the community through ongoing activities and workshops has resulted in a wide array of perspectives from central corridor users to assist in addressing future improvements. This feedback will help determine the study's final purpose, needs, and goals.

Appendix

Appendix A: Stakeholder Interviews

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-24-22	Time: 1:00 p.m.
Stakeholder: Abdul-Kaba Abdullah	Organization: Park Central CDC	
Phone: 314-239-1400	Email: abdul@pcd-stl.org	

Corridor Characteristics
• At Kingshighway Blvd., there is an opportunity to work with the institutions to enhance the pedestrian experience. • A new tower, the largest neuro center, Brickline Greenway, and a remodeled Botanical Gardens are development projects in the central corridor. • A MoDOT building was just purchased and there could be opportunity there. • The ramps are short and curved at Boyle. This needs to be changed or expanded. • The turn at Grand Ave. onto I-64 is an issue. • Forest Park Ave. to and from the highway at Grand Ave. is a place of concern. • Exits are needed that will dump people into the central corridor so it's important for people to feel safe. • More lightning is needed. • Success in the corridor should be measured in improved safety, impacts on the built environment, and beautification to the neighborhood. • Communications from Science Center to Boyle Ave. is a dead zone for cell phones. • Keep the highway clear of trash and debris. • Placemaking lets people know they have entered an area.
Current & Future Traffic Conditions
• Not asked.
Equity, Economic development
• Grand Ave. is the most traveled space in the city. People need to have the ability to walk over the bridges along Grand Ave. Pedestrians will gain many opportunities from it. • There are unintended negative impacts to the environment caused by the highway. • SLU's campus is split in half. This study could fix that and increase connectivity. This pedestrian connection should be much easier. • I-64 is good and not good. Right now, it's a barrier where crime cannot come in. It provides a buffer. • The highway gets people to The Grove. • From a business and pedestrian standpoint, the corridor needs to be reimagined to

understand the connection between I-44 and I-64. • I-64 doesn't have a large impact on the neighborhoods near Delmar Blvd. Kings Oak neighborhood with 200 residences would do better if it's incorporated into the study. They have safety concerns. • A traffic study to open the grid to the highway would be the only reason to expand the study to Delmar Blvd.
Brickline Greenway & Transit
• Brickline Greenway will become a transportation option for people who use greenways. It won't be used by everyone or anyone who doesn't use it now. • Most of the time transit does not fit into the area. Unless the Brickline has interconnectivity along the highway, to and from Grand Ave., it won't be attractive. • The greenway should be able to get over the highway as a safe option. • Transit use will be more attractive when both sides of the street are walkable, well lit, and accessible. • MoDOT should consider how to get people east and west on Forest Park Ave. and north and south. • Transit that goes across the highway is attractive and routes should be created to connect the institutions.
Environmental Sustainability
• Not asked.
General
• Don't just celebrate Mill Creek Valley (MCV). From a cultural aspect it's border line gaslighting. Have a conversation about displacement if that is what's needed but signage doesn't really have that impact. • Would not use commemorative signs. Talking about the present neighborhood and where you're driving to and through has more value. • Will part of I-64 be named after a historical figure from MCV?
Public Involvement
• Not asked.
Other Feedback
• I-64 does not have a large impact on the neighborhood. • The Grove, Foundry, Midtown, Vandeventer, and Cortex District merge at Manchester and Vandeventer.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-2022	Time: 11:00am
Stakeholder: Betherny Williams	Organization: City of St. Louis, Director of Streets	
Phone: 314-647-3111 Ext. 1101	Email: williamsbeth@stlouis-mo.gov	

Corridor Characteristics

- Interstate 64 divides the corridor.
- Pedestrian facilities can link north and south St. Louis.
- The infrastructure is in places that makes it a possibility to connect the north and south areas.
- Maintain the historical value of the neighborhoods. Projects should not take homes or destroy businesses.
- People who live and work in the area should be comfortable with the study outcomes.
- The highway needs more ingress and egress points.
- The corridor is pedestrian friendly.
- The highway brings more visibility to the area and adds life to the city.
- Recommended critical success factors:
  - Noise could be an issue. Consider if the amount of noise is increasing in the area.
  - Understanding the historical significance of the areas would be a significant accomplishment for the department.
  - Better accessibility to Barnes-Jewish Hospital.
  - More pedestrian facilities.
- Educate folks on how to navigate the corridor. That would be a significant win.
- Projects could be negatively impacted by property owners and utilities.
- Success factors are difficult to determine because study outcomes are not guaranteed.
- Speaking with stakeholders is a step in the right direction.

Current & Future Traffic Conditions

- Not asked.

Equity, Economic development

- The current conditions do not have pedestrian facilities.
- There should be mobility for all users.
- Facility points need to be balanced, reachable, and accessible through the corridor.

• Branding is important to those who use the corridor. • There are more seniors on scooters and they may only shop on one side of the interstate because there aren't connections to the other side. • There is activity that goes on at the transportation points that could hurt business. • The number of stops need to be identified to make sure they are in the right locations. • MoDOT needs to understand ridership. • How the city gets people safely to access points, transportation, and pedestrian facilities is larger than the scope of this study. • What may come of this study may identify partners that can help with connectivity.
Brickline Greenway & Transit
• People have to feel safe. • A lower number of vehicles in the corridor will make greenway users feel safe. • People will use the greenway if they are educated about it. • Ridership will increase if the activity in the transit zones changes. • The transportation system inherently works. Safety and education will increase ridership.
Environmental Sustainability
• I-64 needs to be more user friendly. • We've made it easy for businesses to build right next to the highway system. • MoDOT needs to work with the businesses that are currently there and have been for a long time. • MoDOT has to tap into what's in the area.
General
• The unhoused population and how they travel could affect enhancement plans. • Washington University intends to expand north of Delmar. • Museums are on their way to the northside. • New pavement is scheduled from north to south. • The northside is looking to bring in more business.
Public Involvement
• Reach out to Yusef Scoggins, Director of Human Services. He can speak to the needs of the unhoused. • Reach out to Neil Richardson at St. Louis Development Corporation.
Other Feedback
• With Community Assessment, you can go across the Delmar Divide. The study should be made known to Fountain Park, Lewis Place, and Vandeventer.

- Betherny will help convene conversations with the aldermen.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-3-22	Time: 12:00 p.m.
Stakeholder: Brian Rogers and John Langa	Organization: Bi-State Development/Metro Transit	
Phone: 314-971-4840	Email: jrlanga@bistatedev.org, BSRogers@metrostlouis.org	

Corridor Characteristics
• There are many different things to pay attention to in a short span of the highway, which can be confusing if you're not familiar with the area. • There is a lot of economic development adjacent to this corridor, serving as regional anchor institutions. • Visibility is important along this corridor. • The Jefferson Ave. exit is perceived to be downtown and not in the central corridor. • Signage and wayfinding are needed to educate drivers about a mile before entering this section of the highway to help drivers safely navigate this area. • The Grand Ave. exit is appalling. The bridge should be used three times as much. Not just for pedestrians, but also for signs to make announcements. • The corridor should be a nice place to be, even if you're just traveling through in your vehicle. • The highway works for what it is designed to do. • Motorists who are not familiar with the area have trouble navigating along this corridor, especially on and off ramps. • During afternoon rush hour, there are traffic jams on I-64 westbound by Hampton Ave. and Kingshighway Blvd. • Drivers have to be aggressive to merge onto I-64 eastbound at Kingshighway Blvd. before the exit lanes at Boyle Ave. Improved signage could make this movement easier. • People are excited to leave the Kingshighway corridor because it's crowded. • There are three MetroLink stations, making it an important corridor. Central West End is the busiest station. The Brickline Greenway could help reimagine the station.
Current & Future Traffic Conditions
• MoDOT should view this corridor as a multimodal corridor to achieve additional

funding. • Grand Ave. has the busiest bus routes. • MoDOT should be innovative to address enhancements along the corridor. • A pedestrian bridge near Spring St. would allow people to connect to MetroLink and bus stations. This area will also connect the Brickline going east and north. • There is opportunity for increased north and south connectivity. • There is high density on the south part of Jefferson Ave. There is the opportunity for increased density on the north side near the NGA campus. • People want to know how close they are to the interchange and interstate. People should know how to get to access points. Commercial real estate wants to know how close they are to the interstate. • Jefferson Ave. has the potential to be a second Grand Ave. That's a big deal. • Jefferson Ave. could become more walkable. People will feel more comfortable walking along Jefferson Ave. when the ongoing highway and the NGA campus projects are complete. • Jobs and access to jobs are top priorities in this corridor. This could be a new jobs corridor instead of Downtown St. Louis.
Equity, Economic development
• Pedestrians have a difficult time walking in this corridor. • It is difficult to get from SLU to the bus stop on Grand Ave. • Vehicles are not incentivized to slow to more pedestrian-friendly speed. High vehicle speeds in this area make it uncomfortable or unsafe for pedestrians. • Pedestrian corridor signage would be good. • Pedestrians are not recognized in the corridor. • The pedestrian experience needs to be considered throughout the corridor. • The study area does not equitably serve the people. • Commuters need to understand they are connecting through a larger transportation system. • There is an opportunity to have people think about everyone who travels the corridor.
Brickline Greenway & Transit
• North-south connectivity by SLU needs an improved linkage and pedestrian hub. • Linkages such as a greenway make it easier for MoDOT to do what they need to do because there will be fewer cars on the street. • There are separation issues and safety issues concerning the Brickline. • More lanes are needed in the corridor. • Grand Ave. is a busy corridor with a good bus market. Ridership needs to increase and can by word of mouth. • A choice should be made near the soccer stadium as to whether people should drive or take public transportation to the games.

• It would be cool to implement a transit signal priority. This would allow traffic to move without too many delays. • New signage should encourage people to use the park-and-ride to access the greenway and/or get people to use MetroLink to get to the Brickline.
Environmental Sustainability
• Beautification and a sense of place are needed.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-12-22	Time: 9:00am
Stakeholder: Robert Blaine, JoAnna Schooler, Donna Ware, Chris Beard, Steve Sobos	Organization: BJC/WUSTL	
Phone:	Email:	

Corridor Characteristics
• Functional but 10 years from now when these plans come to fruition the roads will need enhancements. • MetroLink is the predominate way to travel. • At peak periods, the Boyle interchange becomes a major concern because it creates back up into the highway and creates other issues. • The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development. • Bikers live in the area and it would be nice for them to have lanes near the Taylor bridge. • Be aware of the need for infrastructure, density, and driverless cars. MoDOT needs to consider the world of the future. • Parking costs are a concern.
Current & Future Traffic Conditions
• A redesign could better connect north and south by broadening the corridor and looking at traditional routes. • Real estate prices tripled when people learned that MoDOT wanted property. • MoDOT needs to acknowledge it is a worthy goal to connect the north and south. • Creating a connection is an important first step but not sure where that location is. • Road conditions are awful from highways I-70 to I-64. • Speed is an issue from the north and south connections. Street calming is necessary on Grand Blvd. and Kingshighway. • Safety is important and should be prioritized. • Making BJC/WU more of a campus would reimagine the area. • At Boyle there is a safety issue. • At WashU people purchase Metro passes for employees to encourage less driving. • Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.

• BJC is concerned with patient experience. People come to the campus because their medical care requires it. • Staff are encouraged to not use Kingshighway ramps because BJC wants to leave those for patients. • Ease of access for workers is important. • Patient experience is strategic for Kingshighway and Forest Park Ave. Workers are pushed to the back end toward parking garages.
Equity & Economic Development
• Patients and workers are not riding bikes. Cars are the primary vehicle. BJC may not be doing a great job getting their employees to use MetroLink. • There are challenges around the campus for wheelchair users. • Safety needs to be addressed in the study area to make it equitable. • This corridor is a predominately white community in relationship to communities that are north. • The pedestrian experience should be equitable. • Make sure people can access economic centers and they can live near work.
Brickline Greenway & Transit
• Riding a GRG path is challenging for commuter travel. Greenways are designed for pedestrians and getting them to activities. MoDOT should think differently about bike paths as they have different goals than a greenway. • North and south connections off I-64 must be improved to make it more appealing because these are what feed into the communities. • Vehicles are not comfortable driving along cyclists. • People in cars need to be aware cyclists are just as important as they are.
Environmental Sustainability
• Stormwater management is an innovative way to address environmental concerns.
General
• There are four active projects happening on the medical campus with $2B planned for growth.
Public Involvement
• Not asked.
Other Feedback
• MoDOT has done community engagement before asking for input but then were told that the design was complete and what the community wanted could not be added. It seems the community outreach happened too late. Stakeholders do not want that experience again. • There were lessons learned on such a large-scale project and this is an opportunity to work together creatively to understand what the community needs are and how that

integrates with a central interstate system that feeds the metro region.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-3-22	Time: 8:00am
Stakeholder: Brian Hurd	Organization: Rise STL	
Phone: 314-333-7012	Email: brian@risestl.org	

Corridor Characteristics

- I-64 has had improvements. It is aesthetically appealing. BJC and WashU have contributed to this effort.
- People are drawn into the corridor by the beautiful exits.
- The corridor is accessible.
- This project area is the most attractive stretch of the highway.
- Gentrification is a concern. Be mindful of displacement of people in the corridor. As the corridor improves threats to the areas should be addressed.
- As the cultural amenities become more attractive, institutions need to be mindful of the price point of real estate. No harm should come to people of color.
- Critical success factors:
  - Increase daily passenger count increase, which could support economic development
  - Population distribution in terms of people of color. Making sure the population increases or remains stable for people of color and elderly.
  - Note who is coming into the neighborhood as a result of this project.
- Impediments to success:
  - Growing too fast and not being able to curb anxiety about too much development.
  - Perception of the area.
  - Threats such as who is working on construction jobs. People will want to know it is an inclusive project.
  - The area might not feel welcoming to some.

Current & Future Traffic Conditions

- East and west traffic flow is straightforward. Bottlenecks occur around rush hour.
- Arteries need more feeding routes to improve access.
- The traffic flow on north and south routes should be improved so it's easy and inviting for people to travel through.
- Lower the mental and physical barriers along the N. Kingshighway corridor. The

Kingshighway/Delmar intersection is a critical interchange.
• North of the Grand Ave. exit, try doing something to improve access and alleviate congestion.
• New landmarks and improved views would entice people to move and visit.
• People will take care of what looks good.
• Beauty in the corridor helps mentally.
• This project must accommodate and demonstrate an understanding of the commuter experience for people working in the project area.
• Priorities with greatest impact:
  ○ Who is participating in the MoDOT work particularly among people of color?
  ○ How can development connect to small business that can support the area in general?
  ○ MoDOT can use their strength to ensure inclusivity.
  ○ Read the 14th Street Development Case Study. RiseSTL did the work.

Equity, Economic development
• The corridor is dangerous for those who lack mobility. • Overpasses are well designed. They improve access. • Vehicles have the advantage in this corridor. He doesn't think that will change. • Bus stops can be redesigned. There are places around the country who have been creative in designing bus stops. Improved aesthetics and design could incentivize people to use public transit. • An attractive corridor will make people want to stop. • Some things are not controlled by MoDOT like billboards. Create diverse spaces on billboards. They should reflect what the people in the community look like. • The existing transportation system moves people through the area so they can get to where they are going, but it could be a way to encourage people to stop and look around the corridor. • Highway systems divide communities. • There needs to be consideration for how to attract black businesses and black people to the area. • MoDOT should work with the St. Louis Development Corporation and the Chamber of Commerce for economic opportunities and growth.
Brickline Greenway & Transit
• To make the greenway attractive, it has to stay open. • The Brickline needs to integrate art. • The corridor needs to be more inviting so that people will use the Brickline. • There are lots of vacant properties north and lots of investments can be done. • People who rely on the convenience of cars will still drive, even if they have access to the Brickline.

Environmental Sustainability
• Environmental concerns can be addressed though beautification. • Trees do a lot for a community – absorbs water and creates shade. • People like places that look good and provides a level of comfort. • Trees help people who suffer from asthma. • Trees help absorb pollutants.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-22-22	Time: 2:00 p.m.
Stakeholder: Brian Phillips	Organization: WashU Med. Ctr. Redevelopment Corp.	
Phone: 314-747-2335	Email: phillipb@wusm.wustl.edu	

Corridor Characteristics

• As the community has changed, so has the perception about the highways as something that divides rather than pulls together.
• The corridor has separated assets and community over the years.
• As improvements have been made by partners, the corridor tries to be more inclusive.
• Westbound exit ramp at Boyle Ave. are way too short. When the medical center was fully staffed, there were dangerous backups. It has never been corrected.
• The east-west nodes should be working in conjunction rather in that being separately.
• Recommended critical success factors:
  ○ Low vehicle deaths and crashes
  ○ Pedestrian safety at interchanges
  ○ Number of people who commute on other modes of transportation
• Study impediments:
  ○ Safety will be a hinderance
  ○ Not having the right facilities for pedestrians and cyclist transportation

Current & Future Traffic Conditions
• This is the one area where people can be car-optional. • There was a previous strategy to make the area car-optional. • There aren't pleasant places to get across the highway. • Take opportunities to put pedestrians first when thinking about highway crossings. • Look at downtown Iowa's pedestrian infrastructure.
Equity, Economic development
• Not asked.
Brickline Greenway & Transit
• The Sarah St. underpass is one of the most difficult places to run the Tower Grove connector to the Brickline. They will have to be creative when building underneath. The underpass will not be changing anytime soon.

• Forest Park Ave. should be brought to grade at Grand Ave. just beyond Harris Stowe. The Brickline will be close to that. Figure out how to safely get past there and make it align with the highway. • The ramps need to enhance pedestrian safety, move cars along, and serve as economic stimulators. • Brickline Greenway could be a good public corridor. There are many jobs around it. Along the Brickline, there should be transit that can enjoy the same amenities. • Markers for public transit would make it more attractive to users.
Environmental Sustainability
• MoDOT cleans off everything that breaths oxygen. They replace greenery with concrete. • Equity in this corridor is not the same as I-270 improvements.
General
• Development pressures may affect this corridor enhancement plan. • Most construction is happening where people work and live. This is an opportunity to place amenities that can enhance those two areas. It will be a mistake to treat this in isolation. • Des Moines, IA has pedestrian enhancements downtown. • St. Louis has uneven growth. Black people with children demographic decreased the most. Every other population grew. This is based on census information. • Consider how to get more people on transit in dense areas.
Public Involvement
• Brian stays engaged and the best way to reach him is email. • He thinks there are executives at the hospital that would be good for the CAG. He will send names of who he thinks can participate.
Other Feedback
• Contact Melissa Rockwell-Hopkins at Washington University. She is on the Transportation and Parking Committee. Chris Beard can make the connection.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-7-22	Time: 9:30 am
Stakeholder: Chris Considine	Organization: Cortex	
Phone: 440-804-4133	Email: cconsidine@cortexstl.org	

Corridor Characteristics
• He never drives in the I-64 corridor. He rides a bike and uses MetroLink. • The Kingshighway corridor can be congested. • In comparison to other cities, he does not consider congestion an issue for this corridor. • He has a terrible experience getting around on bike and MetroLink. • The roads are not pedestrian friendly. • Improvements need to be made to MetroLink. The public transportation is horrible. Until public transportation is fixed, St. Louisans will continue to rely on cars.
Current & Future Traffic Conditions
• HOV lanes should be promoted. • Single person car usage should be discouraged.
Equity, Economic development
• There aren't many residents in the corridor but where there are, they live in small neighborhood clusters. • The highway is designed to be racially inequitable. It seems to be staying the same in this way. People lack the will to make change and this sentiment can be applied to all the St. Louis institutions.
Brickline Greenway & Transit
• The greenway must be completed as soon as possible so that people may use it. • Safety is required if people are going to travel on the Brickline. • Public transit needs to be safer. • Media perception of public transit needs to change. • MetroLink needs gates. • The city needs to address root causes of problems. • Public transit needs more promotion.
Environmental Sustainability

Public transportation needs to be resolved. Citizens want to drive cars because they can't or don't want to use existing public transportation options. The MetroLink is poorly designed because it reaches very few neighborhoods in the city. No one wants to ride a bus in St. Louis. • State leadership needs to improve environmental policy.
General
• The city has character but lacks art. There needs to be more signs and art in the dead areas. • Signs are needed to guide people to neighborhoods. • Celebrate the city instead of big business.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-27-22	Time: 9:00 a.m.
Stakeholder: David Newburger	Organization: City of St. Louis, Office on the Disabled	
Phone: 314-277-3615	Email: newburgerd@stlouis-mo.gov	

Corridor Characteristics

- David dislikes the lane crossing at Forest Park Ave. to I-64 to get to Jefferson Ave.
- Accessible Pedestrian Signals (APS) are needed at pedestrian signals for blind citizens.
- MoDOT has a history of using return curves that are tripping hazards. Flares are what's needed instead.
- Detectable warnings are not supposed to indicate where the street is but to tell that someone is walking into traffic.
- Turn curb ramps so they are in the run of the cross walk as opposed to perpendicular to the curb.
- Details are important to serve the disabled.
- Access to the train should not be dangerous and should be operable.
- Disabled people use vehicular transportation throughout the corridor.
- Bottlenecks slow down traffic during rush hour.
- Everyone is getting used to new highway designs. More education must be promoted to ensure that everyone understands what is going on.
- Pay attention to travelers who do not use cars to get everywhere.

Current & Future Traffic Conditions

- To better connect north and south calm I-64 drivers as they get on and off city streets.
- He's not in favor of creating a north-south highway. It would divide the city.

Equity, Economic development

- Dangerous pedestrian activity at 10th St. is a straight shot from Clark St. going south on I-64. The drivers are driving on the pedestrian streets like they are highways.
- The opposite of calming is happening in the corridor to support non-drivers.
- Crossing Tucker is not safe during rush hour.
- People in wheelchairs are shorter in height than people who are walking. This should be considered when using right turning lanes because drivers do not see them.
- There is a need to enforce No Right on Red.
- Slip lanes are disasters for people in wheelchairs.
- I-64 does not equitably serve the community because it only goes east and west. That

the reason Brickline Greenway is going north and south to address that inequity. • The existing transportation system does not help the current business activity within the corridor. • Superhighways in the city deter vibrant city corridors. • Highways are designed to get people elsewhere besides the city.
Brickline Greenway & Transit
• Fundamental design is reasonable. Action on that is important. • Brickline Greenway needs to be attractive from west of Jefferson to Grand Metro stop. • The Brickline may need transportation to adjacent streets. • If you take the wrong elevator on Grand Ave., the buses are facing the wrong direction. People should be able to use either elevator and take the bus in either direction. The elevators are out of service frequently. Users need to pick the right elevator. • Maybe a traffic signal is needed at the bus stops at Grand so people can safely cross Grand Ave. without having to go back down to the train platform.
Environmental Sustainability
• If there is opportunity on a superhighway to evaluate bus speed and electric car speed it should happen. • There has to be more ways to support mass transit to address environmental concerns in the corridor.
General
• Calming streets on Lindell Blvd. will push traffic to Kingshighway Blvd. and I-64. • Spring Ave. needs to be reevaluated. • Good news is the Compton bridge will be fixed. • Commemorative signage would be okay but it would only exist to tell drivers a story.
Public Involvement
• Not asked.
Other Feedback
• David recommends adding three neighborhoods north of Delmar Ave. to the study: Fountain Park, Lewis Place, and Vandeventer. • Kingshighway Blvd. should not become a limited access highway. The area is too residential. • There is low access underneath I-64 for motorist and pedestrians.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-17-22	Time: 9:30 a.m.
Stakeholder: Dr. Vernon Mitchell	Organization: City of St. Louis, Chief Equity and Inclusion Officer	
Phone: 314-622-3733	Email: mitchellve@stlouis-mo.gov	

Corridor Characteristics
• His perception of the corridor is that it has gotten better. • The Kingshighway Blvd. exit is confusing. • Boyle Ave. and Vandeventer Ave. can come up on you fast when driving on I-64. He is not sure how much that helps with the flow of traffic. Sometimes it boxes traffic up at off peak hours. • The corridor looks more inviting at Jefferson. • There are other issues along I-64 at Big Bend. • He thinks I-64 should be four lanes, more open, and easily accessible. • It is tricky directionally getting to the Cortex. • The interstate is well-kept, functional, and flows most of the time. • There is a mix of is a mix of new and old infrastructure going east from Kingshighway Blvd. • The corridor is becoming more engaging. • MoDOT should try to make the exits part of the landscape. • Get people from Point A to Point B without many deterrents or distractions. • The transportation system in this corridor should be engaging. • Driving east past Jefferson, the highway takes drivers on a tour of the area. • I-64 is providing pragmatic access without disturbing anything.
Current & Future Traffic Conditions
• There are huge disparities in the north and south populations in the city. • Considering the north-south connections, the way the corridor is now decides who can engage and who cannot.
Equity, Economic development
• The unhoused are at I-64 and Vandeventer Ave. • The highway is accessible to most people, but there should be consideration for those who are unable to access it. • Equity happens at the decision-making level. Pay attention to how decisions are being made about the highway and who is included.

• A participatory process that includes more voices encourages equity.
Brickline Greenway & Transit
• MoDOT should examine ways to transport persons who do not have a car but are mobile to the Brickline Greenway for its intended purpose. • Investigate if access points are restrictive to those things that exist for people to access. • Some of the roadways are meant to be inaccessible. What is the bridge to access the major artery?
Environmental Sustainability
• Not asked.
General
• Commemorative markers should be there to understand that something was there before the highway. • People should understand there were communities before the interstate that paid a cost for the project to be done. • Signage shows an awareness of the corridor's history. • There has to be a community conversation with people who lived in Mill Creek Valley. They should have input into what marker, if any, is used. • Signage could apply to all historically black communities in the city.
Public Involvement
• He is open to getting follow up contact when necessary.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-22	Time: 10:00 a.m.
Stakeholder: Lonny Boring, Mark Vogl, T. Christopher Peoples, Phil Hulse, Steve Smith, Kevin at Greenstreet	Organization: Great Rivers Greenway, Green Street STL, Lawrence Group	
Phone:	Email: phil@greenstreetstl.com, steve.smith@thelawrencegroup.com, tcpeoples@grgstl.org, lboring@grgstl.org, mvogl@grgstl.org	

Corridor Characteristics

- At Market St. eastbound and Forest Park Ave. to Grand Ave. are inefficient uses of the land. s
- Getting off at Grand Ave. is dangerous.
- The Grand Center access is messy.
- The increase in traffic from Vandeventer Ave. to the Armory and Foundry will be a challenge.
- This corridor is the lifeblood of the region's city infrastructure.
- This area will see enormous growth over the next decade.
- Challenges increase around exits and on-ramps.
- The highway creates a north-south barrier. It is a visual barrier which includes land issues from the rail corridor.
- Recommended success factors:
  - Traffic needs to flow better to have less congestion.
  - From an investment standpoint, the area needs to be perceived as easy to get to and from.
  - Demand is expected to increase.
  - The corridor needs more signalized intersections.
  - It's a confusing corridor unless it is a regularly traveled.
  - The corridor needs more lights and better infrastructure.
  - Traffic needs to be managed in and out of the corridor.
- MetroLink needs to be safer.
- The group wants the area to be a multimodal environment.
- East-west infrastructure is fine. The problems happen when getting off the highway and through the corridor to a destination.

Current & Future Traffic Conditions

• There should be better ways to get people north than on Grand Ave. • The north-south connections are not sustainable. • The interstate severs the street grid. Underpasses and overpasses need to include pedestrian and bike access. • This study team has to think about multimodal uses to provide alternative transportation choices. • Do not be afraid to attempt ambitious projects from this study.
Equity, Economic development
• The current basic infrastructure has not deterred development but there will be high demand in the coming years. This area will have to look different in 10 years. • Connectivity from Midtown to Downtown West feels like a desert when it is only a couple of miles. • Grand Ave. to the east should be evaluated so that development can continue. • If the study is not done appropriately, travelers will resist coming to the corridor. • Transportation can help with market forces that are happening already. • The highway is a benefit to the area.
Brickline Greenway & Transit
• The north-south connections should be visually inviting and accommodating to travelers. • Extending the Brickline Greenway south to Chouteau Ave. will reduce the perceived barriers between Saint Louis University's campuses. • Greenway connections should be wide enough to accommodate future users. • The greenway should tie Grand MetroLink to Harris Stowe State University. • Lots of people who are moving here use public transportation. • Lightning and a people-friendly environment will make the greenway more attractive. • The MetroLink needs repair. • Transit needs to be inviting and made secure. • The MetroLink is underused in this corridor and usage is based on perception.
Environmental Sustainability
• Reduce greenhouse gas emissions. People need reasons to explore alternate forms of transportation instead of driving. • The Foundry has done a good job reducing noise. Sound walls would create further barriers and urban environments do not need more sound protection. • MoDOT should consider how to retain storm water. • Innovation will be difficult from the Chaveitz Center going south. • The desolate space under the highway could be an amenity. • Give pedestrians equal comfort and access. There are so many unwalkable spaces in between the corridor.

General
• Saint Louis University would like to elevate the sunken part of Forest Park Ave. at Grand Ave. They are proposing a gradient interchange. The university has secured a federal grant and is working with the city on the proposed changes. • Read High Street case study in Columbus, Ohio. • Commemorative markers of some sort are a great idea. • Signs can present information that goes further back in the city's history. • There are many different stories to tell. MoDOT should also be forward looking. Some messaging should look to the present. • Celebrate the rich history of the area. People passing through will get to learn about the St. Louis heritage. There is similar signage in the Atlanta Beltline. • The new architecture will be forward thinking.
Public Involvement
• Not asked.
Other Feedback
• The team should reconsider the engagement and assessment boundaries to be Page Ave. • Review walking and biking models. • Development will increase all travel.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-25-22	Time: 3:00 p.m.
Stakeholder: Jason Hensley, Moses Gayles, Yusef Scoggin	Organization: St. Louis Housing Authority, City of St. Louis, Director of Human Services	
Phone: 314-657-1652, 314-286-4269	Email: ScogginY@stlouis-mo.gov, JHensley@slha.org, MGayles@slha.org	

Corridor Characteristics

- The corridor needs more access points east and west. Drivers have to go far to get on and off the highway.
- Jefferson Ave. at I-64 is the next opportunity to get back on the interstate going east.
- The interstate seems to move people from Illinois to South County. It should be used more to move people in the corridor.
- The rail yard creates a permanent barrier.
- The area between Kingshighway Blvd. and Grand Ave. has rapidly emerged and created a great demand.
- Beyond Vandeventer Ave., there needs to be significant investment to demolish viaducts.
- The way the Armory is positioned in the corridor there needs to be planning and significant resources to fit.
- The corridor's design element is aimed at accessibility.
- A bridge from Forest Park Ave. to Spring St. has been requested.
- Recommended success factors:
  - Safety
  - Increase density and make the community vehicle-optional.
    - The SLU area needs changes for pedestrians.
    - There are many in the neighborhood against additional cars.
    - St. Louis is moving toward a nonvehicular model that is more appropriate for thriving communities like this one.
  - If north-south travel continues to be delayed, it is problematic for the group that want to use it.

Current & Future Traffic Conditions

- I-64 needs to be reevaluated at Grand Ave. and Forest Park Ave. It is dangerous to get around. The lanes are weirdly spaced. The Kingshighway Blvd. design would be best there.
- Slow traffic to better connect the corridor north and south.

• Jefferson Ave. could benefit from slower traffic. • The Grand Ave. station is good with highways and public art. It could be used as a model for crossing I-64. • Continuing north-south infrastructure would guide commuters but should not create a barrier.
Equity, Economic development
• The only reason to get on I-64 in the central corridor is to go west. There are better ways to get around the central corridor than the highway. • People can get to most places as fast through Forest Park Ave. than taking I-64. • Roads are not well kept and there are lots of stop lights on Forest Park Ave. • The 70 bus route is easy. It takes many people places they need to go. • As the area fills in the need for transportation will increase. • Cars clip corner barriers. • Sidewalk accessibility needs to improve. • There are connections that are built for people without mobility issues. Not sure the current design is thought through for accessibility. • A different width is necessary on the sidewalks. Some of the overpasses at Tower Grove Ave. and Newstead Ave. have sidewalks that are small. Those using wheelchairs have challenges. • Cars do not need more equity. • The existing transportation system supports business activity. • The off ramp at Tower Grove and MetroLink station is clearly intentional. • I-64 takes off pressure at Kingshighway Blvd. • The people who live in the area have the income to stimulate businesses. • Evaluate the services offered now and look at what could be provided in the future. There may be 30% growth in the corridor.
Brickline Greenway & Transit
• Consider the access points from neighborhoods to the area and if the routes are safe and attractive to get to the greenway. • People who already use greenways will use the Brickline. • Greenway use is cultural. • Density is usually not seen as a benefit to the region. People can get around cheaper and faster in cars.
Environmental Sustainability
• Not asked.
General
• Kevin Bryant has the Kingshighway Redevelopment Area north of Delmar in the Fountain Park neighborhood.

• Coworker space is coming to the 4700 block of Delmar Ave. • A new apartment complex is coming to Euclid Ave. and Delmar Ave.
Public Involvement
• Not asked.
Other Feedback
• Botanical Gardens is remodeling. • Shaw and Botanical Heights may see greater commuters. • Extend outreach and community assessment boundary to Page Ave. • The St. Louis Housing Authority has priorities in the Vandeventer neighborhood. • It's cliche to use Delmar as a barrier. • Blight is a challenge. • There are incentives given to move in the West End, Visitation Park, and Academy neighborhoods. • Delmar Ave. has main street designation. • A CID is coming north of Delmar. • The unhoused population seek safety in the underpasses. • Reduce encampment spaces. • There may be political ramifications from removing individuals from places where they should not have been in the first place. • Understanding the movement of the unhoused can prevent safety issues to themselves and others.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chanda Taylor	Date: 2-28-22	Time: 11:00 a.m.
Stakeholder: Rich Bradley and John Kohler	Organization: City of St. Louis, Board of Public Service	
Phone: 314-589-6645	Email: bradleyr@stlouis-mo.gov, KohlerJ@stlouis-mo.gov	

Corridor Characteristics

- The interstate is perceived as "old school" and not up to the standards of the other interstates in town because it runs through an urban core.
- It is hugely congested and interchanges are old.
- The interchanges are not typical.
- I-64 if outdated, winding, and not user friendly.
- East-West Gateway has study information on congestion. It is an issue on the highway.
- Placement and signs have a retro motif that is nice. Wayfinding is informational.
- Kingshighway Blvd. to Taylor Ave. has been done as much as it can. East of there to downtown has a tight right of way.
- Some of the ramps require slowed speeds. Grand Ave. exit and 6th Street have issues with how they are laid out without focusing on safety standard.
- I-64 should be avoided at all costs. Other highways are more up to date.
- Many people drive slow and a handful of people speed on the highway.
- I-64 from Forest Park Ave. to Jefferson Ave. is dangerous across the interstate.
- Congestion that occurs during events could be mitigated through interconnectedness and better communication to the off-traffic signal.
- Recommended critical success factors:
  - Crash, accident, and fatalities data needs to show improvements
  - Safety
  - Multimodal connectivity should improve
  - Separate facilities
  - Build features into projects that increase multimodal travel
- Impediment to the success factors are land opportunities, funding, and political disagreement. Also, neighborhood pushback could be a problem.
- Some people do not want to see an increase in traffic and changes in their neighborhood.
- Change is difficult to overcome.

• Critical outcomes of the PEL are reduced congestion, better connection to transportation, better ways to accommodate transportation, equity in several ways, and safer experiences for all modes of transportation.
Current & Future Traffic Conditions
• More emphasis needs to be placed on north-south connections. • The Brickline Greenway will help with the north-south connection. • The highway should not be a barrier. • Great Rivers Greenway is building a pedestrian bridge at Compton Ave. MoDOT should remain open to expansion of their bridges across the highway or analyze depth footage to accommodate different modes. • Bike St. Louis routes are missing on the north-south connections. • Provide better bike connections on Grand Ave. specifically.
Equity, Economic development
• There is a mix between commercial, industrial, and residential property in the corridor. • The center corridor is undergoing rapid development. • The city's ADA Transition Plan identifies which areas need to be improved. • I-64 is equitable but there is room for improvement. • This corridor study should make things more accessible. There are pieces missing. • Improvements are needed at all Metro bus stops. The Board of Public Service submitted this to MoDOT as a recommended project. • The existing transportation system brings traffic to the urban core. • Reconfiguration would improve the corridor. • Anytime there are challenges to the system, people avoid the area or find alternate ways. • Outreach efforts should include businesses along the corridor. • Modifications should serve good economic development. • Moving ramps may cause businesses to see their viability change.
Brickline Greenway & Transit
• Connectivity to multiple transit hubs and jobs would make the greenway more attractive. Interconnectivity is key as opposed to walking and biking facility. • Be open to bold thinking as it pertains to the Brickline. • MoDOT is encouraged to work closely with the Brickline Greenway to come up with acceptable agreements for the best facility and connection the Brickline can be. • People will be attracted to a well-maintained greenway. • Bus rapid transit is an attractive service. • Good highway transportation might alleviate congestion and make it easier to bring people from the county to the urban center.

• Place a dedicated bus lane on the highway. • Exit and entry ramps should be linked to transit facilities. • Mobility hubs could improve ridership.
Environmental Sustainability
• A traditional approach to climate change would be rideshare and HOV lanes to convince people to carpool. • Better transit is needed beside single user vehicles. • Improvements should lower idle time to move vehicles quicker, lessen pollution, and reduce carbon footprint. • Better connectivity to transit will encourage more responsible behavior. • Innovative light is needed along the highway. • Adding types of green space will minimize maintenance. • MoDOT can take advantage of MSD Clear Water project for stormwater containment.
General
• Trailnet came out with their 2021 crash report for St. Louis County and City. It is broken down by mode and shows problematic areas. • Great Rivers Greenway funded a study in 2021 to come up with a potential recommendation to improve bicycle facilities throughout the city. • The Veterans Administration expects to renovate its facilities. • Further north on Grand Ave., the veterans' tiny homes will become hub for disabled veterans. • The Sarah Street Connector at Vandeventer to Forest Park Ave. is under funding consideration by East-West Gateway. • The Grand Ave. and Forest Park Ave. underpass is considered high priority. No actual project exists. Saint Louis Univeristy is providing $1.5M. If there is anything the study can do to guide that project and the change in access will be a benefit to the corridor.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-8-22	Time: 10:00am
Stakeholder: Imran Hanafi	Organization: Saint Louis University Hospital	
Phone: 314-324-2323	Email: ihanafi@yahoo.com	

Corridor Characteristics
• The perception of the corridor is that it is focused on moving cars as fast as possible through the area. It only has one purpose and disregards everything else. • Congestion and unpleasant commutes are major challenges along the central corridor. • Make the design of the highway better. People should not want to speed through to get to the other side. • It's a highspeed environment. • While there is congestion, it was built to prevent it. • There is noise, and a lack of trees. • He recommends environmental impacts, safety, noise and debris reduction, and reducing risks beneath bridges as critical success factors. • There is potential to improve I-64 by planting more trees instead of monuments, erecting noise walls, providing shade at bus stations, providing a comfortable spot to relax, and creating attractive areas that encourage people to slow down. • To measure success, he recommends design for the speed that's intended and reduce crashes. • If people are speeding on the highway, it has been overdesigned. • Survey residents in the area and redesign it based on their perception.
Current & Future Traffic Conditions
• He regularly travels the corridor in a car. • He prefers to bike. Driving saves time but it's bad for your health. • The current integration of the roads and transit network is not working well for most people. • Drivers tailgate and overtake the road. • There is lots of speeding and noise.
Equity & Economic Development
• Not asked.
Brickline Greenway & Transit

• There are two approaches to designing for the greenway. Construct barriers to conceal what is happening on the greenway. Alternatively, make it more visible so that riders and motorists can notice travelers. It will serve as a reminder that there is life on the greenway. • For public transit to fit in the corridor, the network from A to B has to work and it needs to respect the dignity of riders. • Sidewalks and ramps need to be available to get to a bus stop. • Shade is needed. • Shelter from heat and rain would make transit a more attractive option. • Safety at night is required to change the area.
Environmental Sustainability
• There are stormwater opportunities on the highway. • Solar power can be used to combat climate change. • Ornamental trees or canopies would help address concerns.
General
• There are plans to redesign Grand at Forest Park. • He does not think there is a way to genuinely honor the past. The damage is done. Some things you cannot solve.
Public Involvement
• He receives information on projects like this through social media and emails. • The best way to keep his network informed is through email. • The Urban STL forum is a related group to which information can be forwarded.
Other Feedback
• When people look out their windows and see a highway, what makes them want to or not want to live close to it, and what can be done to encourage them to do so?

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-7-22	Time: 9:00am
Stakeholder: Mary Lamie	Organization: Freightway	
Phone: 314-982-1562/ 314-315-3014	Email: MCLamie@thefreightway.com	

Corridor Characteristics
• Her perception of the central corridor is that it's an integral part of the region for people who pass through the community. • The I-64 connector is important for the movement of freight. • I-64 is key to companies. • The interstate is a tremendous part of the area. • Her experience driving though the corridor is that its congestion impacts reliability and it lacks efficiency.
Current & Future Traffic Conditions
• The existing combination of the road and the highways works effectively in terms of maintaining access to locations, although it may be difficult getting on and off. • A top priority is to evaluate the accessibility at the interchanges.
Equity & Economic Development
• Non-drivers find the corridor to be in fair condition. • People are not equitably served by I-64. • I-64 in Chesterfield provides better service. • There needs to be consistency along the interstate.
Brickline Greenway & Transit
• Not asked.
Environmental Sustainability
• MoDOT should address run off from the roadways, detention areas, bio swell, and aesthetics.
General
• The Non-Interstate Truck Corridor Study may impact enhancement plans. • There is the prospect of a large manufacture building on Chouteau and the Riverfront. • She is in support of ideas that help with the identity of the city and reinforces neighborhood identity.
Public Involvement

• She currently learns about project through email and stakeholders lists.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-11-22	Time: 10:00am
Stakeholder: Michael Lucido	Organization: Saint Louis University	
Phone: 314-977-3199	Email: lucidoma@slu.edu	

Corridor Characteristics
• It's a major thoroughfare for the county to get into Downtown. • I-64 leads to lots of affluent neighborhoods. • Usually, the interstate is congested. • Biggest issue is getting trash picked up and the grass cut. Compton and Vandeventer have that issue as well. SLU is sending their crew out to remove weeds, cut grass, and pick up trash that are in MoDOT's right of way. • Visitors should have a pleasant experience instead of having panhandlers at every exit. • There is drug use at the exists. • The corridor has an issue with its image. People want to know they're in a safe area, but trash and loiterers make them nervous. • The area has vastly improved the way people traverse the corridor. • It is critical that the corridor is kept up. Maintenance and operations is key. • Workforce challenges could make it difficult to maintain the corridor.
Current & Future Traffic Conditions
• Compton needs signage on the highway. It's difficult to know that Market St. will go to Compton. • Kingshighway and Grand are the largest connectors. • Travelers must know where they're going in the corridor. It's not intuitive. • Top priority for this corridor is maintenance and upkeep of the right of way.
Equity & Economic Development
• The corridor is not pedestrian friendly, it should be more inviting. • People need to know how to get to access points on the greenway. • People coming in from Downtown and the county need to know how to get off the highway to enjoy pedestrian activities. • The transportation system does not help local businesses. • Local business is not currently tied to I-64 or the MetroLink. • Businesses aren't where the interstate travels, but north and south of the interstate.
Brickline Greenway & Transit

• Planning is an opportunity to make the corridor more visually attractive from I-64 and draw people to the greenway at the same time. • The highway can provide great visibility to the trails. • The system is disconnected. The MetroLink is below Grand and the bus is above it. Going west, cars are above I-64 and going east they are below the roadway.
Environmental Sustainability
• The area needs maintained greenspace.
General
• History can be told along the highway. It should be managed and tastefully done. Everyone has different taste. • Good signage could encourage people to get off the highway. • Neighborhoods could be highlighted.
Public Involvement
• Want to be informed about the project.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 2-23-22	Time: 9:00 a.m.
Stakeholder: Michael Holmes	Organization: Urban League	
Phone: 314-615-3609	Email: mkholmes@urbanleague-stl.org	

Corridor Characteristics
• The I-64 corridor is perceived to be mostly a business and industrial corridor. There is no business community unless you travel far into that corridor. • Traffic needs to get in and out without disturbance. • The central corridor is not large enough to avoid traffic, especially if there is an event. • Recommended success factors: ○ Traffic has to flow easy and not disrupt local residents. • Impediments to achieving success could come from neighborhoods that are not connected the businesses. • There are too many businesses built near the highway, preventing expansion. • Critical outcomes of the PEL will be getting the community to get involved. • Sound barriers may be necessary to protect neighborhoods in the central corridor like those south of I-64.
Current & Future Traffic Conditions
• Do not create more north-south pedestrian connections because people are not going to use them. • Make going north-south more car friendly. • People are more likely to drive cars north and south. • Traffic flow for people who are living in the area should be a priority. People who live in the corridor should not be wrapped up in event traffic. They should be able to bypass it. • Roundabouts are good if they give enough people access to figure out where they are going.
Equity, Economic development
• Conditions along the corridor for non-drivers is dangerous. No part of the corridor is built for pedestrians. • There are not enough ramps in the study area. • If people live on the northside they probably travel I-70 to I-64. • The existing transportation system support the business service area. • Lines of traffic butt into the drivers who are trying to go north and south.

Brickline Greenway & Transit
• Most college students and people that live on south end will use the greenway. People from the north are not going to travel to the corridor for the Brickline. • Amenities will make public transit a more attractive transportation option.
Environmental Sustainability
• Development is being allowed to be built on the street and on top of the highway. • More greenspace is needed going north.
General
• The frequency of public transit will affect corridor enhancements. • Most signage should be north directing people to the corridor.
Public Involvement
• He is informed by MoDOT through email. • He receives personal calls from MoDOT keeping him informed. • The best way to make contact is through email. • When asked whether he wanted to be on the CAG or if he knew someone, he stated to follow up with him later.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 4-15-22	Time: 10:00am
Stakeholder: Rich Simmons	Organization: Grand Center, Inc	
Phone: 314-289-1504	Email: rich@grandcenter.org	

Corridor Characteristics
• I-64 is an inadequate thoroughfare that was not built for an urban environment. • Many on and off ramps are too short, which makes it dangerous to merge. • Kingshighway to the west jams all day. That may be due to where drivers get on 64. • I-64 in the central corridor is the most dangerous stretch of the highway. • East on I-64 near Vandeventer Ave., there are many on and off lanes and there seems to be a lot going on there. • Reducing the flow to Boyle could be helpful. • Speeding is an issue. • This study would be successful if connections are made across the railroad tracks. This would make a safer and inviting space so that we don't have separate areas in the corridor. • People traveling north and south should not feel impeded. • There are issues that affect success in the corridor, like trouble around the Grand viaduct. It's very industrial and feels segregated. • The Grand Bridge is too long. • The MetroLink doesn't feel safe. • Grand Center desires to be more walkable. It needs pedestrian thoroughfares. • The exits are confusing. • There area is underserved by I-64. • Entrances to Grand Center are at Compton and Vandeventer. People use Grand instead of other streets because they don't know where to go.
Current & Future Traffic Conditions
• Grand Center customers almost exclusively drives cars. • Grand Center has not figured out how to get SLU students to extend themselves into the area. • Parking lot surfaces need to be changed. They create the illusion of wide/expansive lots, which people prefer not to cross.
Equity & Economic Development

• The conditions in the study corridor create challenges for people in wheelchairs. The sidewalks need to be changed. • Make the area walkable. • Design should feel like crossing the streets are what you want to do, instead of what you have to do. • The highway does not do a good job of getting people in and out successfully. • At Grand Center, Grand narrows and SLU slows down traffic. There should be encouragement to get to Compton and use Compton and Vandeventer as thoroughfares. • Vandeventer has too many lights and Compton is underused. • More traffic distribution across the north and south arterial roads is needed. • Limit the numbers of entrances and exits and build out space at the ones that are kept. • Traffic will be slowed as a result of development. Compton and Vandeventer should be used as alternate routes. • Grand Center is a major thoroughfare for Bi-State. It's good for the University and schools in the area. • Traffic is a barrier to get people into Grand Center. • Grand Center gets two million people a year, but improvements could attract more people and businesses to the area.
Brickline Greenway & Transit
• Not asked.
Environmental Sustainability
• The sides of the highway with vegetation should have a greater biodiversity. Trees and bushes would be better to capture carbon. • Impervious pavements are desired so that rainwater has somewhere to go. • Collect rainwater to irrigate other areas. • The corridor needs things that provide visual appeal.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• The Foundry and Armory are bringing cars into the area but not pedestrians. • Part of the urban experience is walking. As the city attracts more people, they will want that experience provided to them. • In Grand Center there is one residential property expected to add 1000 people and more development coming soon.

- Grand Center needs to feel like a neighborhood and not just a destination.
- Making an environment for north and south residents to be attracted to the district.
- MoDOT should align with neighborhood plans.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-8-22	Time: 1:00 pm
Stakeholder: Taylor March	Organization: Trailnet	
Phone: 314-707-5001	Email: taylor@trailnet.org	

Corridor Characteristics

- Experience of the corridor depends on how someone is traveling through it. In a car, I-64 bisects lots of activity in the city.
- This corridor works well for people traveling in cars.
- It is stressful to walk and cycle through the corridor.
- The experience crossing bridges in this corridor can be improved.
- Compton doesn't have a lot of traffic.
- The ramps near Harris Stowe State University and Saint Louis University are messy and hard to navigate.
- There isn't a lot of congestion along this corridor.
- If there is congestion, it's east of Jefferson Ave. and west of Kingshighway Blvd., outside the scope of this project.
- Compton Ave. has the potential to be a pedestrian center.
- The Grand Ave. corridor is one that feels like there is lots going on. It is stressful to bike and walk through. Since there's significant bus traffic/stops in this corridor, it should be more pedestrian-friendly.
- He will take bus just so he doesn't have to walk along Grand Ave.
- There aren't many options to get across I-64 between Jefferson Ave. and Kingshighway Blvd.
- Recommended critical success factors:
  - Increased safety for people walking, biking, and taking the bus
  - Reduction of traffic injuries in the corridor and crossings
  - Connectivity
  - Access of and distance to I-64 crossings for pedestrians
- Critical outcomes of the PEL:
  - Prioritize how people walk across the corridor
  - Decrease dependence on vehicular traffic to spur development
  - Invest in bus rapid transit down I-64 with exclusive right-of-way
  - Identify carpool opportunities
  - Shift culture away from believing congestion slow-moving traffic is bad. Slower-moving traffic is better for pedestrians and could lead to positive

environmental benefits.
Current & Future Traffic Conditions
• North and south connections are contingent on what is planned on the bridges and underpasses. • Improve traffic flow on main roads. • There should be additional permeability. • Jefferson, Kingshighway, and Grand bridges should be more focused on public transit. • Grand is a high frequency route for bus transit. Greater predictability, regularity, and frequency of public transportation would improve this experience. Currently there is regular service, but it is not fast. • Prioritize bus movement. • Traffic signals need to sense and prioritize bus movement. • Grand Ave., including the bridge on Grand Ave., needs to embrace bus transit.
Equity, Economic development
• Highways are going to serve a more affluent, white population that live out of town. • I-64 prioritizes people who move east and west for people coming into the city. This should not detract from investing in people traveling north and south. • Focus needs to be on how to serve people who do not have cars. Ensure there aren't additional barrier. • Pollution and noise mitigation are important because businesses want to be close to and easily accessible from the highway. • Providing trees could buffer the sound and lower impact of pollution through environmental design. • Incentives and tax abatements in the area seem to be unnecessary. • There seems to be large scale projects but not small scale. Redevelopment needs to happen on the small scale too. It seems this area is only viable for large businesses.
Brickline Greenway & Transit
• To make the Brickline Greenway attractive, the Compton corridor needs to be priority. • Fewer on and off ramps are needed at Compton, similar to Sarah. Remove barriers for those walking and biking. • People need to be safe from car traffic when traveling along the greenway. • The Grand crossing needs attention. • Make the bus more efficient with better shelters and exclusive right-of-ways. • Ensure the bus rider experience is dignified. • Make it evident that people are on the bus. • Ensure that there are safe and sufficient connections for passengers to use to get to bus stops along this corridor.
Environmental Sustainability
• Not asked.

General
• Not asked.
Public Involvement
• Not asked.
Other Feedback
• None.

Future64 Stakeholder Interview Summary – Key Points

Interviewer: Chandra Taylor	Date: 3-4-22	Time: 10:00 a.m.
Stakeholder: Zach Smith	Organization: Wells Fargo Advisors	
Phone: 314-875-2429	Email: zach.smith@wellsfargoadvisors.com	

Corridor Characteristics

- There has been so much work going on at the primary interchange at Jefferson Ave.
- There's lots of traffic on Jefferson Ave. at Market St.
- When exiting at Market St., it's a difficult location to navigate. The homeless are present.
- Wells Fargo parking drops off employees at Market St.
- Most Wells Fargo employees leave work and take Market St. to the I-64 and Forest Park Ave. split. They don't take Jefferson Ave. if they are going west.
- The Compton and Market intersection is weird.
- Going north on Jefferson everyone must make a left to get onto the campus.
- The Starbucks on Jefferson Ave. creates congestion.
- Regardless of which highway someone is using (I-44, I-55, I-64), if they're going north, they're going north on Jefferson Ave.
- The traffic flow to NGA creates concerns for Wells Fargo.
- Soccer stadium traffic and Wells Fargo traffic are concerning.
- Right now, there is no place for Wells Fargo employees to take a break. The Brickline Greenway will help with that. Connectivity is welcome however he does not like that the greenway will take lanes away from Market St.
- Most traffic on Jefferson Ave. and Market St. are vehicles.
- There is high-speed traffic on Market St.
- Wells Fargo worked with the City to insert more ADA crossings.
- Bus stops have been added on both sides of Market St. near the campus
- Wells Fargo is on an island. It is inconvenient to take public transit. The Union Station MetroLink station is close, but not walkable or safe to access. Wells Fargo employees need better connectivity to transportation.
- Recommended critical success factors:
  - Connectivity to make it easier to get on and off the highway.
  - More signage so motorists know when and where to get off the highway. There are exits that people don't know where they go. It is a waste to have an exit if it's not directionally clear.
- His strongest concern along I-64 is between Kingshighway Blvd. and Skinker Blvd.,

especially at the Hampton Ave. exit where lanes merge.
Current & Future Traffic Conditions
• If people are coming in from the north, they are usually traveling south on Kingshighway Blvd. • From a certain point on Grand Avenue, it seems to be a school zone. • People traveling southbound from the Wells Fargo campus are probably going toward I-55 and I-44. • North to south of the corridor there are connections with speed that allows people to get across. • Streets are wide in this corridor. • Jefferson Ave. northbound is wide. • There are very distinct neighborhoods around Wells Fargo but there is nothing in this area to encourage repeat travel to them. • The destination sites only get the same visitors infrequently. • People need to understand the larger picture of connectivity.
Equity, Economic development
• Not asked.
Brickline Greenway & Transit
• For the Brickline Greenway to work, there needs to be sufficient separation and space between the greenway and vehicular traffic on the street. • The greenway should be well maintained. • There should be enough light for greenway users. • The people who live next to Wells Fargo are SLU students. No one in the surrounding area regularly travels to the Wells Fargo campus. • There needs to be more restaurants along the trail in the area. • Wells Fargo wants to feel like part of the central corridor. Community needs to be created around the campus. • Wells Fargo sold two old buildings on the corner to Green Street who is planning to build a hotel. It will have a restaurant that's open to the public and a roof top bar. • Wells Fargo guests don't stay in Downtown St. Louis because of the lack of amenities.
Environmental Sustainability
• Wells Fargo worked with MSD to plant rain gardens on campus. • Wells Fargo has to figure out how to keep beautification all year long.
General
• Not asked.
Public Involvement
• Not asked.
Other Feedback

- None.

Appendix B: Community Advisory Group Meeting Minutes, CAG Meeting #1

Future64 Study
Community Advisory Group (CAG) Meeting #1
Tuesday, May 10, 2022
Great Rivers Greenway
3745 Foundry Way Suite 253
St. Louis, MO 63110
GRG - Mississippi Room
https://us02web.zoom.us/j/82925957017?pwd=akVzTUhtVDFYVlAvYnYyOUdUbTlLUT09

Prepared by Chandra Taylor, Vector Communications

Overview
On May 10, 2022, the Missouri Department of Transportation hosted the first of three Community Advisory Group meetings for the Future64 Study.

Communication
An email was sent on April 27, 2022, to invite participants to the meeting. That email was followed-up by a calendar invite.

After the meeting, on May 18, 2022, the committee received a follow up email with meeting documents.

See meeting invitations in Appendix A.

Please find meeting documents in Appendix B.

Meeting Attendees

ONLINE	
Name	**Organization**
Becky Reinhart	DeSales Community Housing Corporation
Deidre Brown	GirlTrek: St. Louis
Jesse Arevalo	Barnes Jewish Hospital
Michael Hamburg	Pier Properties Group
Sundy Whiteside	St. Louis Association of Community Organizations

Wesley Stephens	MoDOT

IN PERSON	
Name	**Organization**
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Dan Dooling	Forest Park Southeast Neighborhood Assoc
Iman Hanafi	Saint Louis University
Lance Knuckles	St. Louis Development Corporation
Matt Bauer	Green Street St. Louis
Mecca Baker	Gate District West Association
Rachel Witt	South Grand Community Improvement District

CONSULTANTS	
Name	**Organization**
Andrew Gates	MoDOT
Andy Potthast	HDR, Inc.
Chandra Taylor	Vector Communications
Jason Longsdorf	HDR, Inc.
Jen Wade	MoDOT
Jessica Hochlan	HDR, Inc.
Julie Nolfo	Lochmueller Group
Justin Carney	Development Strategies
Kevin Neil	Lochmueller Group
Lou Kuelker	HDR, Inc.
Rojan Thomas Joseph	Development Strategies
Shaun Tooley	MoDOT
Tom Blair	MoDOT
Ylana Padgett	HDR, Inc.

INVITED STAKEHOLDERS	
Name	**Organization**
Abdul-Kaba Abdullah	Park Central CDC
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Becky Reinhart	DeSales Community Housing Corporation
Bob Hilgemann	Botanical Heights Neighborhood Association
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Darius Chapman	100 Black Men
David Nehrt-Flores	Deaconess Foundation
Deidre Brown	GirlTrek: St. Louis
Dr. Pat Adegboyega	Gate District West Association
Elizabeth Goodwin	Rosati-Kain High School
Imran Hanafi	Cathedral Square Special Business District
James Harris	St. Louis Metropolitan Police Department, Fourth District
Jesse Arevalo	Barnes Jewish Hospital
Joel Oliver	Green Street St. Louis

Karen Meirink	Explore St. Louis / Visitors and Convention Bureau
Kate Haher	CWE North CID
Lance Knuckles	St. Louis Development Corporation
Linda Ngyuen	Tiffany Community Association
Mecca Baker	Gate District West Association
Michael Hamberg	Pier Properties Group
Miguel & Carla Alexander	JeffVanderLou Neighborhood Association
Monique Williams-Moore, MBA	Urban League of Metropolitan St. Louis
Opal Jones	Doorways
Patti Hill	Central West End
Rachel Witt	South Grand Community Improvement District
Robin Feder	CID - Central Institute for the Deaf
Sal Martinez	Employment Connection for St. Louis
Steve Smith	Lawrence Group
Sundy Whiteside	St. Louis Association of Community Organizations
Will Smith	New and Found
Will Strang	Grand Center Inc.

See meeting sign in sheet in Appendix C.

Minutes

The hybrid meeting started at 5:00 p.m. Jennifer Wade, Area Engineer for the Missouri Department of Transportation, opened the meeting by welcoming the committee members to their first Community Advisory Group (CAG) meeting. She then went on to explain their input is necessary to determine the Purpose and Need and the future of the study. Then Tom Blair, St. Louis District Engineer, also welcomed the CAG and encouraged them to work with MoDOT on the planning effort for I-64. Twelve CAG members attended.

Chandra Taylor, the public engagement lead, described the materials that were distributed to each in person participant. Attendees were given a corridor map, a fact sheet, a meeting presentation, a draft purpose and need, and an invitation to a public meeting.

All present consultant team members and client group introduced themselves and shared their names, organization, and roles.

Andy Potthast, Project Manager for HDR, Inc., provided an overview of the agenda.

The study's PEL lead, Jason Longsdorf, then explained to the group what is a Planning and Environmental Linkages Study.

Next, Andy highlighted the study area, the goal of the project, and a need for examining the immediate and long-term impacts of transportation improvements along I-64. The names of the study partners were given, and the 13-month study timeline was revealed.

Study Timeline:



Group Exercise #1

Following that, Jason presented a Mentimeter word bubble activity to answer two questions: what are the biggest needs in the corridor and what would you like to see improved in the corridor. Everyone was given the opportunity to contribute words or phrases to the word cloud.

The word clouds can be found in Appendix D.

After that, CAC members were given an opportunity to introduce themselves to the group. All members stated their names and organization.

Following introductions, the consultant team presented the corridor findings.

- Introduction Study Area – Key Metrics
- Study Area Employment
- Growth in the Central Corridor
- Study Area Commuting Patterns
- North-South Travel Patterns (Weekday)
- Transportation Equity – Vulnerability Index
- Transportation Equity – Disadvantage Communities
- Transportation Equity – Neighborhood Assessment
- Existing Traffic Operations – Morning
- Existing Traffic Operations – Evening
- Safety – Crash History

- Total Crash Frequency Heat Map – 2016 to 2020 (Tier 1 Study Area)
- Total Crash Frequency Heat Map – 2016 to 2020 (Tier 2 Study Area)
- Existing Access is Challenging to Navigate
- Bridge Conditions
- Bicycle and Pedestrian Infrastructure
- Transit Access
- Environmental Resources Assessed

Full CAG presentation is attached in Appendix E.

Then, Chandra spoke about engagement. The committee was presented with key comments gleaned from the study's stakeholder interviews. The most current commuter survey findings were also looked at.

Afterwards, Jason provided an overview of the Draft Purpose, Need, and Goals of the study.

Group Exercise #2

A second Mentimeter poll was presented to attendees to provide additional needs and goals for this project to address.

See verbatim responses in Appendix F.

After the exercise, Andy informed the group that a Technological Advisory Group was formed to further the study's technical concepts. The first meeting will take place on May 11, 2022. He also mentioned exercise #3, which involves adding comments to a corridor map. This was done both online using MURAL and in person.

Finally, Shaun Tooley, Project Manager for MoDOT, invited the CAG to the Public Meeting.

Chandra thanked everyone for coming and then adjourned the meeting.

The meeting ended at 6:45 p.m.

Questions and Comments can be found in Appendix G.

Appendix C: CAG #1 Meeting Invitation and Follow-Up

Appendix A – Meeting Invitations
Vector Communications Mail - Join the MoDOT Future64 Study! https://mail.google.com/mail/u/0/?ik=fba2df6513&view=pt&search=all...

Gmail **Chandra Taylor <ctaylor@vectorstl.com>**

Join the MoDOT Future64 Study!

Chandra Taylor <ctaylor@vectorstl.com> Wed, Apr 27, 2022 at 3:01 PM
To: Chandra Taylor <ctaylor@vectorstl.com>
Bcc: info@100blackmenstl.com, jesse.arevalo@bjc.org, botanicalheightsneighborhood@gmail.com, Imran Hanafi <ihanafi@yahoo.com>, pdh@pattidhill.com, cwea@thecwea.org, rfeder@cid.edu, achumbley@cortexstl.com, Audrey Ellermann <nurseauby@gmail.com>, Kate.Haher@cwenorthcid.com, "David Nehrt-Flores (davidn@deaconess.org)" <davidn@deaconess.org>, becky@desalescd.com, info@doorwayshousing.org, Sal <martinezs@employmentstl.org>, kmeirink@explorestlouis.com, forestparksoutheast@gmail.com, drpat555@gmail.com, Mecca Baker <meccawov@gmail.com>, brodei225@aol.com, Will Strang <will@grandcenter.org>, matt@greenstreetstl.com, Joel@greenstreetstl.com, tilliescorner@gmail.com, "Smith, Steve" <Steve.smith@thelawrencegroup.com>, Will.smith@newandfound.com, Abdul-Kaba <Abdul@pcd-stl.org>, egoodwin@rosati-kain.org, niapresident@shawstlouis.org, Rachel Witt <rachel@southgrand.org>, swhiteside@slaco-mo.org, knuclesl@stlouis-mo.gov, jaharris@slmpd.org, tiffanycommassoc@gmail.com, mwilliams@urbanleague-stl.org, michael@pierpropertygroup.com

Hello, Future64 Stakeholders.

The Missouri Department of Transportation (MoDOT) is undertaking a Planning and Environmental Linkages (PEL) study along the central corridor of Interstate 64. The Future64 PEL will provide an opportunity for the community to discuss and prioritize transportation concerns and improvements, as well as contribute to the development of a vision and a more cohesive decision-making process.

The community is a crucial element of our study because it helps us understand your goals for a more community-friendly transportation system. To hear your opinions, MoDOT is establishing a Future64 Community Advisory Group (CAG) and would like to invite you to join. During the study, this group will meet three times, with the first meeting scheduled for mid-May. A second conference will be this summer, followed by a final gathering in early fall. If you want to engage in the CAG, we ask that you attend all three meetings.

These meetings will be active planning sessions that will assist MoDOT in developing the Study's purpose, need, and goals. Later meetings will concentrate on developing conceptual options. We hope you would consider joining our CAG and contributing your knowledge as the Future64 study progresses.

The first meeting will be held on May 10 from 5p.m. to 6:30 p.m. at Great Rivers Greenway in the Foundry. Thank you and we hope to see you at our first CAG meeting.

Send your RSVP to Chandra Taylor at ctaylor@vectorstl.com.

Sincerely,

The Future64 Study Team

--
Chandra Z. Taylor
Consultant
Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x102
(fax) 314.621.5599

1 of 2 6/19/22, 12:05 PM

Gmail **Chandra Taylor <ctaylor@vectorstl.com>**

Future64 CAG Meeting #1 Follow Up

Chandra Taylor <ctaylor@vectorstl.com> Wed, May 18, 2022 at 8:59 AM
To: Chandra Taylor <ctaylor@vectorstl.com>
Bcc: Kate.Haher@cwenorth.cid.com, Mecca Baker <meccawov@gmail.com>, rfeder@cid.edu, Sal <martinezs@employmentstl.org>, Forest Park Southeast <forestparksoutheast@gmail.com>, botanicalheightsneighborhood@gmail.com, Rachel Witt <rachel@southgrand.org>, knucklesl@stlouis-mo.gov, jaharris@slmpd.org, Audrey Ellermann <nurseauby@gmail.com>, info@doorwayshousing.org, egoodwin@rosati-kain.org, mwilliams@urbanleague-stl.org, MiguelCarla Alexander <tilliescorner@gmail.com>, Joel@greenstreetstl.com, kmeirink@explorestlouis.com, michael@pierpropertygroup.com, jesse.arevalo@bjc.org, "David Nehrt-Flores (davidn@deaconess.org)" <davidn@deaconess.org>, Imran Hanafi <ihanafi@yahoo.com>, Will Strang <will@grandcenter.org>, "Smith, Will" <Will.smith@newandfound.com>, "Smith, Steve" <Steve.smith@thelawrencegroup.com>, Abdul-Kaba <Abdul@pcd-stl.org>, brodei225 <brodei225@aol.com>, info@100blackmenstl.com, Patti Hill <pdh@pattidhill.com>, becky@desalescd.com, drpat555@gmail.com, swhiteside@slaco-mo.org, tiffanycommassoc@gmail.com, matt@greenstreetstl.com, achumbley@cortexstl.com, "Potthast, Andrew" <Andrew.Potthast@hdrinc.com>, "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>, "Longsdorf, Jason" <Jason.Longsdorf@hdrinc.com>, "Shaun E. Tooley" <shaun.tooley@modot.mo.gov>, "Jennifer A. Wade" <Jennifer.Wade@modot.mo.gov>, ANDREW M GATES <andrew.gates@modot.mo.gov>, Aaron J Groff <Aaron.Groff@modot.mo.gov>, Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>, "Kyle E. Grayson" <Kyle.Grayson@modot.mo.gov>, Cordell Whitlock <cwhitlock@vectorstl.com>

Future64 Stakeholder,

We had a fantastic meeting last week, and I hope you left knowing more about the I-64 central corridor study than you did when you arrived. Tonight is the public meeting at the City Foundry, and the study team hopes to see you there. You are critical to the project's success.

Please find attached the materials from our first CAG meeting for your records, as requested.

CAG Presentation #1 link:
https://www.dropbox.com/s/kk02nwzbns5qmrc/Future64%20CAG%20Presentation%205-10-22.pptx?dl=0

Attached

- Fact Sheet
- Draft Purpose and Need
- Public Meeting Flier
- Area Map

Contact me if you have any questions about being on the CAG or attending this evening's event.

Thank you,

--
Chandra Z. Taylor
Consultant
Vector Communications
The Power House at Union Station
401 South 18th St.
Suite 325
St. Louis, MO 63103
(w) 314.621.5566 x102
(fax) 314.621.5599

Future64 Study

Community Advisory Group Meeting
May 10, 2022

Agenda

- ***Welcome & Introductions***
- ***What is a PEL***
- ***Why Future64 Study***
- ***Corridor Partners***
- ***Role of CAG***
- ***Group Exercise #1***
- ***Corridor Findings***
- ***Engagement***
- ***Purpose, Need, and Goals***
- ***Group Exercise #2***
- ***Q&A***
- ***Adjournment***

Introductions

What is a PEL

- A Planning and Environmental Linkages (PEL) Study includes identifying environmental aspects to assist transportation decision-makers
- MoDOT is conducting a 13-month PEL (planning and environmental linkages) study that will evaluate how MoDOT and partnering organizations can invest in short and long-term transportation improvements
- The PEL provides a forum for the community to discuss and prioritize transportation concerns and improvements, as well as contribute to the development of a vision for the central corridor
- Study strategy streamlines the creation and implementation of MoDOT projects
- In addition to infrastructure fixes, MoDOT aims to analyze and identify solutions that improve community connectedness.
- We will also explore how prospective transportation upgrades, such as pedestrian and bicycle access, might aid and benefit the area's future expansion.
- Collaboration with the community helps to ensure a variety of opinions are heard, and that equity is at the center of solutions.

Study Map



Why Future64 Study

- Aging infrastructure along I-64 between Kingshighway and Jefferson needs repairing and/or replacement
- I-64 central corridor is actively experiencing a substantial amount of change (jobs, housing, retail, entertainment, etc), and the Missouri Department of Transportation (MoDOT) wants to partner with the community to learn how to make I-64 a better fit
- Study will result in three potential alternatives that are responsive to community issues and aspirations and can be carried forward into federal environmental process (23 USC 168)
- MoDOT staff collaborating with community to think out of the box. This holistic approach recommends transportation outcomes and how infrastructure impacts social, economic, environmental, and public health, and well-being of people and businesses in communities

MoDOT's Corridor Partners

THE COMMON SEAL OF THE CITY OF ST. LOUIS

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Great Rivers Greenway

metro

Study Timeline



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Role of Community Advisory Group

- CAG members get feedback from community stakeholders in order to express their organization's views on how the P&N and Alternatives Development may benefit their organization and members.
- The first of three workshops. It is critical to attend all seminars and assist in the dissemination of information to others.

Group Exercise #1

Corridor Findings

Introduction to Study Area – Key Metrics

INTRODUCTION TO STUDY AREA
KEY METRICS – CITY, COMMUNITY ASSESSMENT BOUNDARY, TIER 2 BOUNDARY



KEY METRICS	ST. LOUIS CITY	COMMUNITY ASSESSMENT BDRY	TIER 2 BDRY
Population	309,000	42,100	4,300
Workers	249,000	57,600	26,900*
Population Growth (2010-21)	(3.2%)	3.3%	18.7%
Median Household Income	$48,000	$49,300	$37,700
Total Households	176,000	24,300	2,500

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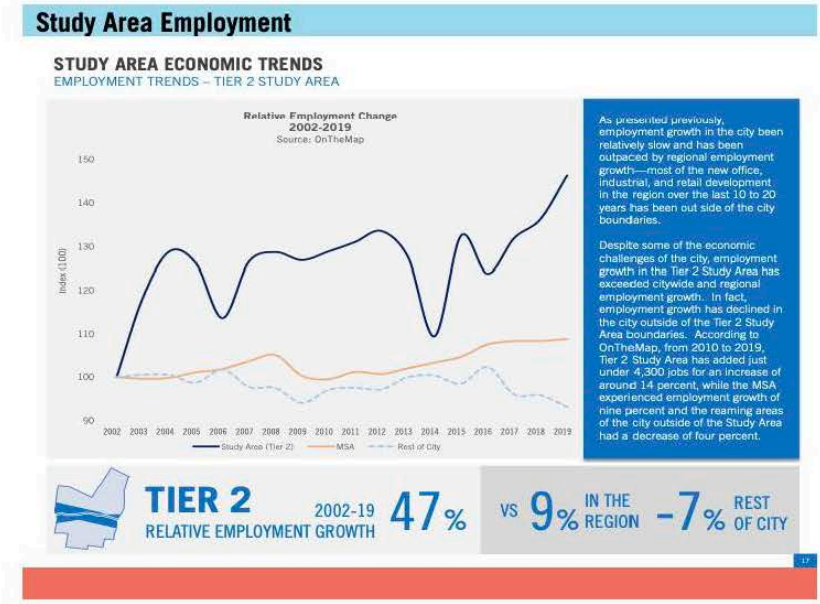
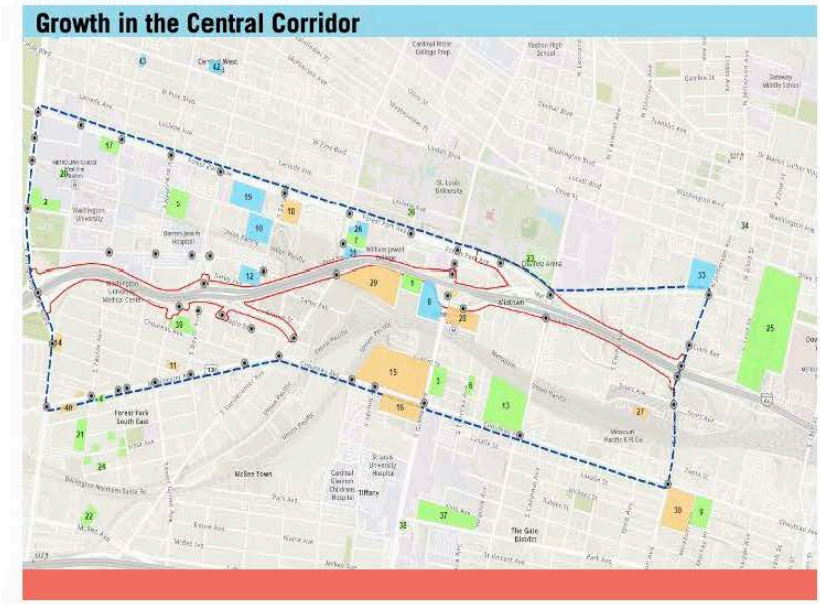
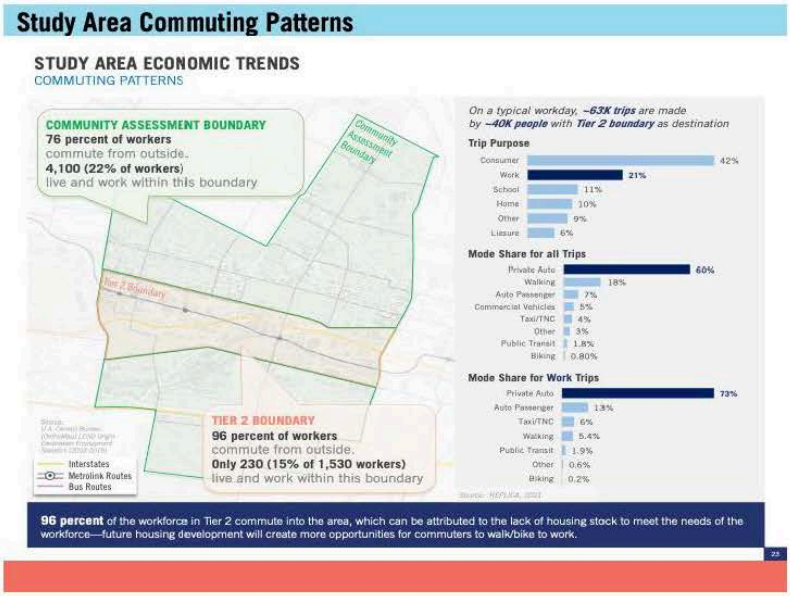
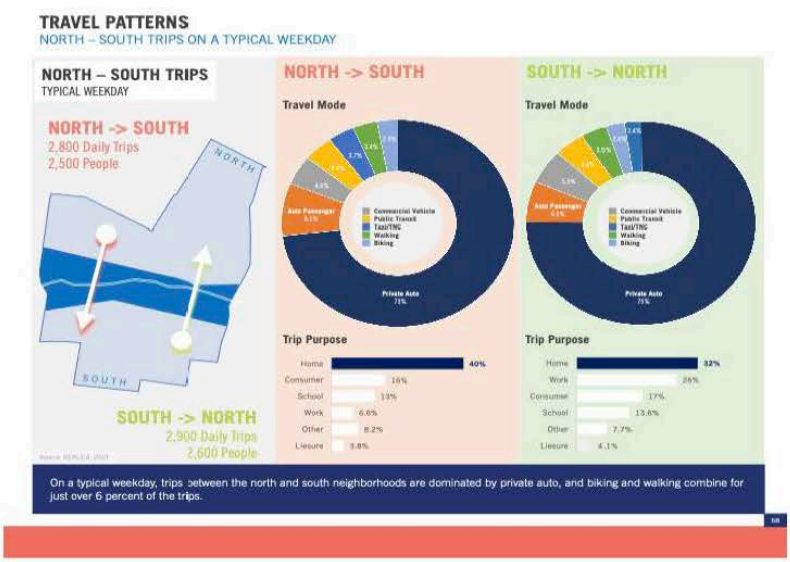

Study Area Employment
STUDY AREA ECONOMIC TRENDS
EMPLOYMENT TRENDS – TIER 2 STUDY AREA
Relative Employment Change
2002-2019
Source: OnTheMap
Index (100)
150
140
130
120
110
100
90
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019
Study Area (Tier 2)
MSA
Rest of City
As presented previously, employment growth in the city been relatively slow and has been outpaced by regional employment growth—most of the new office, industrial, and retail development in the region over the last 10 to 20 years has been out side of the city boundaries.
Despite some of the economic challenges of the city, employment growth in the Tier 2 Study Area has exceeded citywide and regional employment growth. In fact, employment growth has declined in the city outside of the Tier 2 Study Area boundaries. According to OnTheMap, from 2010 to 2019, Tier 2 Study Area has added just under 4,300 jobs for an increase of around 14 percent, while the MSA experienced employment growth of nine percent and the reaming areas of the city outside of the Study Area had a decrease of four percent.
TIER 2
RELATIVE EMPLOYMENT GROWTH
2002-19
47%
VS
9%
IN THE REGION
-7%
REST OF CITY
17


Growth in the Central Corridor

Study Area Commuting Patterns

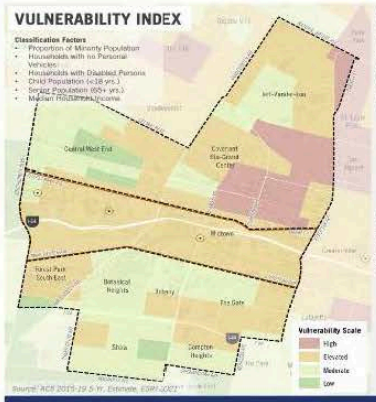


North – South Travel Patterns (Weekday)



Transportation Equity – Vulnerability Index

TRANSPORTATION EQUITY
COMPOSITE INDICATORS: VULNERABILITY INDEX



Vulnerability Index

The composite map is created from additive scores of six factors that capture populations that have historically been under-represented in transportation investments, or have higher dependence on public investments in transportation because of their income, age or disability.

The categorization is based on the following scoring results:

Share of Minority Population
(1) <20%
(2) 20% to 40%
(3) 40% to 60%
(4) >60%

Number of Households with no Personal Vehicles
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Median Household Income
(1) >$80K
(2) $45K to $80K
(3) $30K to $45K
(4) <$30K

Number of Households with at least one Disabled Person
(1) <50 Households
(2) 50 to 100 Households
(3) 100 to 200 Households
(4) >200 Households

Senior Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Child Population Count
(1) <50
(2) 50 to 100
(3) 100 to 200
(4) >200

Scale	Overall Score
High	21 to 24
Elevated	16 to 20
Moderate	12 to 15
Low	8 to 11

Given socio-economic conditions around Covenant Blu-Grand Center and continued development pressures, the area has elevated to high vulnerability indices.

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Transportation Equity – Disadvantaged Communities

TRANSPORTATION EQUITY
USDOT DEFINED 'DISADVANTAGED COMMUNITIES' (DAC)



The DOT DACs have been developed using data for 22 indicators collected at the census tract level and grouped into six (6) categories of transportation disadvantage. The numbers in parenthesis show how many indicators fall in that category:

- **Transportation access disadvantage** identifies communities and places that spend more, and take longer, to get where they need to go. (4)
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures. (3)
- **Environmental disadvantage** identifies communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units. (6)
- **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality. (7)
- **Resilience disadvantage** identifies communities vulnerable to hazards caused by climate change. (1)
- **Social disadvantage** identifies communities with a shared history of discrimination, or other forms of disadvantage that warrant consideration along with each/any of the above measures. (1)

With the exception of portions of Shaw, Compton Heights, and Central West End, the entire Community Assessment Area consists of USDOT designated Disadvantaged Communities (DACs).

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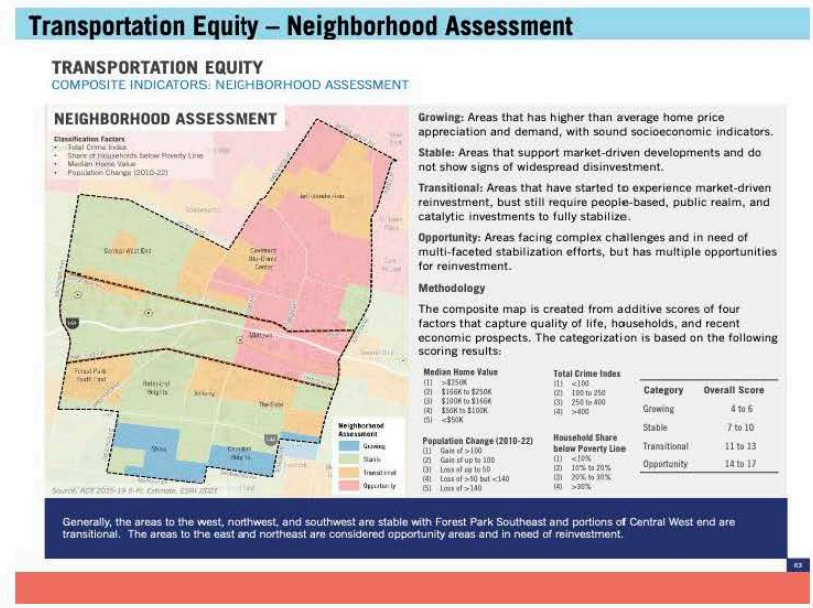
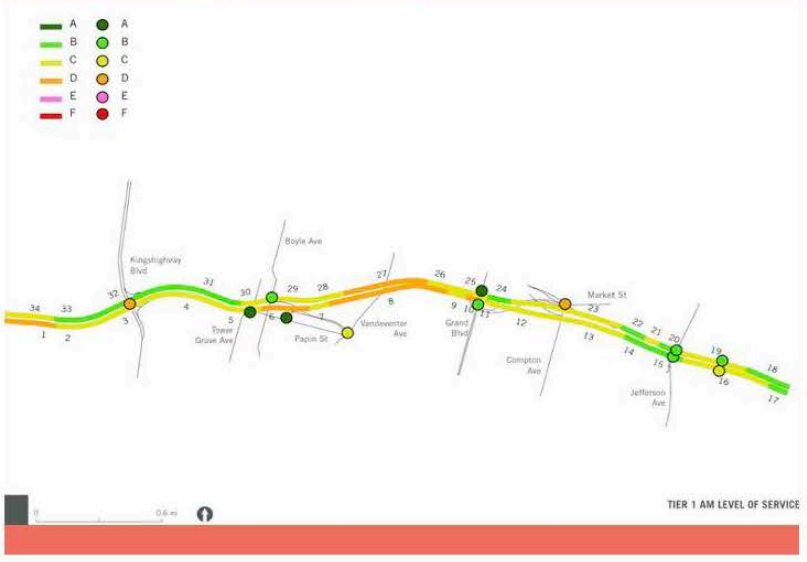
Transportation Equity – Neighborhood Assessment

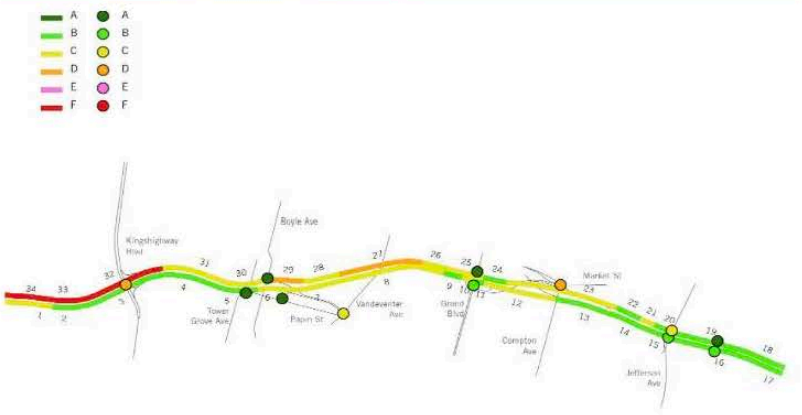


Existing Traffic Operations – Morning



77

Existing Traffic Operation - Evening

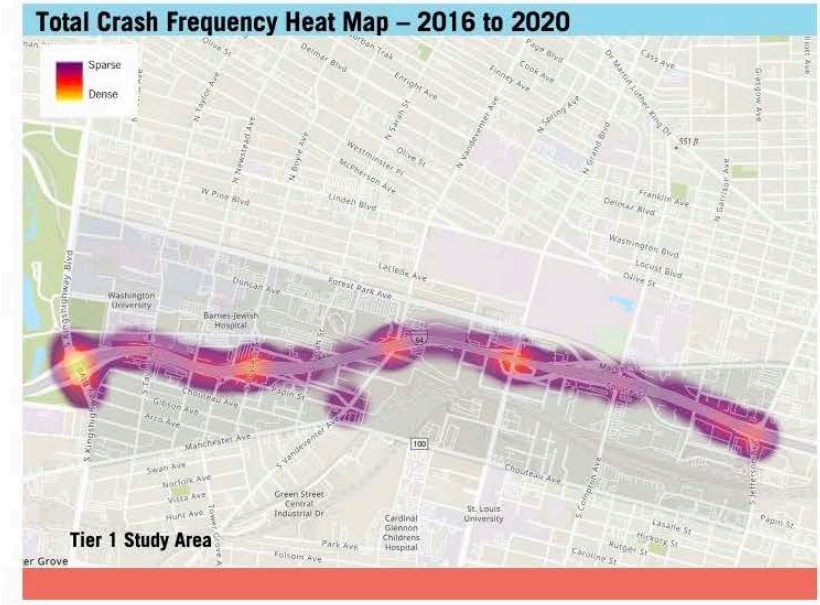


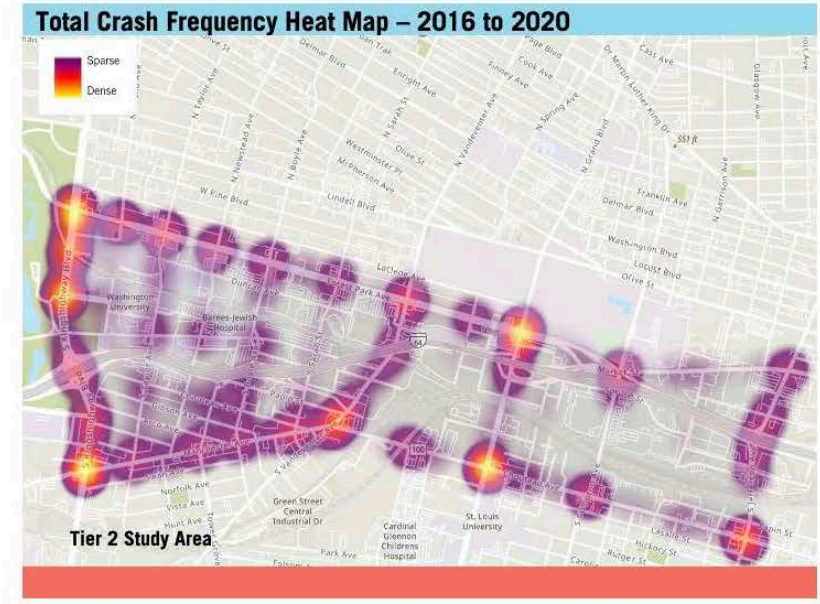
Safety – Crash History



5 Year Crash History for Study Area 2016 to 2020

Crash Severity	All Crashes	Bike/Pedestrian
Fatal	6	2
Suspected Serious/ Disabling Injury	65	16
Minor Injury	1,014	92
Property Damage Only	3,181	13
Total	**4,266**	**123**


Total Crash Frequency Heat Map – 2016 to 2020
Sparse
Dense
Tier 1 Study Area


Total Crash Frequency Heat Map – 2016 to 2020
Sparse
Dense
Tier 2 Study Area

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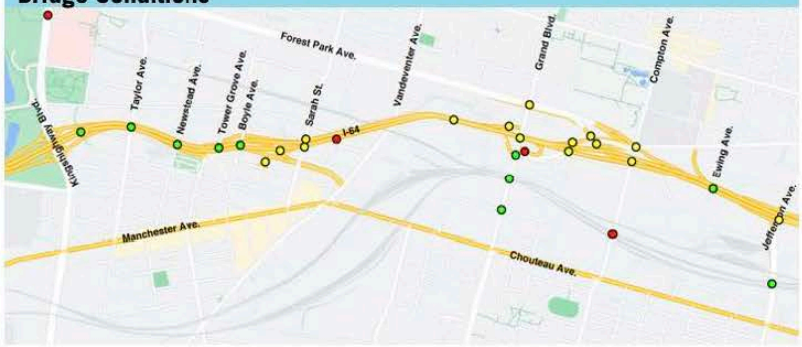
Existing Access is Challenging to Navigate



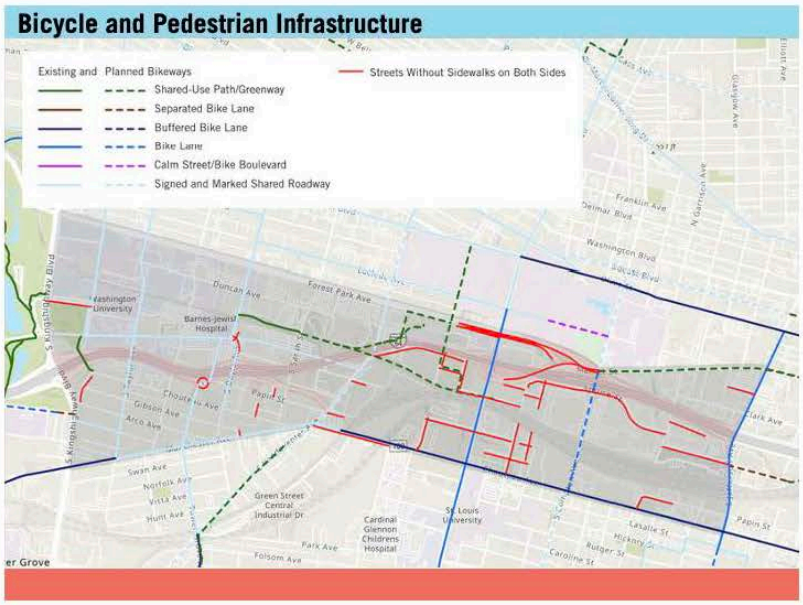
- For each ramp, interchange signage has various destinations, which might be confusing for non-local drivers.
- Exiting the interstate takes place a half mile or more from the signed route.
- Spacing between the Market St. interchange and the Grand Blvd interchange is less than ideal, making effective signage difficult.

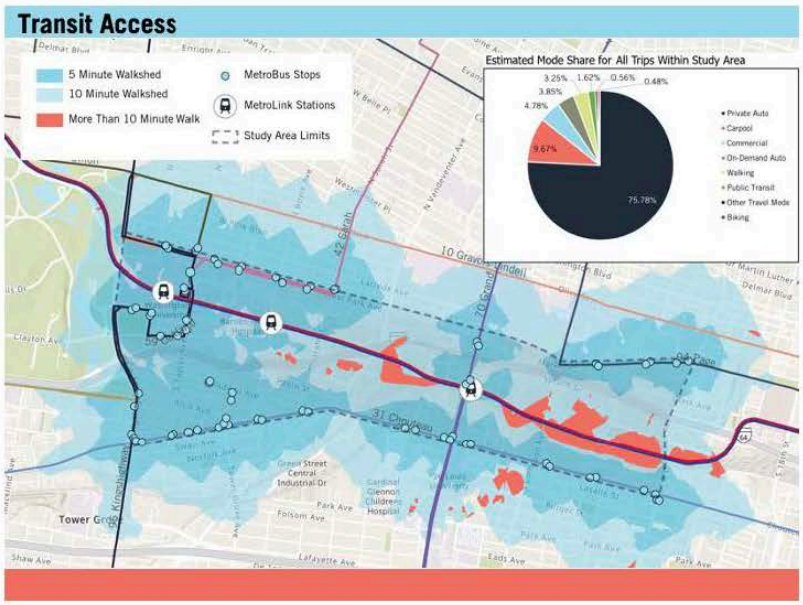
Bridge Conditions



Bridge Condition

- Good
- Fair
- Poor


Bicycle and Pedestrian Infrastructure
Existing and Planned Bikeways
Shared-Use Path/Greenway
Separated Bike Lane
Buffered Bike Lane
Bike Lane
Calm Street/Bike Boulevard
Signed and Marked Shared Roadway
Streets Without Sidewalks on Both Sides


Transit Access
5 Minute Walkshed
10 Minute Walkshed
More Than 10 Minute Walk
MetroBus Stops
MetroLink Stations
Study Area Limits
Estimated Mode Share for All Trips Within Study Area
75.78%
9.67%
4.78%
3.85%
3.25%
1.62%
0.56%
0.48%
Private Auto
Carpool
Commercial
On-Demand Auto
Walking
Public Transit
Other Travel Mode
Biking

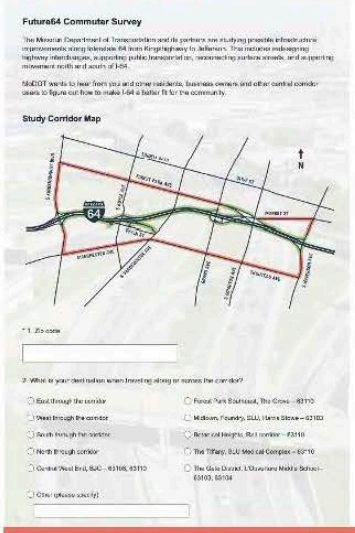
Environmental Resources Assessed

- Human Environment
  - Land use and Zoning
  - Air Quality
  - Hazardous Materials
  - Visual Environments
  - Socioeconomic Conditions and Environmental Justice
  - Historic Architectural Resources
  - Archaeological Resources
  - Noise
- Natural Environment
  - Terrestrial Habitat and Ecological Significance
  - Threatened and Endangered Species
  - Floodplains
  - Water Quality
  - Wetlands and Waters of the U.S.

Sample Stakeholder Interview Comments

- *The greenway must be completed as soon as possible so that people may use it.*
- *The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development.*
- *Safety is important and should be prioritized.*
- *Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.*
- *The existing transportation system does not help the current business activity within the corridor.*
- *Disabled people use vehicular transportation throughout the corridor.*
- *Understanding the movement of the unhoused can prevent safety issues to themselves and others.*

Commuter Survey


Future64 Commuter Survey

The Missouri Department of Transportation and its partners are studying possible infrastructure improvements along Interstate 64 from Kingshighway to Jefferson. This includes redesigning highway interchanges, supporting public transportation, reconnecting surface streets, and supporting movement north and south of I-64.

MoDOT wants to hear from you and other residents, business owners and other central corridor users to figure out how to make I-64 a better fit for the community.

Study Corridor Map

* 1. Zip code

2. What is your destination when traveling along or across the corridor?

- East through the corridor
- West through the corridor
- North through the corridor
- South through the corridor
- Central West End, BJC – 63108, 63110
- Forest Park Southeast, The Grove – 63110
- Midtown, Foundry, SLU, Hamm Stowe – 63103
- Botanical Heights, Rail corridor – 63110
- The Tiffany, SLU Medical Complex – 63110
- The Gate District, Chaminade Middle School – 63103, 63104
- Other (please specify)

- **Collected 750+ responses**
- **Being promoted in person at various locations, online, and at the public meeting**
- **82 surveys in week #1**
  - **46% use corridor for work**
  - **84% normally use a personal vehicle to travel through the corridor, 17% bike, 15% walk, and 12% take MetroLink**

Purpose and Need

Purpose

- The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for al users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
  - Provide safe regional through movements
    - Provide adequate spacing between interchanges
    - Reduce conflict points and improve access in MoDOT's ROW
    - Address other substandard roadway geometry where possible
  - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
    - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
  - Accommodate auto access to regional employment and entertainment destinations
  - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
  - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
  - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

Goals

- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions
- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Group Exercise #2

KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY + TRANSPORTATION = TOGETHER

MoDOT

Q&A

Thank You!

For more information, visit
www.future64.com
or
Email: Chandra Taylor
ctaylor@vectorstl.com

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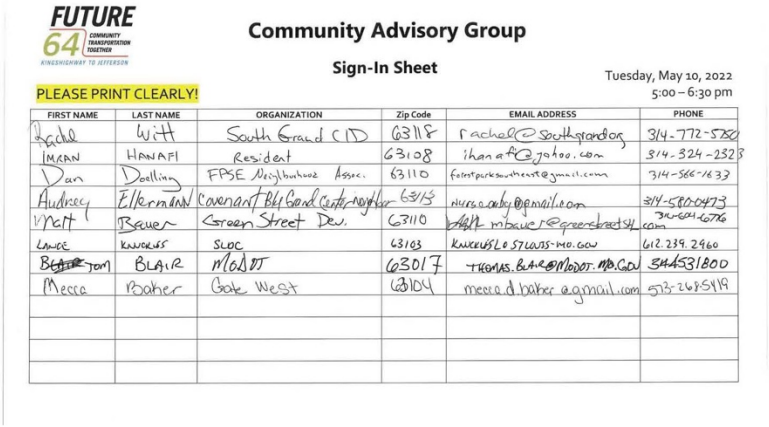
Appendix E: CAG Meeting #1 Sign-In Sheet



FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON

Community Advisory Group

Sign-In Sheet

Tuesday, May 10, 2022
5:00 – 6:30 pm

PLEASE PRINT CLEARLY!

FIRST NAME	LAST NAME	ORGANIZATION	Zip Code	EMAIL ADDRESS	PHONE
Rachel	Witt	South Grand CID	63118	rachel@southgrandorg	314-772-5750
IMRAN	HANAFI	Resident	63108	ihanafi@yahoo.com	314-324-2323
Dan	Doelling	FPSE Neighborhood Assoc.	63110	forestparksouthcast@gmail.com	314-566-1633
Audrey	Ellermann	Covenant Bly Grand Center Neighbor	63113	nurs.audry@gmail.com	314-580-0473
Matt	Bauer	Green Street Dev.	63110	mbauer@greenstreetsh.com	314-604-6776
LANCE	KNUCKLES	SLOC	63103	KNUCKLESLOSTLOUIS-MO.GOV	612.239.2960
~~BLAIR~~ TOM	BLAIR	MoDOT	63017	THOMAS.BLAIR@MODOT.MO.GOV	314-531800
Mecca	Baker	Gate West	63104	mecca.d.baker@gmail.com	573-268-5419

Appendix X: CAG #1 Questions and Comments

CAG Member Comments and Questions:
How is the Community Assessment Area defined - census?
What can we do to elevate people in the area and how can we increase economic development and job creation? We need to compliment bus lines. We need to start thinking about how we can connect people to jobs and getting around the corridor.
Creating too many goals when you don't know who is responsible for doing that work is difficult. Rather ask for help from partners on already defined goals. See if those partners on what current exist instead of creating more goals and objectives.
In Forest Park Southeast there is a one car parking maximum. It is there to encourage developers to build multimodal transportation to take place. How do you work with the mechanisms in place and the people with the influence and authority to create what this project sets out to achieve?
It's important to establish those roles with partners. It's about getting resources and talent involved to get the right people to the table.
The Forest Park Southeast neighborhood has a new infrastructure committee to assist with infrastructure projects. The vision is for them to work with partners to see studies like this come to fruition.
Elected officials need to be more involved.
Elected representatives should be invited to meetings attended by their constituents.
It's great that MoDOT is collaborating.

Appendix F: Cag #1 Materials - Draft Purpose & Need Statement

DRAFT Purpose and Need Statement *(rev. May 6, 2022)*

Purpose

The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
  - Provide safe regional through movements
    - Provide adequate spacing between interchanges
    - Reduce conflict points and improve access in MoDOT's ROW
    - Address other substandard roadway geometry where possible
  - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
    - Improve all sidewalks, driveways, and ramps to meet ADA standards.
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  - Accommodate auto access to regional employment and entertainment destinations
  - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
  - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
  - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

Goals

- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions

- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Appendix G: Technical Advisory Group (TAG) #1 Meeting Email Invitation & Follow-Up

From: Hochlan, Jessica
To: Hochlan, Jessica
Bcc: KohlerJ@stlouis-mo.gov; williamsbeth@stlouis-mo.gov; wilsonj@stlouis-mo.gov; Orrr@stlouis-mo.gov; planning@metrostlouis.org; engineering@metrostlouis.org; irlanga@bistatedev.org; metrobus@metrostlouis.org; tcpeoples@gragstl.org; tantoine@gragstl.org; kcella@cmt-stl.org; taylor@trailnet.org; awehmeier@paraquad.org; bletscher@cortexstl.com; philipb@wustl.edu; sobos@wustl.edu; donna.ware@bjc.org; lucidoma@slu.edu; bgoedeker@stlmrc.com; WernerC@stlouis-mo.gov; r7actionline@epa.gov; toni.prawl@dnr.mo.gov; paratransit@metrostlouis.org; adacoordinator@metrostlouis.org; Potthast, Andrew
Subject: Invite: Future64 Technical Advisory Group
Date: Thursday, April 21, 2022 8:54:00 AM
Attachments: Future64_FactSheet_041922.pdf

Hello Future64 Stakeholders,

The Missouri Department of Transportation (MoDOT) is conducting a Planning and Environmental Linkages (PEL) study on the Interstate 64 central corridor. The Future64 PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process. We are forming a Future64 Technical Advisory Group (TAG) and we are reaching out to ask for your participation. This group will meet three times during the study, with the first meeting planned for mid-May. A second meeting will be held this summer and a final meeting in early fall. If you choose to participate in the TAG we request you be present at all three meetings. These meetings will be interactive working sessions that will help MoDOT formulate the purpose, need, and goals of the Study. Later meetings will focus on development of conceptual alternatives. We hope you will consider being a part of our TAG and provide us with your technical expertise as the Future64 study moves forward.
The first meeting is scheduled for May 11 from 11 a.m.-12:30 p.m. A location and additional information will be coming soon. Please RSVP to the meeting by responding to this email.
Thank you for your consideration and we hope to see you at our first TAG meeting.
Sincerely,
The Future64 Study Team

From:	Hochlan, Jessica
To:	Hochlan, Jessica
Cc:	Potthast, Andrew; "Shaun E. Tooley"
Bcc:	"KohlerJ@stlouis-mo.gov"; "williamsbeth@stlouis-mo.gov"; "wilsoni@stlouis-mo.gov"; "Orrr@stlouis-mo.gov"; "planning@metrostlouis.org"; "engineering@metrostlouis.org"; "irlanga@bistatedev.org"; "metrobus@metrostlouis.org"; "paratransit@metrostlouis.org"; "adacoordinator@metrostlouis.org"; "tcpeoples@gmail.org"; "tantoine@gmail.org"; "kcella@cmt-stl.org"; "taylor@trailnet.org"; "awehmeier@paraquad.org"; "bletscher@cortexstl.com"; "philipb@wustl.edu"; "sobos@wustl.edu"; "donna.ware@bjc.org"; "lucidoma@slu.edu"; "bgoedeker@stlmrc.com"; "WernerC@stlouis-mo.gov"; "r7actionline@epa.gov"; "toni.prawl@dnr.mo.gov"; "mfoley@cmt-stl.org"; "Colleen Autry"; "Kyle E. Grayson"; "EDDIE WATKINS JR"; "Sobo, Steven"; "THOMAS K BLAIR"; "adadirector"; "Parker, Amy M."; "Gonzalez, Felix (FHWA"; "Mark Vogl"; "ogilvies@stlouis-mo.gov"; "Rogers, Bryan S."; "Brooks Goedeker"; "Lonny Boring"; Padgett, Ylana; "Cheryl Roberts"; "C. Roberts"; "James E Smith"; "Kevin Neill"; "Paul Hubbman"; "Melissa Scheperle"; Potthast, Andrew; Longsdorf, Jason; Kuelker, Lou; "Julie Nolfo"; Justin Carney; "Shaun E. Tooley"; "aaron.groff@modot.mo.gov"; "jennifer.wade@modot.mo.gov"; "Chandra Taylor"
Subject:	Future64 TAG Meeting Reminder
Date:	Tuesday, May 10, 2022 2:08:00 PM

Hello Future64 Stakeholders,

The Missouri Department of Transportation (MoDOT) is conducting a Planning and Environmental Linkages (PEL) study on the Interstate 64 central corridor. The Future64 PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process.

This is just a reminder that our first Future64 Technical Advisory Group (TAG) is scheduled for **tomorrow** (May 11) from 11 a.m.-12:30 p.m. at Great Rivers Greenway. The address is 3745 Foundry Way, Suite 253, St. Louis, MO 63110. The meeting will be held in the Mississippi Room. You should have received a calendar invite with that information.

We hope you will be able to attend this meeting in person but for those who are not able to meet in person, we have added a Zoom meeting link to that invite you already received. Please let me know if you do not see the invite or the Zoom link in your calendar.

This group will meet three times during the study. A second meeting will be held this summer and a final meeting in early fall. If you choose to participate in the TAG we request you be present at all three meetings.

These meetings will be interactive working sessions that will help MoDOT formulate the purpose, need, and goals of the Study. Later meetings will focus on development of conceptual alternatives. We hope you will consider being a part of our TAG and provide us with your technical expertise as the Future64 study moves forward.

Thank you for your consideration and we hope to see you at our first TAG meeting.

Sincerely,

The Future64 Study Team

Appendix X: TAG #1 Meeting Notes

Future64 Study
Technical Advisory Group (TAG) Meeting #1
Wednesday, May 11, 2022
Great Rivers Greenway (Mississippi Room) and Zoom
Prepared by Jessica Hochlan, HDR

Overview

On May 11, 2022, the Missouri Department of Transportation hosted the first of three Technical Advisory Group meetings for the Future64 Study.

Notifications

Email

An email was sent on April 21, 2022, to invite participants to the meeting. That email was followed-up by a calendar invite.

A second email was sent on May 10, 2022, to remind participants of the meeting the next day. An updated calendar invite with a virtual link was sent at that time.

The emails and calendar invites were sent to the following people:

Table 1: List of Invited Participants

Name	Organization	Title	Email Address
Aaron Groff	MoDOT	Project Manager	aaron.groff@modot.mo.gov
Aimee Wehmeier	Paraquad	President	awehmeier@paraquad.org
Amy Parker	Metro/Bi-State	Metro ParaTransit	adacoordinator@metrostlouis.org
Andy Potthast	HDR	Project Manager	Andrew.Potthast@hdrinc.com
Beth Letscher	Cortex	Vice President	bletscher@cortexstl.com
Betherny Williams	City of St. Louis	Director of Streets	williamsbeth@stlouis-mo.gov
Brian Phillips	WUMC	Public Engagement/Strategic	philipb@wustl.edu

Brooks Goedeker	Midtown Redevelopment Group	Executive Director	bgoedeker@stlmrc.com
Catherine Werner	St. Louis City	Sustainability Office - Director	WernerC@stlouis-mo.gov
Chandra Taylor	Vector	Consultant	ctaylor@vectorstl.com
Cheryl Roberts	MoDOT	Senior Equal Opportunity and Diversity Practitioner	cheryl.roberts@modot.mo.gov
Chris Poehler	Metro/Bi-State	Director of Engineering	engineering@metrostlouis.org
Christopher Peoples	GRG	Senior Project Manager	tcpeoples@grgstl.org
Collen Autry	Cortex	Director of District Operations	cautry@cortexstl.org
Donna Ware	BJC	Tactical Transportation/Parking	donna.ware@bjc.org
Dr. Toni Prawl	SHPO	Director and Deputy State Historic Preservation Officer	toni.prawl@dnr.mo.gov
Eddie Watkins	MoDOT	Traffic Specialist	Eddie.Watkins@modot.mo.gov
Felix Gonzales	FHWA	Transportation Engineer	felix.r.gonzalez@dot.gov
Jamie Wilson	City of St. Louis	Commissioner of Traffic	wilsonj@stlouis-mo.gov
Jason Longsdorf	HDR	Transportation Practice Group Leader	Jason.Longsdorf@hdrinc.com
Jeff Butler	Metro/Bi-State	Metro ParaTransit	paratransit@metrostlouis.org
Jennifer Wade	MoDOT	Area Engineer	jennifer.wade@modot.mo.gov
Jessica Gershman	Metro/Bi-State	ED, Planning & System Development	planning@metrostlouis.org
Jessica Hochlan	HDR	Strategic Communications Coordinator	jessica.hochlan@hdrinc.com
John Kohler	City of St. Louis	Planning and Programming Manager	KohlerJ@stlouis-mo.gov
John Langa	Metro/Bi-State	VP, Economic Development	jrlanga@bistatedev.org
Julie Nolfo	Lochmueller	Project Liaison	jNolfo@lochgroup.com

Justin Carney	Development Strategies	Principal	jcarney@development-strategies.com
Kim Cella	CMT	CEO	kcella@cmt-stl.org
Lou Kuelker	HDR	Project Manager	Lou.Kuelker@hdrinc.com
Meg McCollister	EPA	Region 7 Administrator	r7actionline@epa.gov
Michael Foley	CMT		mfoley@cmt-stl.org
Michael Lucido	SLU	Hospital Operations	lucidoma@slu.edu
Rob Orr	City of St. Louis	SLDC - Deputy ED	Orrr@stlouis-mo.gov
Scott Ogilvie	City of St. Louis	Program Manager	ogilvies@stlouis-mo.gov
Shaun Tooley	MoDOT	Project Manager	Shaun.Tooley@modot.mo.gov
Steve Sobo	Wash U	Transportation/Parking	sobos@wustl.edu
Taylor March	Trailnet	Director of Policy	taylor@trailnet.org
Todd Antoine	GRG	Chief of Planning & Projects	tantoine@grgstl.org
Tom Blair	MoDOT	District Engineer	Thomas.Blair@modot.mo.gov
Trenise Winters	Metro/Bi-State	GM of MetroBus	metrobus@metrostlouis.org

Copies of the emails can be found in **Appendix A.**

Technical Advisory Group Meeting Summary

Overview

The meeting was held on May 11, 2022, from 11 a.m. to 12:30 p.m. at Great Rivers Greenway's office in St. Louis, MO.

Participants

A total of 21 participants took part in person, including representatives from MoDOT and HDR.
A total of 15 participants took part online.

Table 2: List of In-Person Participants

Name	Organization
Aaron Groff	MoDOT
Andy Potthast	HDR
Brooks Goedeker	Midtown Redevelopment Group
Chandra Taylor	Vector

Cheryl Milton Roberts	MoDOT
Christopher Peoples	GRG
Collen Autry	Cortex
Donna Ware	BJC
Jason Longsdorf	HDR
Jennifer Wade	MoDOT
Jessica Hochlan	HDR
Julie Nolfo	Lochmueller
Kevin Neill	Lochmueller
Kyle Grayson	MoDOT
Lou Kuelker	HDR
Mark Vogl	GRG
Michael Foley	CMT
Paul Hubbman	East West Gateway
Rob Orr	St. Louis Development Corp.
Scott Oglivie	City of St. Louis
Todd Antoine	GRG
Tom Blair	MoDOT

Table 3: List of Virtual Participants

Name	Organization
Amanda Burke	SHPO
Amy Parker	Metro/Bi-State
Betherny Williams	City of St. Louis
Cheryl Roberts	MoDOT
Eddie Watkins	MoDOT
Felix Gonzales	FHWA
Jamie Wilson	City of St. Louis
John Langa	Economic Development
Kyle Grayson	MoDOT
Melissa Scheperle	MoDOT
Michael Lacido	SLU
Rojan Joseph	Development Strategies
Steve Sobo	Wash U
Taylor March	TrailNet
Ylana Padgett	HDR

Meeting Content

The meeting began with a welcome by MoDOT Area Engineer Jen Wade and MoDOT District Engineer Tom Blair. Following introductions, the HDR, Lochmueller and Vector team walked through the following slides.

1. What is a PEL
2. Why Future64 Study
3. Corridor Partners
4. Role of TAG
5. Group Exercise #1 – Menti poll on needs and improvements
6. Corridor Findings – Showed TAG members key metrics of the study area including growth, community and travel patterns, the vulnerability index, crash data, existing navigational challenges, and bridge conditions. Information on bike and ped facilities and transit was also included in this section
7. Engagement
8. Purpose, Need, and Goals
9. Group Exercise #2 – Menti poll on additional needs and goals
10. Q&A

Questions and Answers

A total of 5 questions, comments and input provided virtually during the Q&A portion of the TAG presentation. The questions are summarized below:

1. Are northside-southside rail expansion accommodated?
2. In regard to improving bridge conditions, I would point out that falls under safety in my book.
3. The team needs to ensure Cortex and Forest Park Forever are engaged.
4. Who else from the city has been engaged?
5. Is the cultural resource office involved?
6. Was the Office on the Disabled included?
7. There is a potential conflict between conceptual design and access needs and requirements in an urban area.
8. Regarding traffic data on the north and south trip the data does not reflect all the traffic and only shows trips counted in the study area.
9. BJC is marked on incorrectly on the map and it needs to be fixed.
10. Thanks for doing this and being proactive.
11. Make sure MoDOT is aware of federal programs that could help with this such as Safe Street, Carbon Reduction Program and Healthy Streets.

Map Exercise

A total of 17 comments were left on the map before during and after the meeting. The comments are summarized below.

Comment Number	Comment
1	Area is a mess of bridges and merging
2	Compton Bridge is in poor condition

3	Can this be moved to at-grade like Kingshighway was?
4	What will become of this area now that ramp is gone?
5	Create better connection from MetroLink to SLU/Foundry, etc.
6	Better connections for transit at Grand MetroLink Station
7	Two notes here
25	Brickline elevated track crosses up & MetroLink
26	Existing ped. bridge not adequate for future increase in users.
27	Bike/Ped bridge
42	Leave room for wider Grand in future
43	Put a lid on it!
44	Brickline crossing I-64 and up tracks to Chouteau Ave
45	Pedestrian and bike access below
46	Opportunity for native prairie
47	Trucks can't move through roundabout
48	Ramp backs up onto highway

Take Home Information

In-person participants were sent home with copies of the fact sheet, public meeting flyer, draft purpose and need and detailed project map. The same materials were emailed to all invited attendees on May 16, 2022.

A copy of the sign-in sheet, PowerPoint presentation, results from both exercises, a copy of the map exercise and all take-home materials can be found in **Appendix B.**

Appendix H: Tag #1 Sign-In Sheet

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER KINGSHIGHWAY TO JEFFERSON

Technical Advisory Group

Sign-In Sheet

Wednesday, May 11, 2022
11:00 – 12:30 pm

PLEASE PRINT CLEARLY!

FIRST NAME	LAST NAME	ORGANIZATION	Zip Code	EMAIL ADDRESS	PHONE
CHRIS	PEOPLES	GREAT RIVERS GREENWAY	63110	tpeoples@grgstl.org	(314)299 6825
ROB	ORR	STL DEVELOPMENT CORP	63103	Orrr@stlouis-mo.gov	3146573288
MIKE	FOLEY	CITIZENS MODERN TRANSIT	63101	MFOLEY@CMT-STL.ORG	314.231-7272
DONNA	WARE	BJC HEALTH CARE		donna.ware@bjc.org	314-456-2791
PAUL	HUBBMAN	EAST WEST GATEWAY.	63102	PAUL.HUBBMAN@EWGATEWAY.ORG.	314 421 4220
COLLEEN	AUTRY	CORTEX	63110	CAUTRY@CORTEXSTL.ORG	314.588.6049
Todd	Antoine	Great Rivers Greenway	63110	tantoine@grgstl.org	314-932-4903
Scott	Ogilvie	CITY OF ST LOUIS	63189	ogilviesc@stlouis-mo.gov	314.657-3871
BROOKS	GOEDEKER	STL MIDTOWN REDEVELOPMENT CORP	63103	BROOKS.GOEDEKER@SLU.EDU	314.977.6450
Cheryl	MittanRoberts	MoDOT	63124	Cheryl.Roberts@modot.gov	(314) 330-7694
MARY	VOGL	GREAT RIVERS GREENWAY	63119	MVOGL@GRGSTL.ORG	

Future64 Study

Technical Advisory Group Meeting
May 11, 2022

Agenda

- Welcome & Introductions
- What is a PEL
- Why Future64 Study
- Corridor Partners
- Role of TAG
- Group Exercise #1
- Corridor Findings
- Engagement
- Purpose, Need, and Goals
- Group Exercise #2
- Q&A
- Adjournment

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

Introductions

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

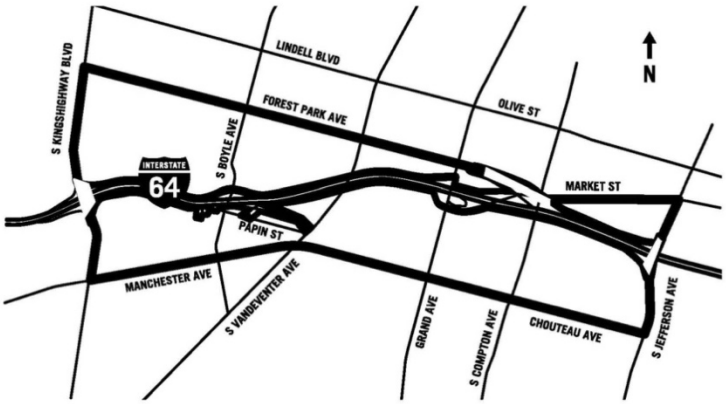
MoDOT

101

What is a PEL

- A Planning and Environmental Linkages (PEL) Study includes identifying environmental aspects to assist transportation decision-makers
- MoDOT is conducting a 13-month PEL (planning and environmental linkages) study that will evaluate how MoDOT and partnering organizations can invest in short and long-term transportation improvements
- The PEL provides a forum for the community to discuss and prioritize transportation concerns and improvements, as well as contribute to the development of a vision for the central corridor
- Study strategy streamlines the creation and implementation of MoDOT projects
- In addition to infrastructure fixes, MoDOT aims to analyze and identify solutions that improve community connectedness.
- We will also explore how prospective transportation upgrades, such as pedestrian and bicycle access, might aid and benefit the area's future expansion.
- Collaboration with the community helps to ensure a variety of opinions are heard, and that equity is at the center of solutions.

Study Map



Why Future64 Study

- Aging infrastructure along I-64 between Kingshighway and Jefferson needs repairing and/or replacement
- I-64 central corridor is actively experiencing a substantial amount of change (jobs, housing, retail, entertainment, etc), and the Missouri Department of Transportation (MoDOT) wants to partner with the community to learn how to make I-64 a better fit
- MoDOT staff collaborating with community to think out of the box. This holistic approach recommends transportation outcomes and how infrastructure impacts social, economic, environmental, and public health, and well-being of people and businesses in communities

MoDOT's Corridor Partners

THE COMMON SEAL OF THE CITY OF ST. LOUIS

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Great Rivers Greenway

metro

Study Timeline



Role of Technical Advisory Group

- TAG members have technical expertise and may advise the study team on technical topics while establishing P&N and Alternative Development.
- The first of three workshops. It is critical to attend all seminars and assist in the dissemination of information to others.

Group Exercise #1

Corridor Findings

Introduction to Study Area – Key Metrics

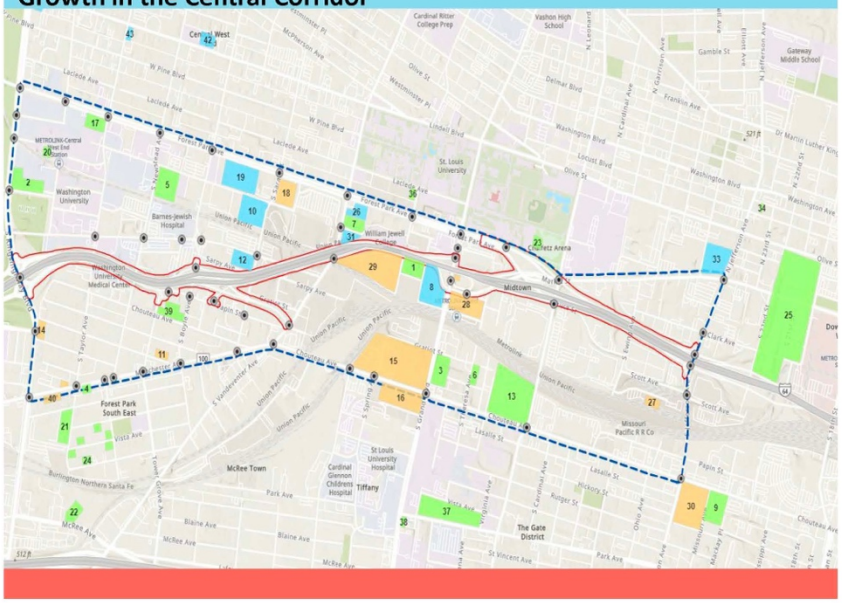
INTRODUCTION TO STUDY AREA

KEY METRICS – CITY, COMMUNITY ASSESSMENT BOUNDARY, TIER 2 BOUNDARY

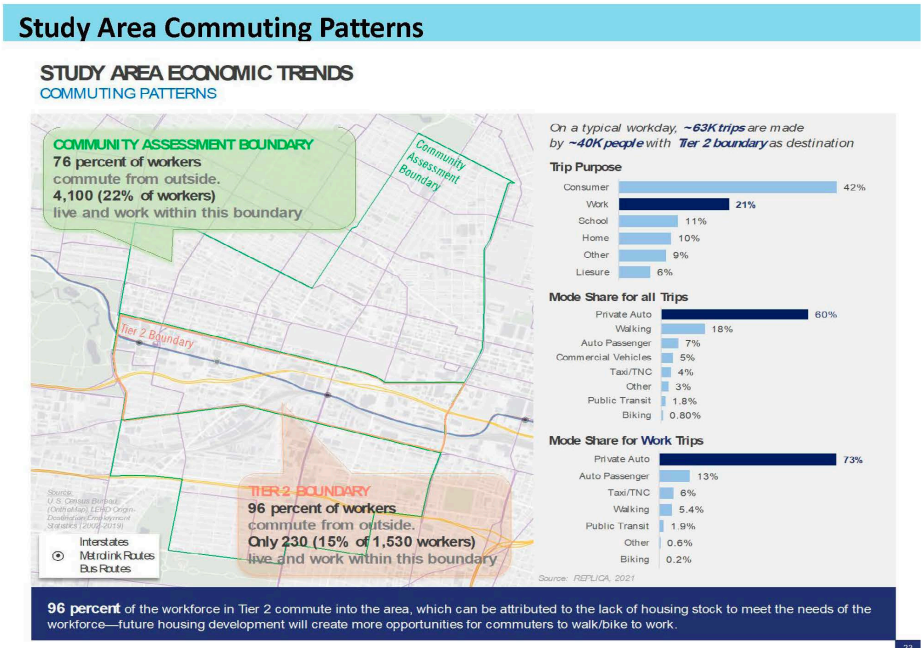


KEY METRICS	ST. LOUIS CITY	COMMUNITY ASSESSMENT BDRY	TIER 2 BDRY
Population	309,000	42,100	4,300
Workers	249,000	57,600	26,900*
Population Growth (2010-21)	(3.2%)	3.3%	18.7%
Median Household Income	$48,000	$49,300	$37,700
Total Households	176,000	24,300	2,500

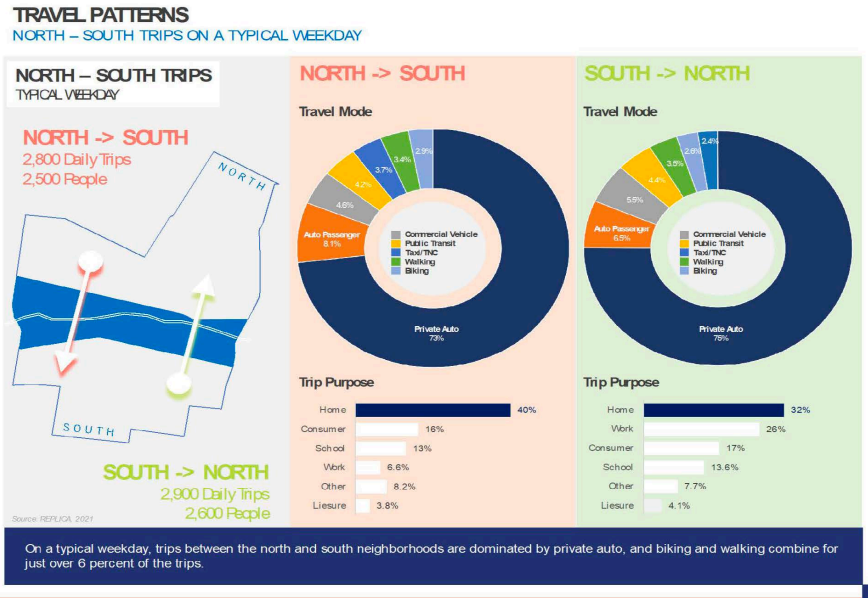
Growth in the Central Corridor



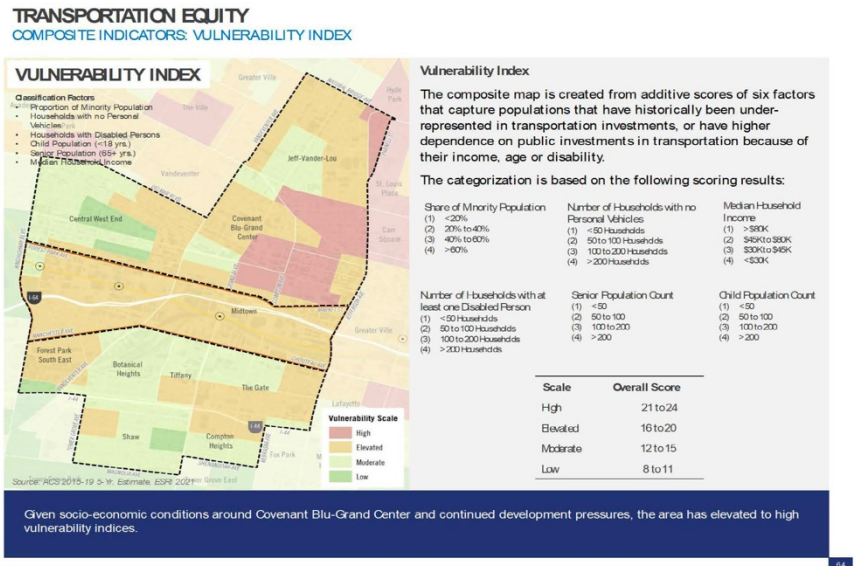
Study Area Commuting Patterns



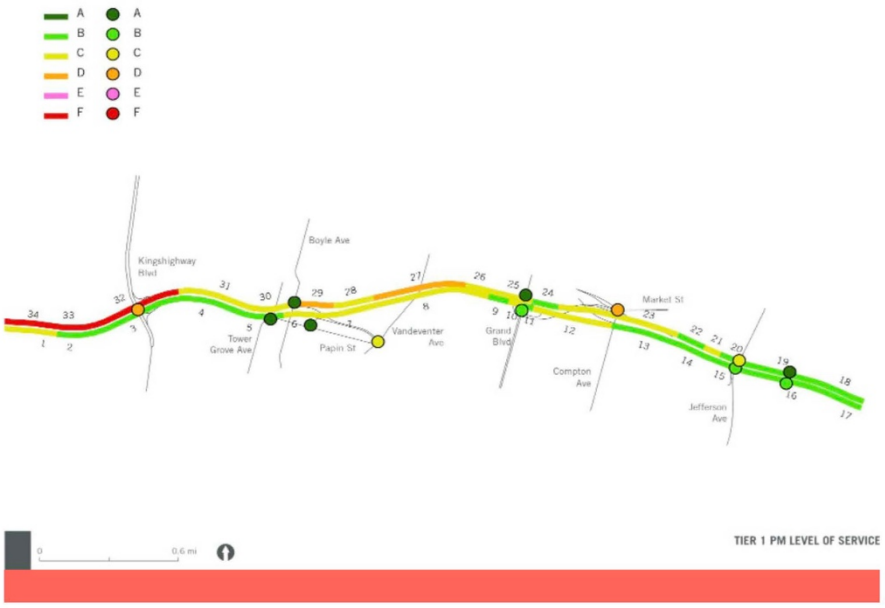
North – South Travel Patterns (Weekday)



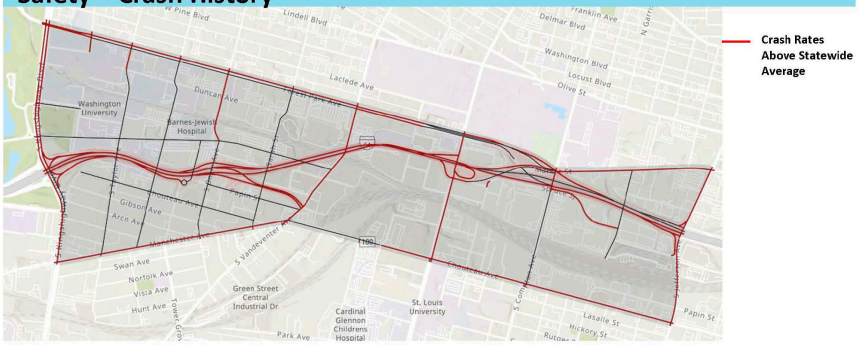
Transportation Equity – Vulnerability Index



Existing Traffic Operation - Evening



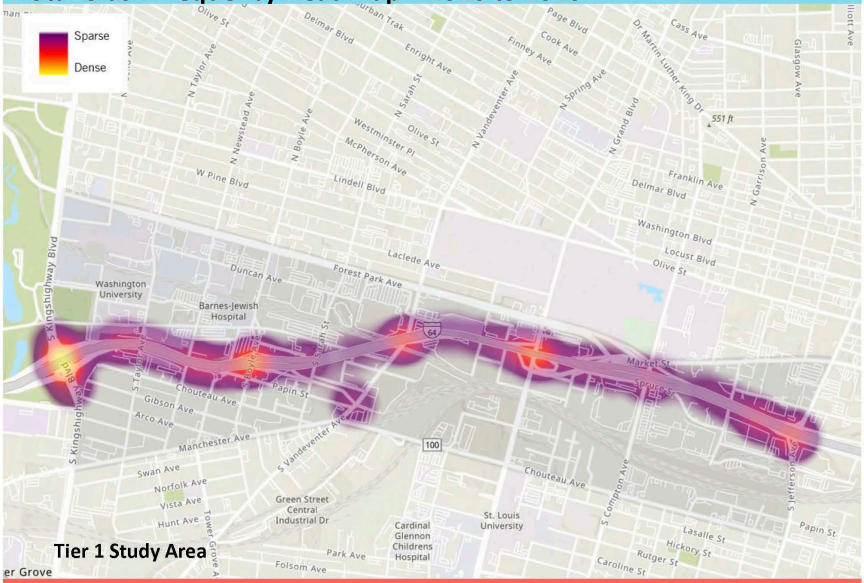
Safety – Crash History



5 Year Crash History for Study Area 2016 to 2020

Crash Severity	All Crashes	Bike/Pedestrian
Fatal	6	2
Suspected Serious/ Disabling Injury	65	16
Minor Injury	1,014	92
Property Damage Only	3,181	13
Total	**4,266**	**123**

Total Crash Frequency Heat Map – 2016 to 2020

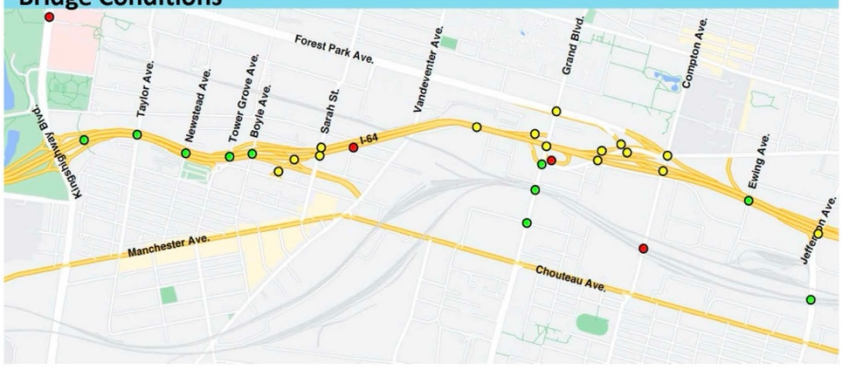


Existing Access is Challenging to Navigate



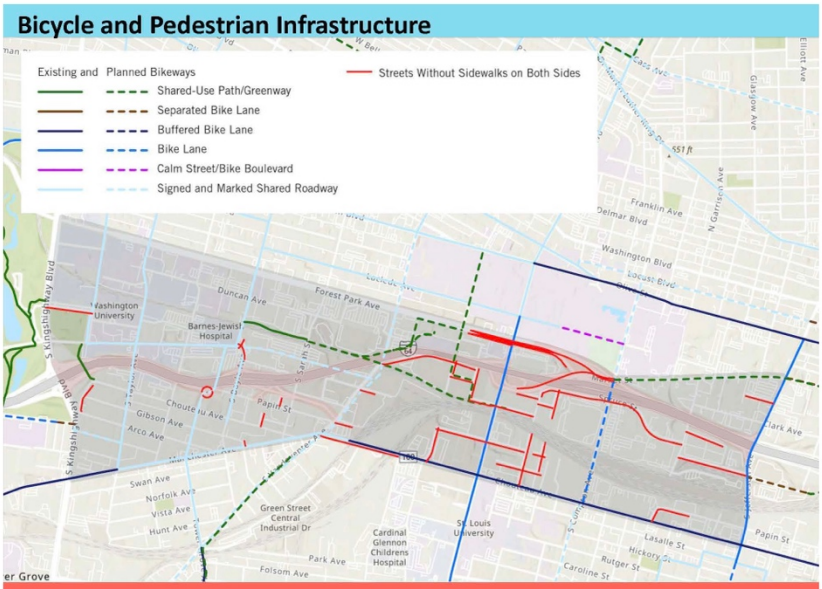
- For each ramp, interchange signage has various destinations, which might be confusing for non-local drivers.
- Exiting the interstate takes place a half mile or more from the signed route.
- Spacing between the Market St. interchange and the Grand Blvd interchange is less than ideal, making effective signage difficult.

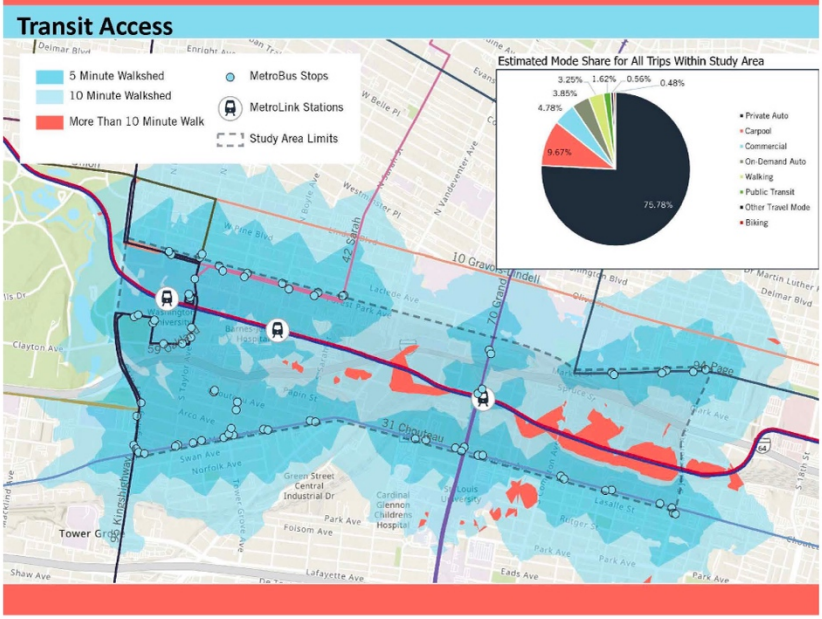
Bridge Conditions



Bridge Condition

- Good
- Fair
- Poor


Bicycle and Pedestrian Infrastructure
Existing and Planned Bikeways
Shared-Use Path/Greenway
Separated Bike Lane
Buffered Bike Lane
Bike Lane
Calm Street/Bike Boulevard
Signed and Marked Shared Roadway
Streets Without Sidewalks on Both Sides


Transit Access
5 Minute Walkshed
10 Minute Walkshed
More Than 10 Minute Walk
MetroBus Stops
MetroLink Stations
Study Area Limits
Estimated Mode Share for All Trips Within Study Area
75.78%
9.67%
4.78%
3.85%
3.25%
1.62%
0.56%
0.48%
Private Auto
Carpool
Commercial
On-Demand Auto
Walking
Public Transit
Other Travel Mode
Biking

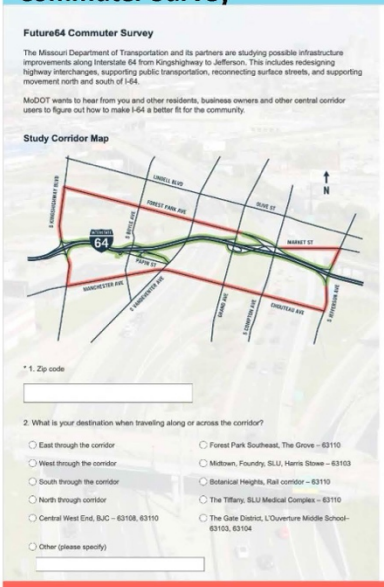
Environmental Resources Assessed

- Human Environment
  - Land use and Zoning
  - Air Quality
  - Hazardous Materials
  - Visual Environments
  - Socioeconomic Conditions and Environmental Justice
  - Historic Architectural Resources
  - Archaeological Resources
  - Noise
- Natural Environment
  - Terrestrial Habitat and Ecological Significance
  - Threatened and Endangered Species
  - Floodplains
  - Water Quality
  - Wetlands and Waters of the U.S.

Sample Stakeholder Interview Comments

- *The greenway must be completed as soon as possible so that people may use it.*
- *The previous I-64 transformation did a good job and now east of Kingshighway needs some care especially because of development.*
- *Safety is important and should be prioritized.*
- *Grand MetroLink Station needs enhancements to make that stop more accessible, and more tied to amenities.*
- *The existing transportation system does not help the current business activity within the corridor.*
- *Disabled people use vehicular transportation throughout the corridor.*
- *Understanding the movement of the unhoused can prevent safety issues to themselves and others.*

Commuter Survey



Future64 Commuter Survey

The Missouri Department of Transportation and its partners are studying possible infrastructure improvements along Interstate 64 from Kingshighway to Jefferson. This includes redesigning highway interchanges, supporting public transportation, reconnecting surface streets, and supporting movement north and south of I-64.

MoDOT wants to hear from you and other residents, business owners and other central corridor users to figure out how to make I-64 a better fit for the community.

Study Corridor Map

* 1. Zip code

2. What is your destination when traveling along or across the corridor?

- East through the corridor
- West through the corridor
- South through the corridor
- North through corridor
- Central West End, BJC – 63108, 63110
- Forest Park Southeast, The Grove – 63110
- Midtown, Foundry, SLU, Harris Stowe – 63103
- Botanical Heights, Rail corridor – 63110
- The Tiffany, SLU Medical Complex – 63110
- The Gate District, L'Ouverture Middle School– 63103, 63104
- Other (please specify)

- **Collected 750+ responses**
- **Being promoted in person at various locations, online, and at the public meeting**
- **82 surveys in week #1**
  - **46% use corridor for work**
  - **84% normally use a personal vehicle to travel through the corridor, 17% bike, 15% walk, and 12% take MetroLink**

Purpose and Need

Purpose

- The purpose of the recommended transportation improvements on I-64 between Kingshighway and Jefferson is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

Needs

- Safety for all users
  - Provide safe regional through movements
    - Provide adequate spacing between interchanges
    - Reduce conflict points and improve access in MoDOT's ROW
    - Address other substandard roadway geometry where possible
  - Accommodate safe and comfortable trips for pedestrians and bikes and other road users across the I-64 corridor
    - Improve all sidewalks, driveways, and ramps to meet ADA standards.
- Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use
  - Accommodate auto access to regional employment and entertainment destinations
  - Improve connections from interstate to local network to provide easier navigation
- Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel
  - Support planning and implementation of Great Rivers Greenway's Brickline Greenway with alternatives and other system linkages
  - Provide the most intuitive and direct access to transit and other community destinations
- Improve bridge structural conditions to maintain a good state of repair

Goals

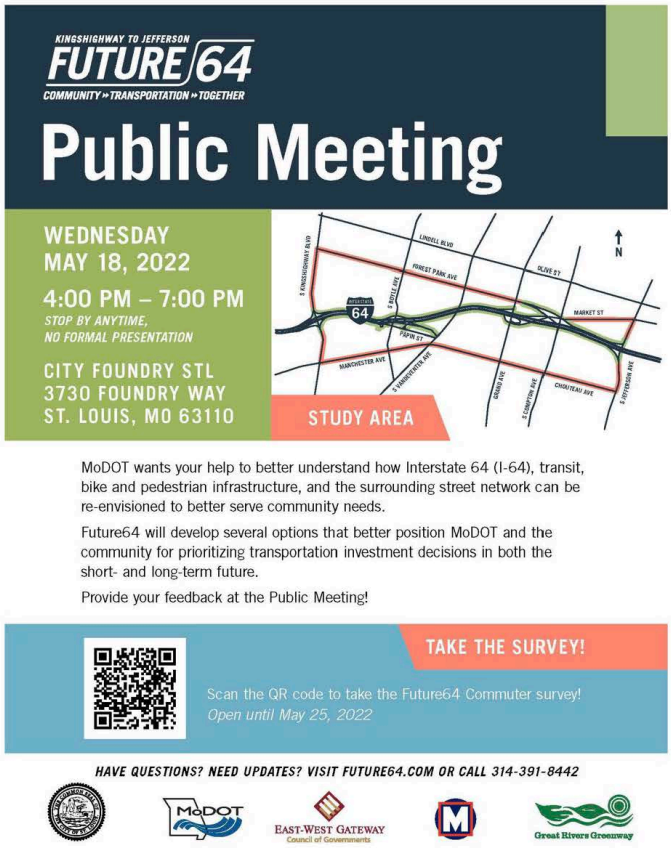
- Seek opportunities for highway improvements to allow improved land use near transit stations
- Address negative impacts of the original interstate construction
- Improve natural, built and social resources along the corridor
  - Protect/respect important community assets
- Protect the Historically Disadvantaged Communities along and near the corridor
  - Improve access for underserved neighborhoods to education and employment opportunities
- Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal.
- Integrate bicycle and pedestrian facility design best practices in design of projects
- Improve bridge conditions
- Minimize maintenance costs
- Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT
- Consolidate access points from interstate to local system

Appendix J: Public Meeting #1 Fact Sheet




KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER
EAST-WEST GATEWAY
Council of Governments
metro
Great Rivers Greenway
WHO IS LEADING FUTURE64?
The Missouri Department of Transportation (MoDOT) is conducting Future64 partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway. Several community partners are also involved. This planning approach helps develop creative transportation solutions that support a future where transportation and land use work together for improved community health, safety, and well-being.
Scan for Survey!
Open through 5/25/22
HOW CAN I BE INVOLVED IN FUTURE64?
The public can contribute to the development of transportation solutions in a number of ways: Share your experience traveling the corridor as a motorist, cyclist, pedestrian, or transit user. Share the problems and needs as a transportation user and what can be better. Participate in community meetings and surveys. Check out FUTURE64.COM or EMAIL SLI64CentralCorridor@modot.mo.gov or CALL Chandra Taylor of Vector Communications at 314.391.8442
FUTURE64 STUDY TIMELINE
Study Begins
Alternatives Development
Study Complete and Recommendations for Projects Published
JANUARY 2022
MAY 2022
SUMMER 2022
COMPLETE IN AUGUST
FALL 2022
JANUARY 2023
Public Meetings to Determine Purpose and Need
Public Meeting to Present Alternatives
QUESTIONS? FOR STUDY UPDATES, VISIT FUTURE64.COM OR CALL 314-391-8442.
FUTURE64.COM

Appendix K: Public Meeting #1 Flier



Gmail

Chandra Taylor <ctaylor@vectorstl.com>

MoDOT News Release: MoDOT Begins Study on I-64 Corridor between Kingshighway and Jefferson: Public Engagement major focus of 13-month evaluation

ANDREW M GATES <Andrew.Gates@modot.mo.gov> Thu, Apr 28, 2022 at 8:23 AM
To: ANDREW M GATES <Andrew.Gates@modot.mo.gov>

MoDOT Begins Study on I-64 Corridor *between Kingshighway and Jefferson*

Public Engagement major focus of 13-month evaluation

QR Code image for survey: https://www.modot.org/media/37790

Map image of study area: https://www.modot.org/media/37791

Pdf version of release: https://www.modot.org/media/37794

Text version of release: https://www.modot.org/node/25701

St. Louis, Mo. (April 27, 2022) – The Missouri Department of Transportation and several partners are evaluating the I-64 central corridor between Kingshighway and Jefferson to update and maintain roadways for the future.

To ensure that the community's needs and desires are being considered while this process is underway, the department and its partners are relying heavily on the information shared from the people who live, work, shop, play and travel in and through the corridor.

This corridor is a dynamic area. Potential improvements are being evaluated such as better pedestrian and bicycle access to enhance accessibility and the travel experience.

While the interstate and connecting ramps through the corridor need rehabilitation and updates, the department is also concerned that those improvements work efficiently with other modes of transportation, and that improvements align with community desires. The department and its partners are using a process known as a Planning and Environmental Linkages Study (PEL) to gather, organize, and analyze the information provided by the community and other interested groups.

During the PEL Study for the central corridor, the department is looking at transportation, environmental, community, and economic goals early in the planning process to ensure that projects are of most benefit to the community. This broad-based study, called: **Future64: Community. Transportation. Together,** reflects the importance of public engagement and community involvement.

"We want to identify projects that offer better connectivity among neighborhoods in the corridor, in addition to infrastructure repairs and replacements. MoDOT needs to partner with the community to find out their transportation needs. This study will incorporate ongoing engagement that is equitable and inclusive to help ensure that a wide range and extensive number of voices are heard, and that equity is the focus of proposed solutions," said Jen Wade, P.E., MoDOT Area Engineer for the City of St. Louis.

The first public meeting on Future64 will be on May 18, 2022 at 4:00-7:00 p.m. For a list of all scheduled public meetings and background information visit future64.com. Meanwhile, MoDOT is also asking anyone who travels in the corridor to complete a brief survey about their transportation concerns and priorities using the link below.

https://www.surveymonkey.com/r/Future64Survey

MoDOT is conducting Future64 in conjunction with the City of St. Louis, East-West Gateway Council of Governments, Bi-State Development, and several community partners. The study is scheduled to conclude in January 2023. Although, improvements identified by Future64 will mostly affect MoDOT's infrastructure, it will also include suggested improvements to other transportation systems maintained by other partners.

What is the Central Corridor PEL study area?

The west-east border for the study area is Kingshighway Blvd. to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

ANDREW GATES
Communications Specialist

MISSOURI DEPARTMENT OF TRANSPORTATION
St. Louis District – Communications
1590 Woodlake Dr.
Chesterfield, MO 63017
(314) 453-1808
(314) 223-8003 (mobile)
www.modot.org/stlouis

"Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri."

Gmail

Chandra Taylor <ctaylor@vectorstl.com>

MoDOT News Release: Missouri Department of Transportation introduces I-64 study to community

ANDREW M GATES <Andrew.Gates@modot.mo.gov> Tue, May 10, 2022 at 1:52 PM
To: ANDREW M GATES <Andrew.Gates@modot.mo.gov>

News *Release*

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For more information, contact MoDOT Customer Service at (314) 275-1500
Sent by Communications Specialist Andrew Gates at (314) 453-1808

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Missouri Department of Transportation introduces I-64 study to community

QR Code image for survey: https://www.modot.org/media/37790

Map image of study area: https://www.modot.org/media/37791

Pdf version of release: https://www.modot.org/media/37884

Text version of release: https://www.modot.org/node/25821

ST. LOUIS – People who use Interstate 64 and the surrounding roadways between Jefferson and Kingshighway in the city of St. Louis may want to participate in an upcoming open house style public meeting May 18.

The Missouri Department of Transportation (MoDOT), in conjunction with the Federal Highway Administration and its community partners, will be hosting an open house style public meeting **May 18 between 4 and 7 p.m. at the City Foundry Food Hall, 3730 Foundry Way, St. Louis, MO 63110.** The nearest transit stops are the Grand Metrolink Station and the Grand Bus Route 70 (Council Plaza stop, south of Forest Park Parkway).

During the meeting, engineers and planners will discuss community transportation needs within the I-64 corridor between Kingshighway and Jefferson Avenue with attendees. MoDOT will show this video (https://youtu.be/ZsCCNizL2v4) about the corridor before leading participants through a series of interactive activities designed to find out what type of transportation projects the community wants in this area. Attendees will also be able to share their insights and thoughts about the corridor.

WHO: MoDOT, City of St. Louis, East West Gateway Council of Governments, Great Rivers Greenway, Bi-State Development

WHAT: An interactive public meeting incorporating creativity and technology to gather community input on potential future projects in the I-64 corridor between Kingshighway and Jefferson

WHEN: Wednesday May 18, 4-7 p.m. People may attend the meeting at any time between those hours.

WHERE: City Foundry Food Hall, 3730 Foundry Way, St. Louis, Mo. 63110

Information shared in the public meeting will be available on-line at Future64.com on May 18 for those people who are unable to attend the meeting in person.

This open house style public meeting is part of an ongoing Planning and Environmental Linkages study or PEL. The study for the I-64 central corridor is called: **Future64: Community. Transportation. Together.** The title reflects the importance of public engagement and community involvement in this process. As a result, this study will incorporate ongoing engagement that is equitable and inclusive to help ensure that a wide range and extensive number of voices are heard, and that equity is the focus of proposed solutions.

MoDOT is also asking anyone who travels in the corridor to complete a brief survey about their transportation concerns and priorities using the link below. The survey will be available until May 25th.

https://www.surveymonkey.com/r/Future64Survey

Future64 is looking at the potential impact future projects will have on the environment, community, and connectivity in the area. This study will help MoDOT ensure that any transportation improvements within the corridor will be of great benefit to people using it.

What is the Central Corridor PEL study area?

The west-east border for the study area is Kingshighway Blvd. to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

ANDREW GATES
Communications Specialist

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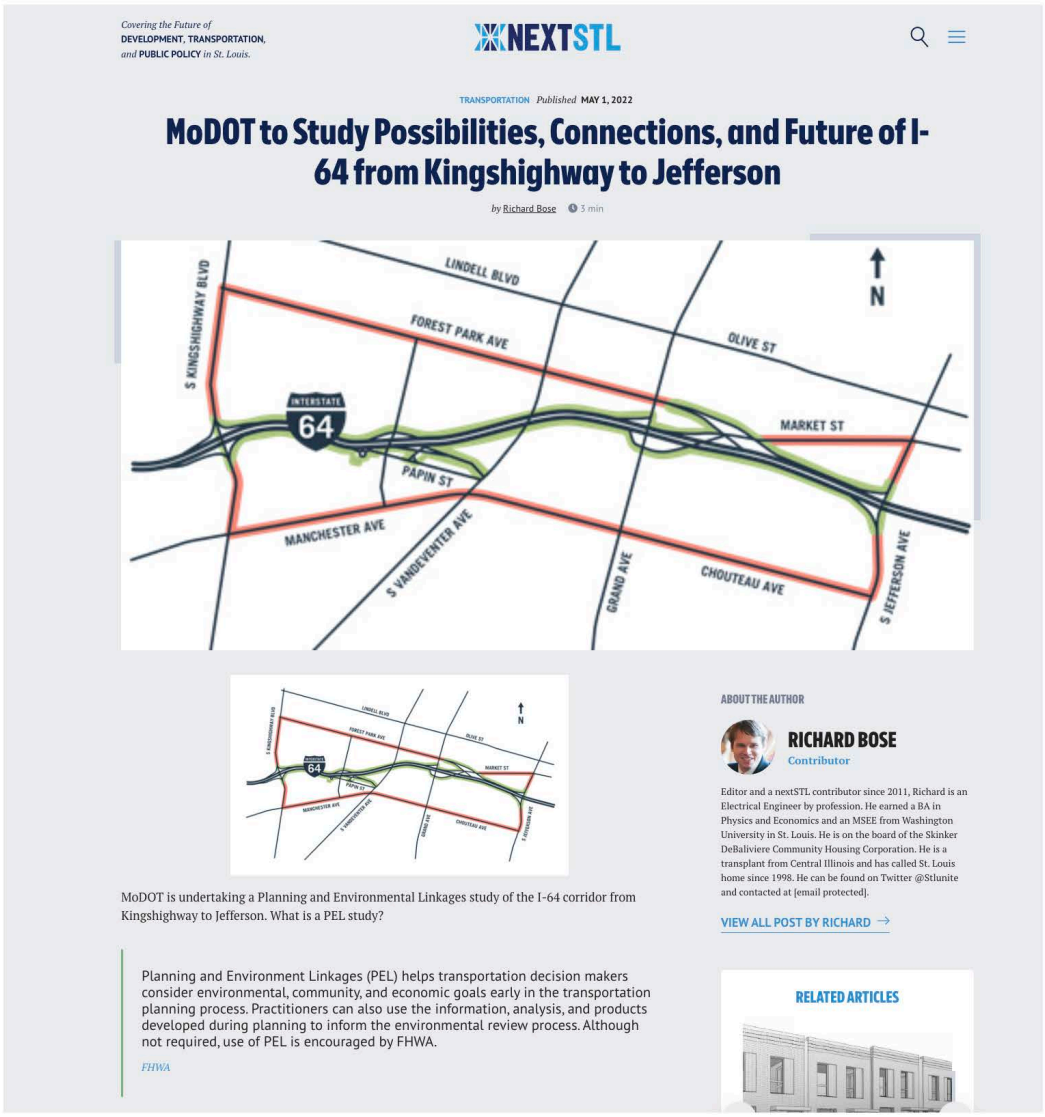
"Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri."

Appendix M: Public Meeting News Articles



Covering the Future of DEVELOPMENT, TRANSPORTATION, and PUBLIC POLICY in St. Louis.

NEXTSTL

TRANSPORTATION Published MAY 1, 2022

MoDOT to Study Possibilities, Connections, and Future of I-64 from Kingshighway to Jefferson

by Richard Bose 5 min

MoDOT is undertaking a Planning and Environmental Linkages study of the I-64 corridor from Kingshighway to Jefferson. What is a PEL study?

> Planning and Environment Linkages (PEL) helps transportation decision makers consider environmental, community, and economic goals early in the transportation planning process. Practitioners can also use the information, analysis, and products developed during planning to inform the environmental review process. Although not required, use of PEL is encouraged by FHWA.
>
> *FHWA*

ABOUT THE AUTHOR

RICHARD BOSE
Contributor

Editor and a nextSTL contributor since 2011, Richard is an Electrical Engineer by profession. He earned a BA in Physics and Economics and an MSEE from Washington University in St. Louis. He is on the board of the Skinker DeBaliviere Community Housing Corporation. He is a transplant from Central Illinois and has called St. Louis home since 1998. He can be found on Twitter @Stlunite and contacted at .

VIEW ALL POST BY RICHARD →

RELATED ARTICLES

> Planning and Environmental Linkages, or PEL, is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process.
>
> *AASHTO*

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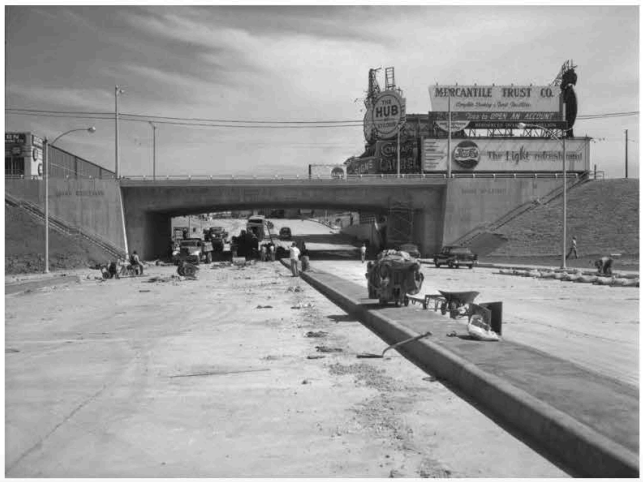
The PEL study is called Future64: Community. Transportation. Together. The website is Future64.com. The website is a bit sparse at the moment. I'm told it will be updated soon.

They have a survey running until May 17th. Be sure to fill it out. The first public meeting will be May 18th 4-7 pm at the City Foundry Food Hall.

No chance of removal or probably not a scaling down to a more humane level like it once was, but reconfigured and/or removing interchanges and onramps might be on the table. Freeing up land for development could atone, albeit a tiny bit, for the damage done to communities erased by the highway and urban renewal.

It'd be great to tamp down the noise pollution with quieter pavement surfaces, in the parks too, well everywhere near people really. Better, less hostile north-south connectivity for those outside cars, connections with the Brickline Greenway, leveraging transit is the study area, and more are all up for discussion. Get engaged!



Grand bridge over Highway 40.

Greg Johnson wrote about the highway construction and the Jewelite Building at Grand seen above at the right.

NextSTL – Hiding in Plain Sight: The Story of the Missouri Jewelite Building in St. Louis

Press Release

The Missouri Department of Transportation and several partners are evaluating the I-64 central corridor between Kingshighway and Jefferson to update and maintain roadways for the future.

To ensure that the community's needs and desires are being considered while this process is underway, the department and its partners are relying heavily on the information shared from the people who live, work, shop, play and travel in and through the corridor.

This corridor is a dynamic area. Potential improvements are being evaluated such as better pedestrian and bicycle access to enhance accessibility and the travel experience.

While the interstate and connecting ramps through the corridor need rehabilitation and updates, the department is also concerned that those improvements work efficiently with other modes of transportation, and that improvements align with community desires. The department and its partners are using a process known as a Planning and Environmental Linkages Study (PEL) to gather, organize, and analyze the information provided by the community and other interested groups.

During the PEL Study for the central corridor, the department is looking at transportation, environmental, community, and economic goals early in the planning process to ensure that projects are of most benefit to the community. This broad-based study, called: **Future64: Community. Transportation. Together,** reflects the importance of public engagement and community involvement.

"We want to identify projects that offer better connectivity among neighborhoods in the corridor, in addition to infrastructure repairs and replacements. MoDOT needs to partner with the community to find out their transportation needs. This study will incorporate ongoing engagement that is equitable and inclusive to help ensure that a wide range and extensive number of voices are heard, and that equity is the focus of proposed solutions," said Jen Wade, P.E., MoDOT Area Engineer for the City of St. Louis.

The first public meeting on Future64 will be on May 18, 2022 at 4:00-7:00 p.m. For a list of all scheduled public meetings and background information visit future64.com. Meanwhile, MoDOT is also asking anyone who travels in the corridor to complete a brief survey about their transportation concerns and priorities using the link below.

Survey

MoDOT is conducting Future64 in conjunction with the City of St. Louis, East-West Gateway Council of Governments, Bi-State Development, and several community partners. The study is scheduled to conclude in January 2023. Although, improvements identified by Future64 will mostly affect MoDOT's infrastructure, it will also include suggested improvements to other transportation systems maintained by other partners.

What is the Central Corridor PEL study area?

The west-east border for the study area is Kingshighway Blvd. to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

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TRAFFIC

MoDOT wants your input on I-64 Central Corridor improvement plans

During a Jan. 18 meeting, MoDOT will discuss three improvement options for the I-64 corridor between Kingshighway and Jefferson Avenue.



Credit: Google
A Google Street View image shows Interstate 64 near Grand Boulevard.

Author: **Jennifer Somers**
Published: **1:03 PM CST December 28, 2022**
Updated: **1:03 PM CST December 28, 2022**

ST. LOUIS — How should the Missouri Department of Transportation improve the Interstate 64 corridor between Kingshighway and Jefferson Avenue? The department will host an open-house-style public meeting on Jan. 18 to gain community insight on its improvement proposals.

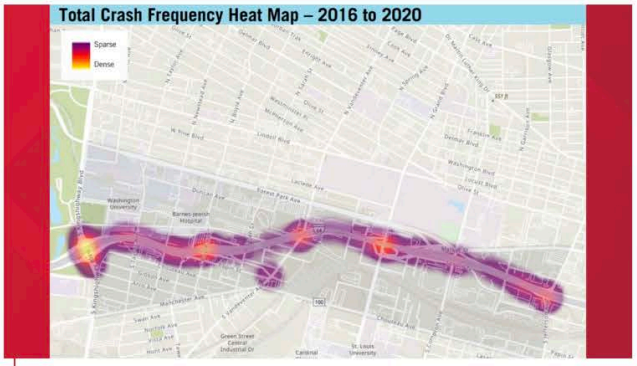
During the meeting, engineers and planners will discuss three corridor improvement options, and MoDOT will show a video answering questions about the ongoing planning and environmental leakages study called "Future64: Community. Transportation. Together."

Future64 examines the potential impact of improvement projects on the environment, community and connectivity to ensure that they would benefit the people using it.

The project is looking to improve the experience of drivers, pedestrians, bicycle riders and transit riders.

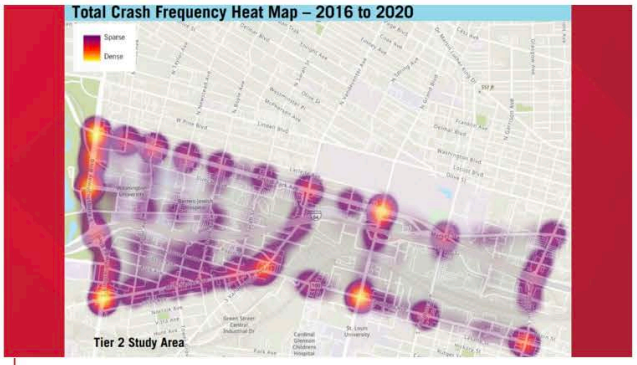
MoDOT, in partnership with the Federal Highway Administration, will host the meeting from 4 to 7 p.m. on Jan. 18 at the COLLAB Workspace in Cortex, located at 4220 Duncan Ave.

Those who are unable to attend in person can find more information about the proposals online at Future64.com on the day of the meeting.



Credit: Future64

A heat map shows the frequency of crashes in the corridor. There were 4,266 crashes between 2016 and 2020.



Credit: Future64

A heat map shows the frequency of crashes in the study corridor away from the highway.

To watch 5 On Your Side broadcasts or reports 24/7, 5 On Your Side is always streaming on 5+. Download for free on Roku or Amazon Fire TV.











Options for improving I-64 in St. Louis being considered

DECEMBER 30, 2022 • Land Line Staff |

A trio of options for improving I-64 in the St. Louis area will be unveiled in January.

The potential corridor improvement options in the I-64 corridor are between Kingshighway and Jefferson Avenue in St. Louis.

Missouri Department of Transportation has planned an open house-style public meeting from 4-7 p.m. on Wednesday, Jan. 18. It is planned for the COLLAB Workspace in Cortex, 4220 Duncan Ave., St. Louis, MO 63110.

Engineers and planners will be available to discuss the options. MoDOT will show a video about the corridor and will be available to answer questions about the study. There will be no formal presentation and participants can attend anytime between 4 p.m. and 7 p.m. For those who cannot attend the in-person open house, information is expected to be available online at Future64.com the day of the meeting.

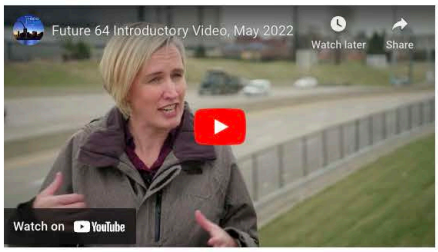
This public meeting is part of an ongoing planning and environmental linkages study. The study for the I-64 central corridor is called: Future64: Community. Transportation. Together.

Future64 is looking at the potential impact that future projects will have on the environment, community, and connectivity in the area. This study is intended to help MoDOT ensure that any transportation improvements within the corridor will benefit the people using it.

MoDOT is conducting Future64 in conjunction with the city of St. Louis, East-West Gateway Council of Governments, Bi-State Development, and several community partners. The study is scheduled to conclude in January 2023. Although improvements identified by Future64 will mostly affect MoDOT's infrastructure, it also is expected to include suggested improvements to other transportation systems maintained by other partners.

The west-east border for the study area is Kingshighway Boulevard to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

An introductory video was published on YouTube by MoDOT-St. Louis in May 2022.



In the video, it mentions the role of the alliance known as Cortex in developing the area. Cortex Innovation Community is an alliance representing Washington University in St. Louis; BJC HealthCare; the University of Missouri, St. Louis; St. Louis University; and the Missouri Botanical Garden.

In addition, it mentions that the section of I-64 between Kingshighway and Jefferson has aging bridges that need to be replaced and that interchanges need to be enhanced for drivers and pedestrians. *LL*

More Missouri news is available from LandLine.Media.

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St. Louis Public Radio
IA

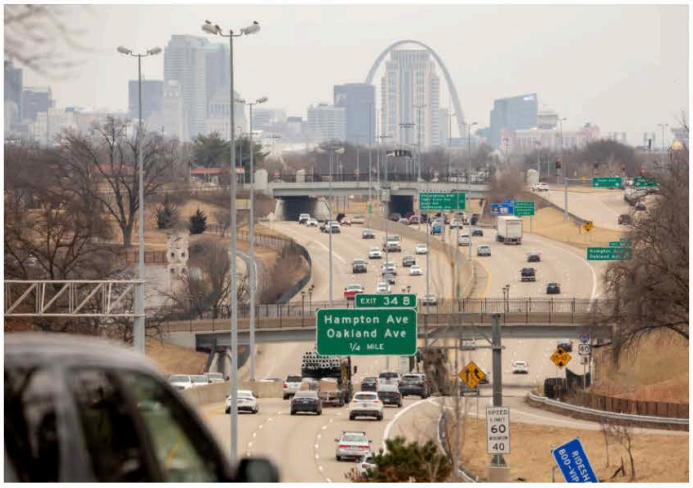
NEXT UP: 11:0

NEWS STORIES SHOWS EVENTS WAYS TO CONNECT WAYS TO GIVE ABOUT STLPR SHOP

Government, Politics & Issues

MoDOT is looking for public input on ramps and bridges on a 3-mile stretch of I-64

St. Louis Public Radio | By Jonathan Ahl
Published April 29, 2022 at 5:20 AM CDT



Brian Munoz / St. Louis Public Radio

Cars head east on Interstate 64 in February, shortly before reaching the stretch being studied by MoDOT.

The Missouri Department of Transportation is looking for public input before starting on a project to update a three-mile stretch of Interstate 64 between Kingshighway and Jefferson in St. Louis.

The primary goal of the work is to replace bridges and ramps that have outlived their use, but the department is also interested in looking at the entrance and exit ramps over that distance.

"We figure this is a really good time to talk to the community again, to revisit how it's functioning and working as a system, and say, 'Are these 14 bridges where they should be? Are these ramps where they should be?'" said Jen Wade, an area engineer for MoDOT.

The study phase of the project will last 13 months. MoDOT is taking comments online at future64.com. There will also be public meetings, the first of which will be held May 18.

"We love it when the community comes and shares their experiences with the roadway and they surprise us. That is what we are looking for," Wade said. "We need to know how people are using this road, what they see as their frustrations."



Missouri Department of Transportation /

The area of the MoDOT I-64 study

Wade said the public input will be used to help decide what the improvements will look like, and that could mean changes to the ramp and bridge layouts.

"At the end of the process we will have a set of preferred alternatives that we will have vetted with the public," Wade said. "And then there will be a larger process to portion out projects for the next five or even 10 years."

MoDOT is conducting the study in conjunction with the City of St. Louis, East-West Gateway Council of Governments, Bi-State Development and several community partners.

Follow Jonathan on Twitter: @JonathanAhl

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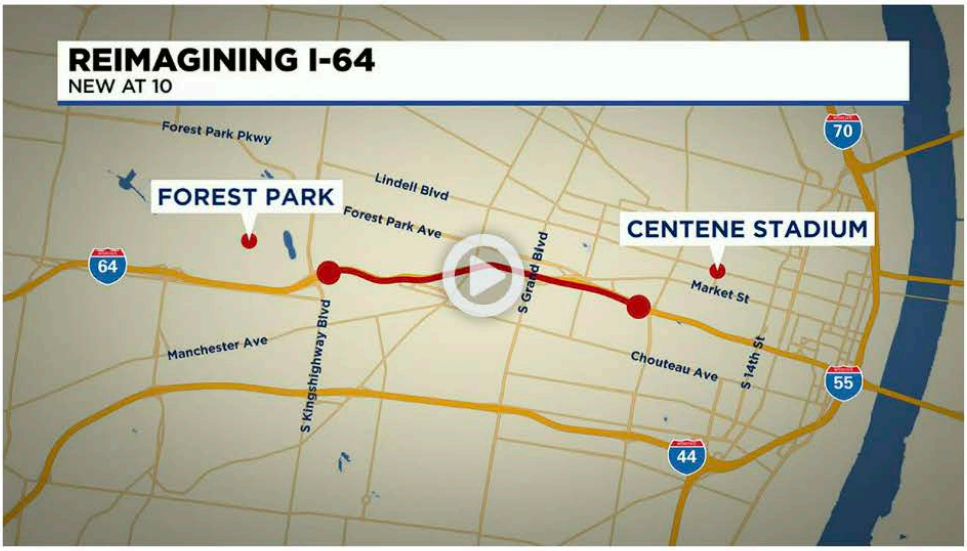
MoDOT seeks public input on changes to I-64 in Midtown



By Alexis Zotos

Published: May. 17, 2022 at 10:43 PM CDT

ST. LOUIS, Mo. (KMOV) - The future of Interstate 64 could be in your hands as the Missouri Department of Transportation (MoDOT) seeks the public's input for a safer and more connected drive through the heart of St. Louis.

The first public hearing for the Future 64 project will be held Wednesday from 4 pm-7 pm at the City Foundry in Midtown.

The focus on the potential changes will be from Kingshighway to Jefferson as MoDOT looks to the exploding growth in Midtown and Downtown.

MoDOT is also asking anyone who travels in the corridor to complete a brief survey about their transportation concerns and priorities using this link. The survey will be available until May 25.

MoDOT has not provided any timeline for these potential projects.

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Appendix N: Public Meeting Social Media Posts, Twitter and Facebook

← **Tweet**

MoDOT St. Louis Area
@MoDOT_StLouis

If you live, work, play, shop or commute around I-64 between Jefferson and Kingshighway in the city of St. Louis, please share your transportation needs for the area at an open house style public meeting Weds, 5/18, 4-7P, City Foundry Food Hall. Details: modot.org/node/25821

1:55 PM · May 10, 2022

Facebook:

MoDOT - St. Louis
May 10, 2022

If you live, work, play, shop or commute around I-64 between Jefferson and Kingshighway in the city of St. Louis, please share your transportation needs for the area at an open house style public meeting Weds, 5/18, 4-7P, City Foundry Food Hall. Details: https://modot.org/node/25821. More details on the study can be found here: https://youtu.be/ZsCCNizL2v4



YOUTUBE.COM
Future 64 Introductory Video
Introduces Future 64, a study that is looking at the potential impact future projec...
Learn more

Appendix O: Public Meeting "What need is most important to you?" Verbatim Responses

In person Responses	Tally	Percent
Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel	27	59%
Safety for all users	9	20%
Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use	7	15%
Improve bridge structural conditions to maintain a good state of repair	3	7%

Online Ranking	1		2		3		4	
Safety for all users	44.44%	4	44.44%	4	11.11%	1	0.00%	0
Provide intuitive access to and from I-64 and circulation opportunities across I-64 to accommodate current and planned land use	11.11%	1	33.33%	3	22.22%	2	33.33%	3
Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel	44.44%	4	22.22%	2	0.00%	0	33.33%	3
Improve bridge structural conditions to maintain a good state of repair	10.00%	1	0.00%	0	60.00%	6	30.00%	3

Appendix P: Public Meeting "What OTHER needs are important to you?" Verbatim Responses

In person Responses	Tally	Percent
Safety for all users	22	31%
Reduce the barrier effect of I-64 for bicycle and pedestrian travel to accommodate non-auto travel	20	28%
Provide intuitive access to and from I-64 and circulation across I-64 and circulation opportunities across I-64 to accommodate current and planned land use	18	25%
Improve bridge structural conditions to maintain a good state of repair	12	17%

Appendix Q: Public Meeting "What goals are most important to you?" Verbatim Responses

In person Responses	Tally	Percent
Integrate bicycle and pedestrian facility design best practices in design of projects	27	26%
Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal	23	22%
Consolidate access points from interstate to local system	12	12%
Seek opportunities for highway improvements to allow improved land use near transit stations	10	10%
Protect the Historically Disadvantaged Communities along and near the corridor	10	10%
Minimize maintenance costs	5	5%
Minimize MoDOTs long term maintenance needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT	5	5%
Address negative impacts of the original interstate construction	4	4%
Improve natural, built, and social resources along the corridor	4	4%
Improve bridge conditions	3	3%

Online Ranking	1		2		3		4		5		6		7		8		9		10	
Integrate bicycle and pedestrian facility design best practices in design of projects	50.00%	3	0.00%	0	33.33%	2	16.67%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Improve bridge conditions	16.67%	1	0.00%	0	16.67%	1	0.00%	0	50.00%	3	0.00%	0	0.00%	0	0.00%	0	16.67%	1	0.00%	0
Minimize maintenance costs	0.00%	0	16.67%	1	0.00%	0	0.00%	0	16.67%	1	0.00%	0	16.67%	1	0.00%	0	16.67%	1	33.33%	2
Minimize MoDOTs long term maintenanc	0.00%	0	16.67%	1	0.00%	0	16.67%	1	16.67%	1	0.00%	0	0.00%	0	0.00%	0	33.33%	2	16.67%	1

e needs by reducing the number of structures or amount of square footage of bridge deck to be maintained by MoDOT																			
Consolidate access points from interstate to local system	28.57%	2	14.29%	1	14.29%	1	0.00%	0	0.00%	0	28.57%	2	14.29%	1	0.00%	0	0.00%	0	0.00%	0
Seek opportunities for highway improvements to allow improved land use near transit stations	0.00%	0	20.00%	1	0.00%	0	40.00%	2	0.00%	0	20.00%	1	0.00%	0	0.00%	0	20.00%	1	0.00%	0
Address negative impacts of the original interstate construction	50.00%	3	16.67%	1	16.67%	1	0.00%	0	0.00%	0	0.00%	0	16.67%	1	0.00%	0	0.00%	0	0.00%	0
Improve natural, built, and social resources along the corridor	0.00%	0	20.00%	1	0.00%	0	20.00%	1	0.00%	0	20.00%	1	0.00%	0	40.00%	2	0.00%	0	0.00%	0
Protect the Historically Disadvantaged	0.00%	0	33.33%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	50.00%	3	0.00%	0	16.67%	1

Communities along and near the corridor																			
Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network with focus on multimodal	16.67%	1	16.67%	1	0.00%	0	0.00%	0	0.00%	0	16.67%	1	33.33%	2	0.00%	0	0.00%	0	16.67%	1

Appendix R: Public Meeting "List any other goals that are important to you." Verbatim Responses

Categories	In person Responses
ADA	Make it easy and safe for people who use a wheel chair
Bike Infrastructure	Protect bike lanes; paint is not infrastructure
Bike Infrastructure	Protected bike lanes
Bike Infrastructure	Less bikes in the street
Bike Infrastructure	protected bike lanes
Bike Infrastructure	Forest Park/Market St separated bike way
Bike Infrastructure	Protected bike lanes
Connectivity	Expand to include downtown STL
Coordination	Coordinate with all city departments and electeds
Cultural Shift	Consider starting not from "health, safety, and welfare" but rather from "how do St. Louisans want to live?"
Cultural Shift	Infrastructure investment that reinforces culture change away from car central lifestyle
Environmental Quality	Protected cycling and ped infrastructure from car pollution (noise and air) using native plants and physical separation
Environmental Quality	Mitigate noise pollution
Environmental Quality	Reduced noise
Environmental Quality	Address and mitigate pollution - related health disparities
Environmental Quality	Billboard distractions
Equity	Reparate descendants of original highway build through prioritized investment
Equity	Be proactive about preventing BIPOC displacement through 4 variety of programs.
Equity	Prioritize needs of low-income folks in transportation first
Equity	Make federal reg's known for improvement engagement

Geometric Improvements	Recent Jefferson & I64 improvements didn't help. Cars are confused. No left turn out of UPS is frustrating and dangerous
Geometric Improvements	Diverging diamonds everywhere, please :)
Geometric Improvements	Remove on and off ramps on Grand
Historic Preservation	Do not demolish any historic buildings
Land Use	Sell land for development
Land Use	Integrated land use and transport decisions
Land Use	Densify city fabric to reduce potential travel distances from A to B
Landscaping	Add more skilled landscape; contractors = more options for quality plantings
Landscaping	Keep/increase plantings along the 64 banks; wonderful red bud flowers!
Landscaping	Native plantings only
Landscaping	Bioswales and native plants
Landscaping	Adopted landscaping program
Limit Expansion	Maintain lane count - not more
Limit Expansion	We currently have the highest miles/capita of highway - we don't need more
Maintenance	Fund dedicated trash program
Multimodal Infrastructure	Dedicated bike/ped infrastructure for north/south crossings
Multimodal Infrastructure	Make it easier to navigate the area on foot, bike, or car
Multimodal Infrastructure	Prioritize bike and pedestrian paths by using "superblock model"; look at Freiburg, Germany
Multimodal Infrastructure	Drawing: Cross-section that depicts a protected bike lane buffered by plantings with a separate ped walkway and lighting.
Multimodal Infrastructure	Dedicated greenways between downtown and Forest Park
Multimodal Infrastructure	Secure bike parking at transit hubs (reserve land for this)
Pedestrian Infrastructure	Safe pedestrian crossings where off-ramps meet roads
Pedestrian Infrastructure	Maintain pedestrian lights on bridges

Placemaking	Add artwork and murals along the retaining walls or sound barriers
Placemaking	Public art
Placemaking	Beautiful places to walk and ride
Public Amenities	Include public toilets as infrastructure
Public Transit Improvements	Prepare for Grand BRT
Safety	Slow traffic
Safety	Zero deaths in this zone
Safety; Geometric Improvements	Self-enforcing streets instead of reliance on enforcement
Uncertain	Highways to boulevards

Categories	Online Responses
Other	These goals are really off target and misleading. I don't trust this survey as you are trying to get answers you want instead of real input. The main goals are improve safety (more lanes), efficiency (ease traffic congestion), and do the work cost effectively for the best value. Aesthetics are important as well. Stop focusing on multimodal. This is a highway for cars. Be realistic. There are plenty of other places for bikes and multimodal. Not the highway. You are kidding yourselves and wasting money. Use common sense!
Other	Add floral, provide natural habitats for birds. Places for dogs. Bushes and trees to block noise.
Other	Make the road more modern with diverging diamond intersections wherever possible, have pedestrian and bike ways well marked and proper signals installed at all pedestrian crossings.
Other	My goals are for MODOT to start maintaining existing deteriorating roads in the St. Louis area: pave heavily traveled streets and repair potholes on streets and in alleyways.

Appendix S: Public Meeting "List any other needs that are important to you." Verbatim Responses

Categories	In person Responses
ADA	ADA and Public Right of Way Guidelines improvements throughout
Bike Infrastructure	Protected bike lanes
Bike Infrastructure	Less than 1% of pop bikes in STL - stop wasting money on them
Bike Infrastructure	Build bike and e-bike infrastructure - classes of lanes marked clearly; campaign for e-bikes; cost-maintenance; speed; lose 2nd car
Bike Infrastructure	Improve sidewalks for bikers instead of the streets
Bike Infrastructure	More protected bike lanes B/W Forest Park and Midtown
Bike Infrastructure	Bike lane on Jefferson
Bike Infrastructure; Connectivity	Connections to Forest Park by bike across 64 (bridge bike infrastructure)
Bike Infrastructure; Equity	Protected biking lanes; providing biking and safety training to low income community; provide affordable ways to access bikes
Connectivity	Access to metro from Foundry
Connectivity	Greenway to Forest Park from Downtown/Chouteau
Cultural Shift	Stop building a car-first or car-only philosophy
Environmental Quality	Green infrastructure
Environmental Quality	Purchase and remove billboards
Environmental Quality; Equity	Do things that improve quality of life for residents in the area
Equity; Bike Infrastructure	Providing a bike share program or have a company in city have affordable bike rentals
Geometric Improvements	On grade intersection at Forest Park and Grand - work with city
Geometric Improvements	More continuous lanes/fewer surprise must exist lanes
Geometric Improvements	Remove on and off ramps at Grand

Geometric Improvements	Full interchanges at Grand and Compton
Geometric Improvements	Modernize the antiquated spaghetti mess of interchanges
Geometric Improvements	De-multileveling (Grand area in particular)
Geometric Improvements	Add another lane between I-170 and Kings Highway to eliminate daily backup
Land Use	Sell off inappropriately used land to developers for mixed use
Land Use	Maximize use of land - if grass at least rain gardens or similar
Land Use	Lay groundwork for more density of housing and mixed use commercial
Land Use	Access to key "stops" in corridor - grocery, post office, childcare (AKA space for development)
Land Use	TOD around trains and BRT (dream!)
Landscaping	Integrate landscape improvements to improve ped environments - trees and flooding
Landscaping	Maximize veg. biodiversity along ROW
Landscaping	Increase UTC (urban tree canopy)
Landscaping; Safety	Attractive lighting and adopted landscaping
Limit Expansion	Keep market street interchange as is
Maintenance	Less potholes
Maintenance	Smoother roads to drive and bike on (Forest Park Parkway, Clayton Ave)
Maintenance	Road maintenance (pot holes etc.) for cars and bikes
Multimodal Infrastructure	Prioritize ped, bike, scooter, transit safety and access
Multimodal Infrastructure	Work with the GRG to get the right ped and bike infrastructure installed
Multimodal Infrastructure	Wider, cleaner sidewalks; protected bike lanes; reduce highway footprint and make it more intuitive
Multimodal Infrastructure	Prioritize bike and ped access
Multimodal Infrastructure	Look to Richmond for underpass improvements - sustainable and attractive

Multimodal Infrastructure;Connectivity	Pedestrian and bike connections for railroad tracks
Pedestrian Infrastructure	Protected turns and protected ped-xs
Pedestrian Infrastructure	Widen Euclid pedestrian bridge
Pedestrian Infrastructure	Make bridges better for pedestrians- divide roads and sidewalks landscaping
Pedestrian Infrastructure	Replace pedestrian bridge from Forest Park Southeast to Clayton Rd with one wide enough for 4 people across (2 walking side by side either way)
Placemaking	increase feelings of connection across 64 N/S - visual and emotional
Placemaking	positive values messaging; in the form of visually pleasing public art
Public Amenities	Access to water along bike paths and maybe restrooms
Public Transit Improvements	Improve transit connectivity and speed (BRT on Grand and Jefferson, Please!!)
Public Transit Improvements	+1 for Grand bus service/infrastructure for speed/frequency
Public Transit Improvements	Bus lanes on Kings Highway
Safety	Zero road deaths on this corridor
Safety	Paint does not protect - traffic calming make it hard to speed
Safety; Pedestrian Infrastructure	Well-lit crosswalks
Signage	Clear, proactive signage
Transit Improvements	Improve transit along Market Street

Categories	Online Responses
Other	Aesthetics and road maintenance. Safety of vehicular traffic and efforts to ease congestion and speed the flow of traffic.
Other	Restructure the entire grand blvd intersection, Install PROPER LEFT TURN SIGNAL at Grand to 64 West. Highly highly irritating as I go and stop at left signal leading to local street more often. Make the grand and forest park bridge a surface level road, remove the underpass.

Other	No need for any new plans as the frustration of driving during extensive reconstruction outways any dreams for future pleasantries.
Other	These neighborhoods surrounding this section of 64 are some of the most exciting/up-and-coming in the whole state. We need to improve connectivity for pedestrians, bikes, mass transit, and lastly, cars. St. Louis' street grid has been permanently disrupted by the highway and any efforts to lessen its impact should be celebrated, especially at Forest Park Parkway/Grand/I64.

Appendix 27: Public Meeting 2 Comment Summary

J6I3585: Future64 Study
Public Meeting #2 Comment Summary Report

February 2023

Prepared by:

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Overview

The Missouri Department of Transportation (MoDOT), in conjunction with the Federal Highway Administration, is exploring infrastructure enhancements in the Interstate 64 (I-64) central corridor between Kingshighway Boulevard and Jefferson Avenue, also known as the Future64 study. This project is in the planning and environmental linkages stage, or PEL, which analyzes long-term goals for the corridor and aims to satisfy federal requirements for identifying important environmental elements. The PEL is vital to developing a strong vision for collaborative transportation investment with regional partners and successfully meeting the project goals.

As the PEL phase of Future64 draws to a close, a second and final round of public engagement took place to gather public feedback on three potential alternatives.

Public Engagement

The public engagement during the final phase of the PEL included an online elected officials briefing, an online and in-person public meeting and pop-up meetings in the study area.

In-Person Public Meeting

The second and final public meeting for the Future64 PEL study was held on Jan. 18, 2023, from 4 p.m. to 7 p.m., at the COLLAB Workspace in the Cortex District (4220 Duncan Ave., St. Louis, MO 63110). One hundred fifty eight (158) individuals attended the in-person public meeting. This meeting featured informational boards, a study video, strip maps of the study area and a comment area. Future64 team members responded to attendees' comments and questions at the informational boards and strip maps. Comment forms were available on paper and on iPads, as well as on a scannable QR code. Comments could also be received through the online meeting website and by phone and email. This meeting was attended by several members of the press.

Appendices 1 to 4 has the in-person public meeting sign-in sheet, informational boards, handout and comment form, respectively

Outreach

This event was advertised through several outlets, including e-message boards on I-64, email news blasts, a press release and press advisory, the Future64 website, MoDOT social media (Facebook, Twitter) and community partners' website and social media posts.

Press coverage of the in-person public meeting can be found in Appendix 5. Appendices 6 to 11 show the public meeting flier, promotional email new blasts, press advisory, MoDOT social media posts and list of community partners' promotion efforts, respectively.

Online Public Meeting

The online public meeting was a self-guided webpage hosted on Future64virtualmeeting.com. This webpage included similar visuals, graphics and information as the in-person public meeting informational boards and organized the information into pages by theme. The online public meeting included a page for participants to add comments and a page to send questions directly to project team members.

There were 2,625 total users and 3,483 views of the online public meeting page. Most people visiting the Online Public Meeting were from St. Louis (626), followed by Chesterfield (39). Most people found the online public meeting website via the Future64 project website (387), followed by KMOV (329) and the MoDOT website (157).

For images of the online public meeting webpages, please see Appendix 12. The online comment form can be found in Appendix 13.

Outreach

The online public meeting was advertised alongside the in-person public meeting. The only additional outreach unique to the online public meeting were the pop-up events in the study area detailed below.

Three (3) pop-ups occurred in the project area with the purpose of promoting the online meeting website and providing more opportunities for people to submit comments. Street outreach team members distributed the Future64 study handout to passersby encouraging them to visit the online public meeting and leave their comments

Pop-Up Date	Pop-Up Location	Pop-Up Time
Jan. 28, 2023	Cortex District	1 p.m. - 4 p.m.
Jan. 30, 2023	Grand Station	2 p.m. - 5 p.m.
Feb. 1, 2023	Central West End	1 p.m. - 4 p.m.

Comment Summary

Two comment forms were used to elicit feedback from the public. The in-person comment form was available on paper and via iPad on SurveyMonkey and via a QR code on tabletop signs. Themes in both comment forms aligned to elicit feedback on the three alternatives, general positive sentiments, general concerns and general recommendations from the public. The comment form data was compiled below for a cohesive analysis.

In-Person Comment Summary

The questions on the in-person comment form were designed to elicit feedback on the three (3) alternatives, with comment forms available at each of the three (3) stations, as well as general positive sentiments, concerns and recommendations. Forty nine (49) in-person comment forms were submitted during the public meeting or following the meeting. A summary of the in-person comment form results can be found below.

Question 1: Residential zip code

Fourteen (14) distinct zip codes were identified by comment form participants. The top zip code identified was 63110 (10), which primarily covers the area southeast of Forest Park in the Kings Oak area in the City of St. Louis, followed by 63118 (8), the Benton Park area and 63108 (7), the Central West End.

Zip Code	Count
63110	10
63118	8
63108	7
63104	5
63103	3
63116	3
63139	3
63105	2
N/A	2
62040	1
63023	1
63101	1
63112	1
63132	1
63304	1

Question 2: What aspect of the three alternatives best meets your vision for transportation in the central corridor?

All responses to this question were coded with at least one theme. The table below summarizes the themes that received more than one comment attributed to it.

Full table can be found in Appendix 14.

Theme	Count
Bike-ped accessibility	13
Bus-only lanes	6
Alt 2 best results	5
Public transportation accessibility	4
Alt 2 bus-only lanes	3
Alt 3 best results	3
Bike-ped only lanes	3
Ramp consolidation	3
Redevelopment opportunities	3
Alt 2 bike-ped accessibility	2
Alt 3 bike-ped accessibility	2

Verbatim results organized by theme can be found in Appendix 15.

Question 3: Please provide your feedback on Alternative 1 (Analysis Phase).

All responses to this question were coded with at least one theme and separated between positives and concerns. The tables below highlight the themes mentioned, separated by sentiment, that received more than one comment attributed to it, separated by sentiment.

Full tables can be found in Appendix 16.

Alt 1 Positives	Count
Best results	4
Bike-ped accessibility	3
Theresa Ave connectivity	3
Grand ramp plans	2
No exit ramp lane additions	2

Alt 1 Concerns	Count
Bike-ped accessibility	8
Lane additions	4
Lane widening	2
Public transportation accessibility	2

Four (4) other comments were submitted about Alternative 1 and are listed below verbatim:

- Efficient ad cost sensitive *(sic)*
- Fine
- Not much
- Not siding enough money *(sic)*

Verbatim results organized by theme can be found in Appendix 17.

Question 4: Please provide your feedback on Alternative 2 (Analysis Phase).

All responses to this question were coded with at least one theme and separated between positives and concerns. The tables below highlight the themes mentioned, separated by sentiment, that received more than one comment attributed to it, separated by sentiment.

Full tables can be found in Appendix 18.

Alt 2 Positives	Count
Bus-only lanes	7
Bike-ped accessibility	5
Public transportation accessibility	4
Redevelopment opportunities	4
Theresa Ave plans	4
Best results	3
Bike-ped accessibility	3
Ramp reduction	3
Public transportation accessibility	2
Roundabout	2

Alt 2 Concerns	Count
Lane additions	7
Bike-ped accessibility	2
Shared-use paths	2

Three (3) other comments were submitted about Alternative 2. These miscellaneous themes are:

- Add stoplight at Chouteau
- Add rail tracks bridge over Grand
- General

Verbatim results organized by theme can be found in Appendix 19.

Question 5: Please provide your feedback on Alternative 3 (Analysis Phase).

All responses to this question were coded with at least one theme and separated between positives and concerns. The tables below highlight the themes mentioned, separated by sentiment, that received more than one comment attributed to it, separated by sentiment.

Full tables can be found in Appendix 20.

Alt 3 Positives	Count
Bike-ped accessibility	9
Public transportation accessibility	4
Best results	2
Bus-only lanes	2
Tower Grove bridge changes	2

Alt 3 Concerns	Count
Lane additions	7
Lane widening	5
Bike-ped accessibility	4
Plans	3
Bike-ped safety	2
Not cost-effective	2
Roundabout removal	2

Four (4) other comments were submitted about Alternative 3. These miscellaneous themes are listed below:

- Bike-ped accessibility on all bridges
- Bike-ped accessibility on Boyle
- Lane reductions EB I64 & Boyle
- Taxes
- Unclear on on-ramp EB I64

Verbatim results organized by theme can be found in Appendix 21.

Question 6: Additional Comments

All responses to this question were coded with at least one theme and separated between positives, concerns and recommendations/requests. The tables below highlight the themes mentioned, separated by sentiment, that received more than one comment attributed to it, separated by sentiment.

Full tables can be found in Appendix 22.

Additional Comments - Positives	Count
General positive sentiment	6
Bike-ped accessibility	3
Alternative 2	2
Bus-only lanes	2
Grand plans	2
Public meeting information	2
Theresa Ave plans	2

Additional Comments - Concerns	Count
Lane widening	8
Bike-ped accessibility	3
Lane additions	3
Traffic congestion	3
Grand not at-grade	2

Additional Comments - Recommendations/Requests	Count
Bike-ped accessibility	8
Public transportation accessibility	7
Prioritize multimodal transportation	6
Prioritize redevelopment opportunities	3
SLU connectivity	2

Verbatim results organized by theme can be found in Appendix 23.

Question 7: Please evaluate the Future 64 Public Meeting based on the criteria below.

Most comment form participants indicated that the Future64 Public Meeting was informative and well planned. The sentiment breakdown for each criterion is listed below.

The Future64 Public Meeting was informative.

Sentiment	Count
Agree	25
Strongly agree	18
Neutral	3
Disagree	2
Strongly disagree	0

The Future64 Public Meeting was well planned.

Sentiment	Count
Agree	24
Strongly agree	16
Neutral	6
Disagree	1
Strongly disagree	1

Question 8: How did you hear about the Future64 Public Meeting?

The most frequently cited method of learning about the Future64 Public Meeting was social media, including Facebook, Twitter, LinkedIn and Instagram. A complete count of how individuals learned about the public meeting is listed in the table below.

Method	Count
Social media (Facebook, Twitter, LinkedIn, Instagram)	27
Word of mouth	10
Other	9
Email	7
News	4
Newspaper	3
TV	2
Radio	1

Nine (9) individuals identified other means of learning about the public meeting. These verbatim responses are listed below:

- Sign by highway (3)
- NextSTL (2)
- CMS on hwy
- Community group presentation and highway sign
- I think Discover on Google - Phone
- My brother told me

Online Comment Summary

The online public meeting comment form was designed to solicit feedback on the self-guided webpage tour of the project, focusing on community equity, top goals for project outcomes and overall input. One hundred eighty three (183) online comment forms were submitted during the comment period.

Question 4: Zip code

Thirty six (36) unique zip codes were reported. The top zip code identified was 63110 (24), which primarily covers the area southeast of Forest Park in the Kings Oak area in the City of St. Louis, followed by 63108 (21), the Central West End and 63104 (21), the McKinley neighborhood in south St. Louis City.

Zip code	Count
63110	24
63108	21
63104	21
63116	13
63118	11
63139	10
63109	9
63112	8
63102	5
63103	5
63101	3
63122	3
63143	3
63376	3
63105	2
63106	2
63123	2
63130	2
63304	2

A complete list of all reported zip codes can be found in Appendix 24.

Question 1: Do these alternatives meet your vision for how I-64 supports your community?

All responses to this question were coded with at least one theme and separated between general positives, general concerns, general recommendations/requests and positives or concerns for each of the three alternatives. There were 108 comments with general positive attributes, 223 with general concerns, 47 with general recommendations, 20 about Alternative 1 (14 positive, 6 concerns), 110 about Alternative 2 (92 positive, 18 concerns) and 54 about Alternative 3 (38 positive, 16 concerns). The following tables summarize the themes that received more than one comment attributed to it, separated by sentiment.

General Comments

General Positive	Count
General positive sentiment	12
Bike-ped accessibility	11
Bike-ped safety	6
Bus-only lanes	4
Public transportation access	4
Does meet vision	3
Step in the right direction	3
At-grade Forest Park Parkway	2
General positive sentiment	2
Prioritize multimodal transportation	2
Redevelopment opportunities	2
Roundabouts	2
Theresa Ave bridge	2

General Concerns	Count
Bike-ped accessibility	22
Bike-ped safety	20
Lane additions	12
Traffic congestion	5
Congestion	4
Prioritize multimodal transportation	4
Prioritizing multimodal transportation	4
Barrier to community accessibility	3
Lane widening	3
Prioritizing bike-ped accessibility	3
Protected bike-ped lanes	3
Public transportation accessibility	3

SLU accessibility	3
Vehicle safety	3
Intersection safety	2
Lack of bike-ped access	2
Lane expansion	2
Prioritize bike-ped safety	2
SLU connectivity	2
Speeding	2
Vehicle speeding	2

Other/N/A/General Recommendation	Count
Prioritize multimodal transportation	2

Full tables can be found in Appendix 25.

Alternative 1

Alt 1 Pos	Count
Best results	2
Bike-ped accessibility	2

No Alt 1 Concerns received more than one comment.

Full tables can be found in Appendix 26.

Alternative 2

Alt 2 Pos	Count
Best results	21
Bike-ped accessibility	13
Bus-only lanes	6
Redevelopment opportunities	4
Bike-ped safety	3
Public transportation accessibility	2
Roundabout	2
Theresa Ave connectivity	2
Theresa Ave pedestrian bridge	2

Alt 2 Concern	Count
Bike-ped accessibility	4
Lane additions	2

Full tables can be found in Appendix 27.

Alternative 3

Alt 3 Pos	Count
Best results	11
Bike-ped accessibility	5
Congestion improvement	2

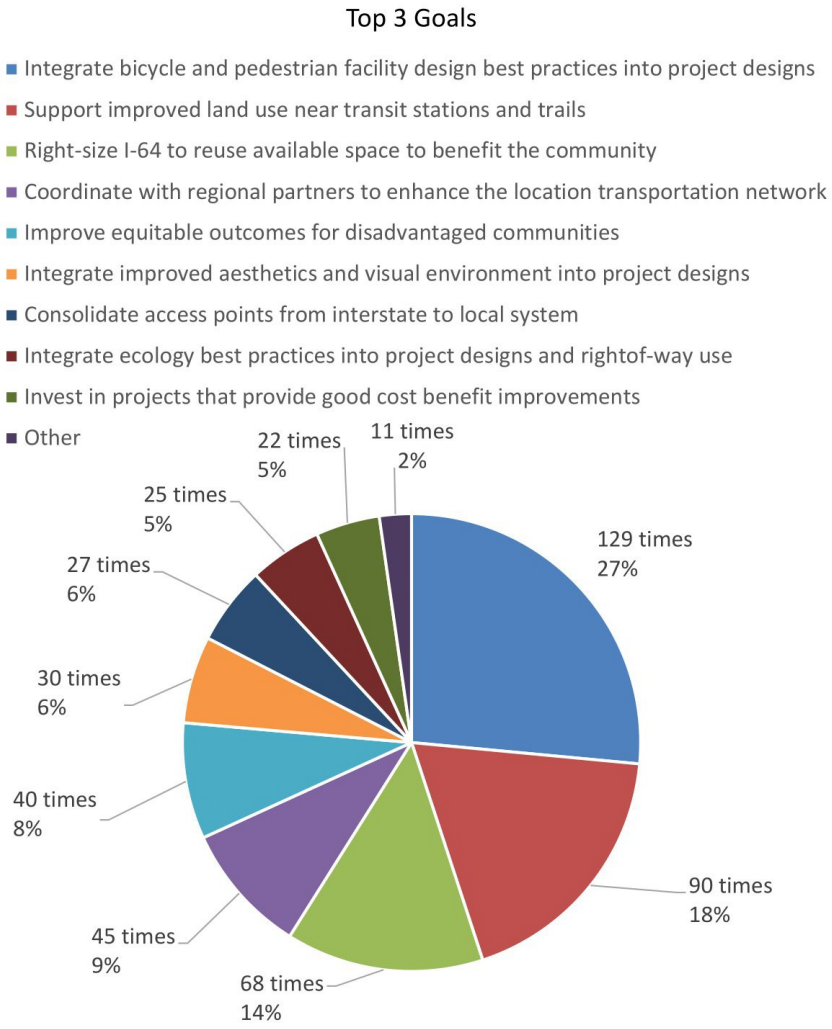
No Alt 3 Concerns received more than one comment.

Full tables can be found in Appendix 28.

All verbatim comments, coded, for Question 1 can be found in Appendix 29.

Question 2: Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values. Select your TOP 3 goals from the list below.

The following chart highlights how many times each goal was identified in the top three goals. Each goal is accompanied by the number of times it was included in the top three and percentage of how many times it was in the top three relative to the other goals.



Eleven (11) individuals identified other goals. These verbatim responses are listed below:

- Car access into and through the area.
- Connect I64 with I44 and I55.
- Fix Hampton and Kingshighway daily nightmare.
- Improve traffic safety in the corridor and reduce back up and accidents during rush hours.
- Minimizing further expansion of MODOT right of way, which has already negatively impacted the City of St. Louis over many decades.
- Minimizing infrastructure liabilities by reducing the number of car lanes and paved surfaces in favor of other modes of transportation that move more people and cost less to maintain such as light rail and protected bike lanes. For example, turning a 4 lane road into a 2 lane road with a protected bike path and parking so there's less wear and tear to maintain.
- Reduce congestion.
- Reduce crashes using Data Driven Safety and focus on congestion mitigation.
- Repair and maintain crumbling concrete
- Stop designing a transportation network that encourages car only transportation.
- Winter road conditions safety issues.

A data table reflecting this information can be found in Appendix 30.

Question 3: What else would you recommend improving in this area of I-64 and why?

All responses to this question were coded with at least one theme and separated between positives, concerns and recommendations/requests. There were 187 comments containing recommendations/requests, 46 comments containing concerns and 31 comments containing positives. The tables below summarize the themes that received more than one comment attributed to it, separated by sentiment.

Positives	Count
Bike-ped safety	3
At-grade intersections	2
Bike-ped accessibility	2
Bus-only lanes	2

Concerns	Count
Bike-ped accessibility	6
Lane additions	5
Bike-ped safety	3
Lane expansion	3
Public transportation accessibility	2

General Recommendations	Count
Prioritize multimodal transportation	18
Bike-ped accessibility	15
Prioritize bike-ped accessibility	11
Prioritize redevelopment opportunities	8
Prioritize bike-ped safety	7
Minimize highway footprint	6
Protected bike lanes	6
Prioritize public transportation accessibility	5
Pedestrian bridge connecting The Foundry and the Armory	3
Pedestrian bridge from The Foundry to the Armory	3
Redevelopment opportunities	3
No changes needed	2
Prioritize aesthetic improvements	2
Public transportation accessibility	2
Reduce lanes	2
Reduce slip lanes	2
Reduce vehicle speeds	2
Widen sidewalks	2

Full tables can be found in Appendix 31.

Verbatim comments, coded, can be found in Appendix 32.

Additional Comments and Questions

Participants in the online public meeting submitted questions and comments directly to the project team via phone, email and the online public meeting contact form. These comments received direct responses from the project team.

See the Additional Comments and Questions analysis below for coded comments (where possible) and Appendix 33 for the verbatim additional comments and questions, coded. Responses from the appropriate Future64 project team member can be found in Appendix 34.

Additional Comments and Questions Themes	Count
Bike-ped accessibility	15
Public transportation accessibility	8
Lane widening	7
Prioritize multimodal transportation	6
General positive sentiment	5
Armory connectivity	4
Bus-only lanes	4
Foundry connectivity	4
Redevelopment opportunities	4
Lane additions	3
Prioritize redevelopment opportunities	3
SLU connectivity	3
Theresa Ave plans	3
Traffic congestion	3
Alternative 2	2
Brickline connectivity	2
Grand not at-grade	2
Grand plans	2
No study east of Jefferson	2
Public meeting information	2
Shared-use paths	2
Aesthetic improvements	1
Alt 2 Bernard plans	1
Alt 2 Best results	1
Alt 2 Disruptive	1
Alt 2 EB On ramp at Grand	1

Alt 2 Grand plans	1
Alt 2 Not cost effective	1
Alt 2 Theresa Ave connectivity	1
Alt 3 Best results	1
Alt 3 Boyle Ave plans	1
Alternative 2 ramps	1
Alternative 2 redevelopment opportunities	1
Alternative 3 on/off ramps	1
At-grade intersection at Grand/Forest Park	1
At-grade intersection Grand & Forest Park	1
Bernard not connected to Grand	1
Bike-ped safety	1
Citizen advisory committee	1
Community connectivity	1
Community input	1
Commuter equity	1
Confusing maps	1
Confusing meeting	1
Connectivity	1
Crowded public meeting	1
Eastbound connection Vandeventer to I-64	1
EB On-ramp addition	1
EB Ramp removal	1
Forest Park/Market connectivity	1
Grade-separated lanes	1
Helpful project team	1
Intersection visibility	1
Land reclamation	1
Lane widenings	1
Market St connectivity	1
Market St. connectivity	1
Metrolink accessibility	1
Nearby schools	1
Noise	1
North-South connectivity	1

Not enough changes to Vandeventer	1
Off-ramp roundabout EB to Bernard/Grand	1
On-off ramp changes	1
On/off ramp consolidation	1
Park accessibility	1
Pollution	1
Prioritize bike-ped accessibility	1
Prioritize green infrastructure	1
Prioritizing multimodal transportation	1
Protected bike-ped lanes	1
Protected bike-ped paths	1
Public meeting format	1
Public meeting not well-advertised	1
Public meeting presenters	1
Public transportation accessibility	1
Public transportation infrastructure	1
Ramp consolidation	1
Rapid bus transit Kingshighway and Grand	1
Redesign Kingshighway on-ramp	1
Redesign Skinker off-ramp	1
Reduce billboard signage	1
Reevaluate Kingshighway entry lane	1
Retain EB access to Spruce St./Compton South	1
Roundabout	1
Shoulder widening	1
SLU accessibility	1
Small font visuals	1
Speeding	1
Spring Ave not reconnected	1
Target coded as grocery store	1
Vehicle safety	1
WB Chaifetz traffic	1
WB on-ramp on Market	1

Compiled Comment Summary

The data below is a compilation of the comments received from the in-person comment form and the online comment form. Though the comment forms were based on slightly different information and contained different questions, comment data can be aggregated to determine sentiments about each alternative, general feedback about the project overall and demographic information. This section compiles information from forty nine (49) in-person public meeting comment forms and one hundred eighty three (183) online comment forms, totaling two hundred thirty two (232) comment forms. The results for each topic can be found in the section below.

Zip Code

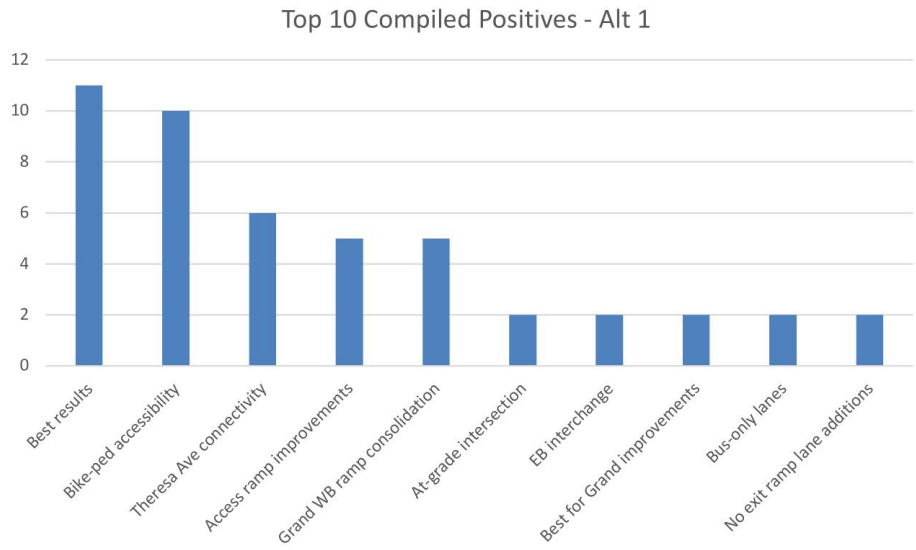
The tables below show the top ten zip codes from where comments were submitted. The top zip code identified was 63110 (34), which primarily covers the area southeast of Forest Park in the Kings Oak area in the City of St. Louis, followed by 63108 (28), the Central West End and 63104 (26), the McKinley neighborhood in south St. Louis City.

Zip Code	Count
63110	34
63108	28
63104	26
63118	19
63116	16
63139	13
63109	9
63112	9
63103	8
63102	5

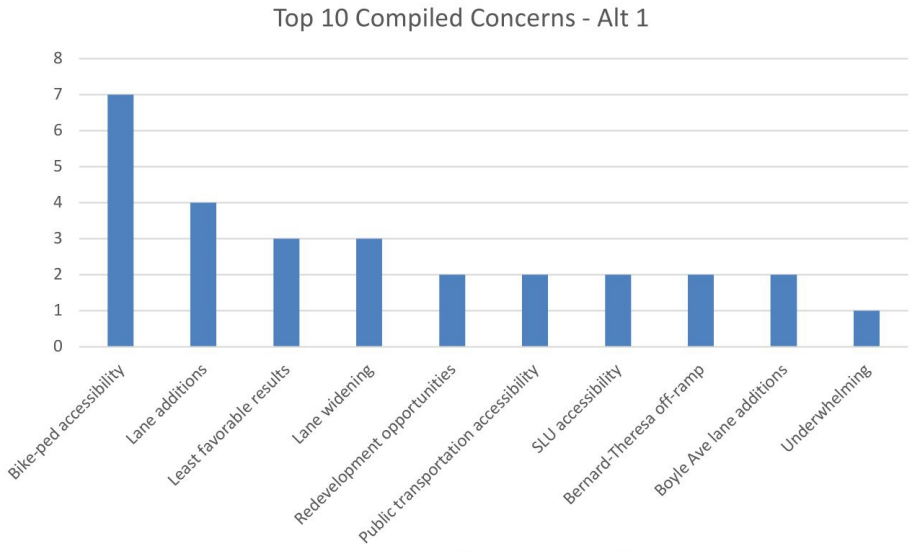
Full compiled table can be found in Appendix 35.

Alternative 1 Feedback

The following tables show the top ten positives and concerns mentioned regarding Alternative 1. The same top 10 lists are illustrated two ways: a bar chart and a table.



Compiled Positives – Alt 1	Count
Best results	11
Bike-ped accessibility	10
Theresa Ave connectivity	6
Access ramp improvements	5
Grand WB ramp consolidation	5
At-grade intersection	2
EB interchange	2
Best for Grand improvements	2
Bus-only lanes	2
No exit ramp lane additions	2

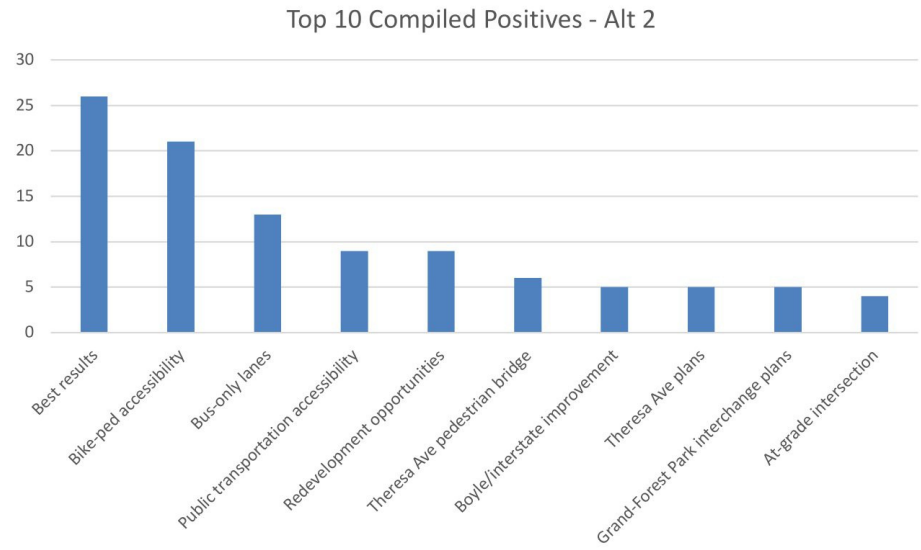


Compiled Concerns – Alt 1	Count
Bike-ped accessibility	7
Lane additions	4
Least favorable results	3
Lane widening	3
Redevelopment opportunities	2
Public transportation accessibility	2
SLU accessibility	2
Bernard-Theresa off-ramp	2
Boyle Ave lane additions	2
Underwhelming	1

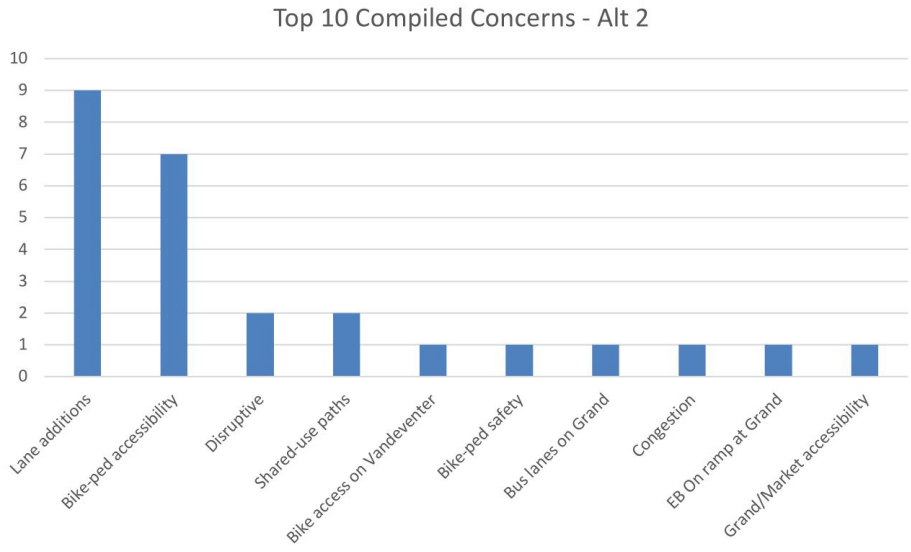
The complete lists of compiled themes can be found in Appendix 36.

Alternative 2 Feedback

The following tables show the top ten positives and concerns mentioned regarding Alternative 2. The same top 10 lists are illustrated two ways: a bar chart and a table.



Compiled Positives – Alt 2	Count
Best results	26
Bike-ped accessibility	21
Bus-only lanes	13
Public transportation accessibility	9
Redevelopment opportunities	9
Theresa Ave pedestrian bridge	6
Boyle/interstate improvement	5
Grand-Forest Park interchange plans	5
Theresa Ave plans	5
At-grade intersection	4

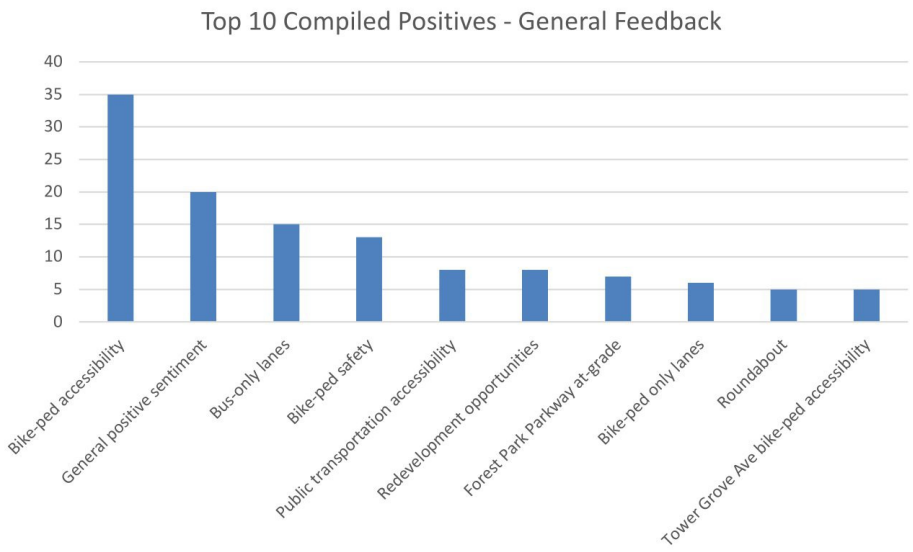


Compiled Concerns – Alt 2	Count
Lane additions	9
Bike-ped accessibility	7
Disruptive	2
Shared-use paths	2
Bike access on Vandeventer	1
Bike-ped safety	1
Bus lanes on Grand	1
Congestion	1
EB On ramp at Grand	1
Grand/Market accessibility	1

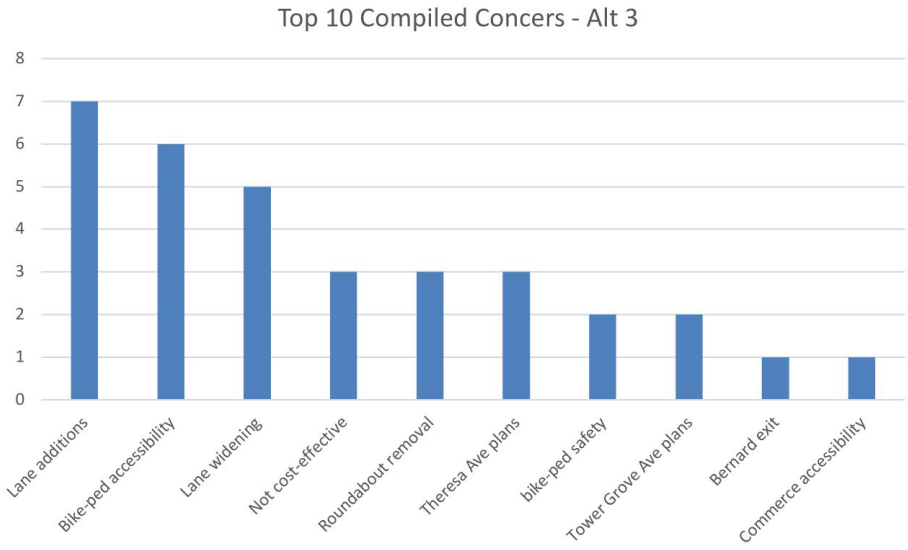
The complete lists of compiled themes can be found in Appendix 37.

Alternative 3 Feedback

The following tables show the top ten positives and concerns mentioned regarding Alternative 3. The same top 10 lists are illustrated two ways: a bar chart and a table.



Compiled Positives – Alt 3	Count
Best results	17
Bike-ped accessibility	15
Public transportation accessibility	5
WB interchange	4
Bus-only lanes	3
Cost-effective	3
Bike-ped safety	2
Boyle Ave plans	2
Congestion improvements	2
Grand-Forest Park interchange plans	2

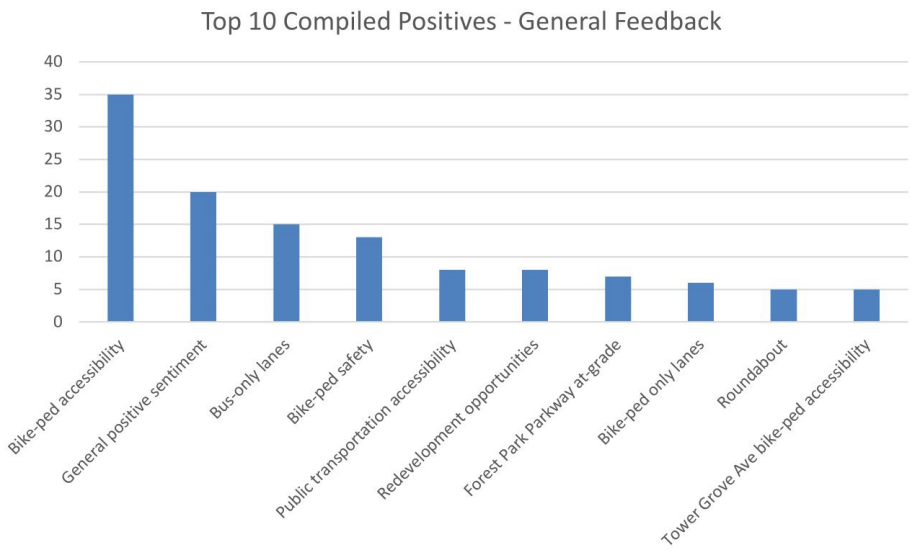


Compiled Concerns – Alt 3	Count
Lane additions	7
Bike-ped accessibility	6
Lane widening	5
Not cost-effective	3
Roundabout removal	3
Theresa Ave plans	3
bike-ped safety	2
Tower Grove Ave plans	2
Bernard exit	1
Commerce accessibility	1

The complete lists of compiled themes can be found in Appendix 38.

General Feedback

The following tables shows the top ten positives mentioned regarding the Future64 project overall. The same top 10 lists are illustrated two ways: a bar chart and a table.

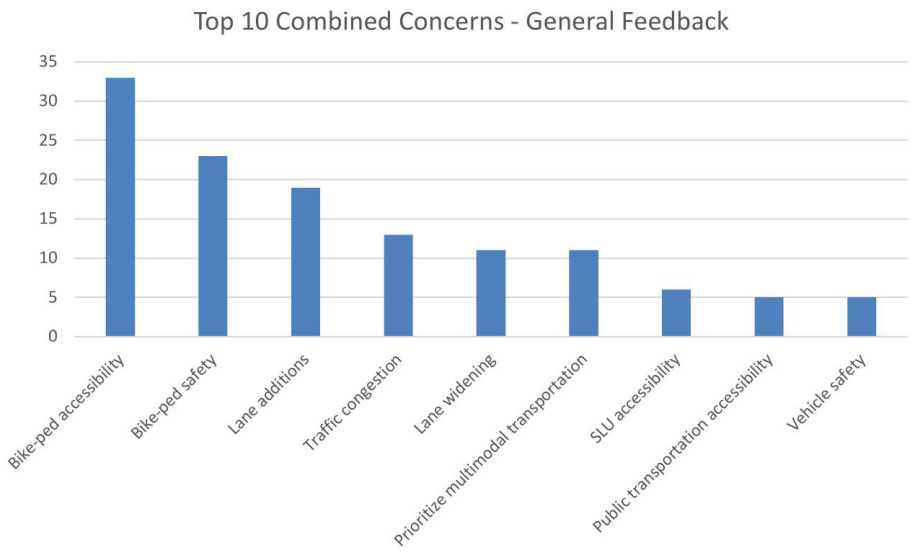


Compiled General Concerns	Count
Bike-ped accessibility	33
Bike-ped safety	23
Lane additions	19
Traffic congestion	13
Lane widening	11
Prioritize multimodal transportation	11
SLU accessibility	6
Public transportation accessibility	5
Vehicle safety	5
Barriers to community accessibility	4

The complete list of compiled themes can be found in Appendix 39.

General Concerns

The following charts show the top ten concerns mentioned regarding the Future64 project overall. The same top 10 lists are illustrated two ways: a bar chart and a table.

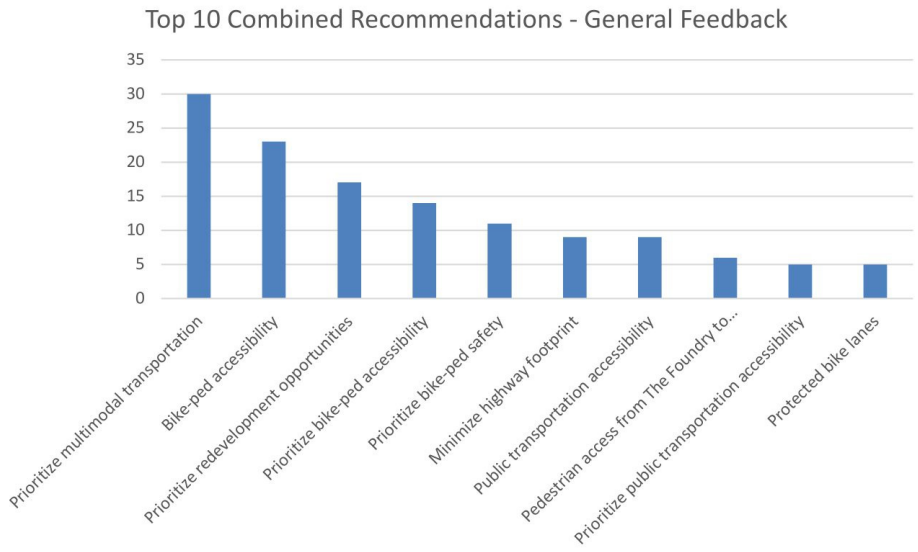


Compiled Concerns – General Feedback	Count
Bike-ped accessibility	33
Bike-ped safety	23
Lane additions	19
Traffic congestion	13
Lane widening	11
Prioritize multimodal transportation	11
SLU accessibility	6
Public transportation accessibility	5
Vehicle safety	5
Barriers to community accessibility	4

The complete list of compiled themes can be found in Appendix 40.

General Recommendations

The following charts show the top ten recommendations mentioned regarding the Future64 project overall. The same top 10 lists are illustrated two ways: a bar chart and a table.



Compiled Recommendations – General Feedback	Count
Prioritize multimodal transportation	30
Bike-ped accessibility	23
Prioritize redevelopment opportunities	17
Prioritize bike-ped accessibility	14
Prioritize bike-ped safety	11
Minimize highway footprint	9
Public transportation accessibility	9
Pedestrian access from The Foundry to the Armory	6
Prioritize public transportation accessibility	5
Protected bike lanes	5

The complete list of compiled themes can be found in Appendix 41.

Appendices

Appendix 1: In-person Public Meeting Sign-in Sheet

Public Meeting

Sign-In Sheet

Wednesday, January 18, 2023
4:00 – 7:00 pm

PLEASE PRINT CLEARLY!

FIRST NAME	LAST NAME	Zip Code	EMAIL ADDRESS	PHONE

Appendix 2: In-person Public Meeting Informational Boards

1

Future64 Study

WELCOME

The central corridor between Kingshighway and Jefferson is vibrant and changing. The Missouri Department of Transportation (MoDOT) wants to ensure bridges and interchanges are optimized for modern travel. The first step in this process is a planning and environmental linkages (PEL) study to analyze long term goals for improvements to the corridor.

KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER

MoDOT

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Study Area

2



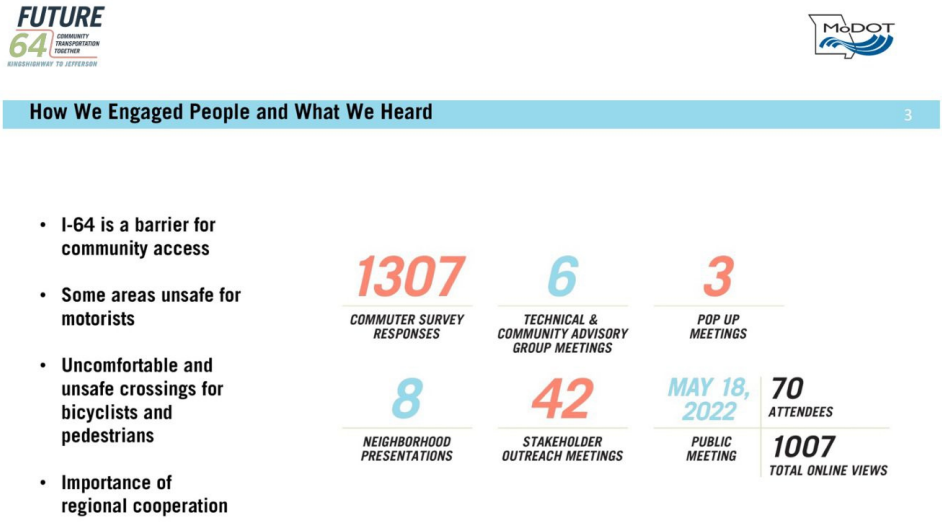
THE COMMON-WEALTH OF MISSOURI CITY OF ST. LOUIS

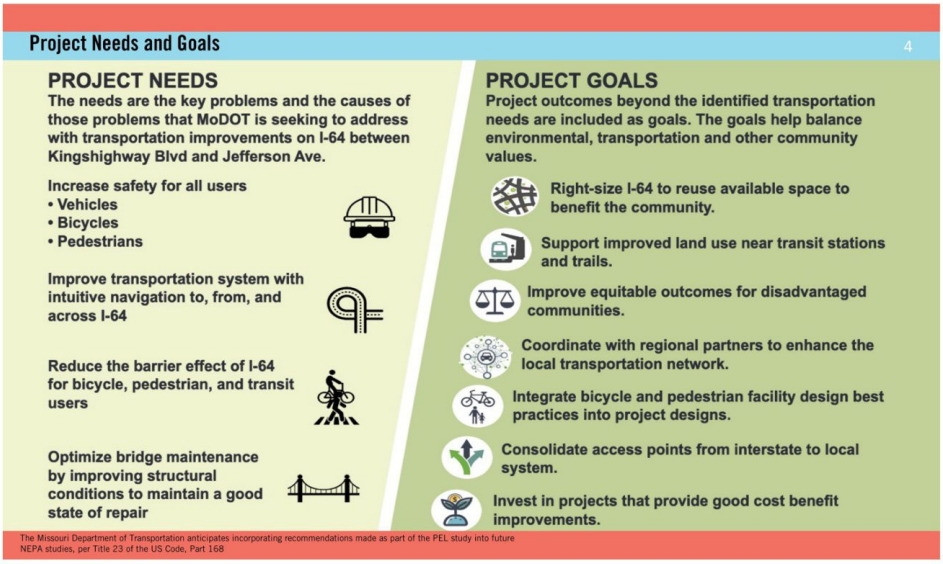
EAST-WEST GATEWAY Council of Governments
Creating Solutions Across Jurisdictional Boundaries

MoDOT

Great Rivers Greenway

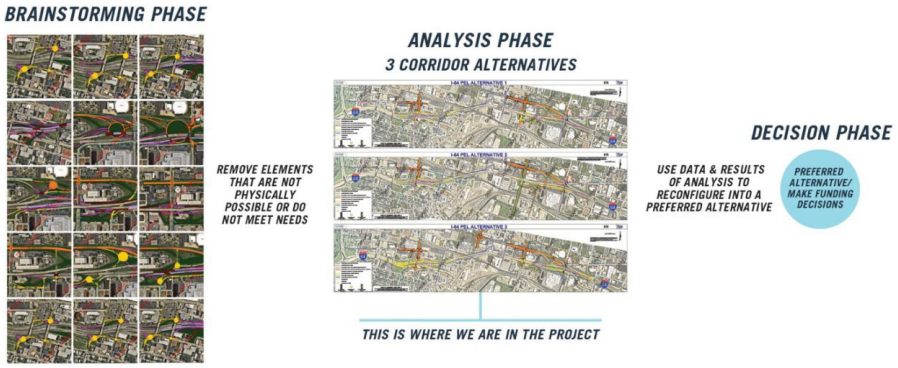
metro


How We Engaged People and What We Heard
3
• I-64 is a barrier for community access
• Some areas unsafe for motorists
• Uncomfortable and unsafe crossings for bicyclists and pedestrians
• Importance of regional cooperation
1307
COMMUTER SURVEY RESPONSES
6
TECHNICAL & COMMUNITY ADVISORY GROUP MEETINGS
3
POP UP MEETINGS
8
NEIGHBORHOOD PRESENTATIONS
42
STAKEHOLDER OUTREACH MEETINGS
MAY 18, 2022
PUBLIC MEETING
70
ATTENDEES
1007
TOTAL ONLINE VIEWS


Project Needs and Goals
4
PROJECT NEEDS
The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.
Increase safety for all users
• Vehicles
• Bicycles
• Pedestrians
Improve transportation system with intuitive navigation to, from, and across I-64
Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users
Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
PROJECT GOALS
Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.
Right-size I-64 to reuse available space to benefit the community.
Support improved land use near transit stations and trails.
Improve equitable outcomes for disadvantaged communities.
Coordinate with regional partners to enhance the local transportation network.
Integrate bicycle and pedestrian facility design best practices into project designs.
Consolidate access points from interstate to local system.
Invest in projects that provide good cost benefit improvements.
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Decision-Making Process

5



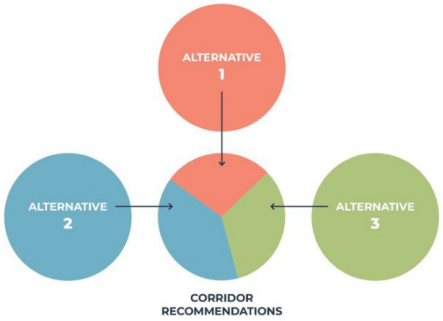
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Corridor Alternatives

6

Three Corridor Alternatives

- These alternatives were assembled to show and analyze the whole range of ideas
- Elements from each alternative that best meet the needs and goals of the project will be recommended for analysis in the decision phase



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

No Build (Analysis Phase)

7

13 bridges need major repairs or replacement at $100 Million cost



Safety issues remain unresolved in the corridor for people driving, walking, and cycling



Includes planned improvements by Great Rivers Greenway and City of St. Louis

- Adds 12 miles of bicycle and pedestrian improvements, including new crossing near Foundry/Armory
- Replaces Compton bridge over railroad with enhanced bike/ped facilities

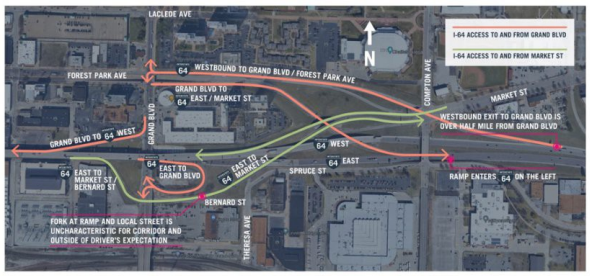
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

No Build 2050 (Analysis Phase)

8

Access to and from I-64 will continue to be a challenge to navigate

- Exits are out of order
- Interchanges connect to multiple roadways
- Partial interchanges inside full interchanges



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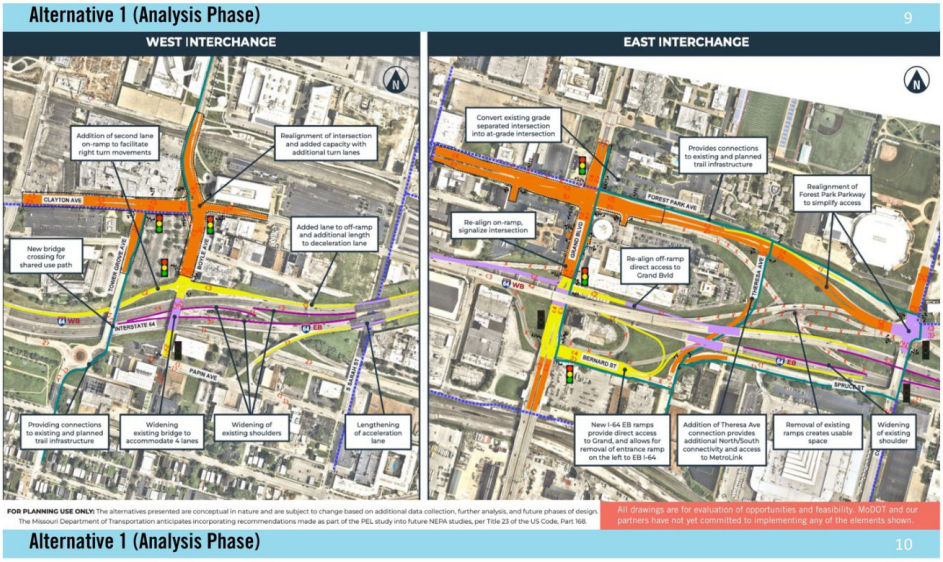


Improved Navigation

- Exits from I-64 are in order
- Consolidates access at Boyle Ave and Grand Blvd interchanges but does continue to utilize Forest Park Ave

Reduction in Barrier Effect

- Provides I-64 crossing at Theresa Ave.
- Offers least improved access to Grand MetroLink

Expected good traffic flow on I-64

- Anticipates congestion at Grand Blvd at Forest Park Ave

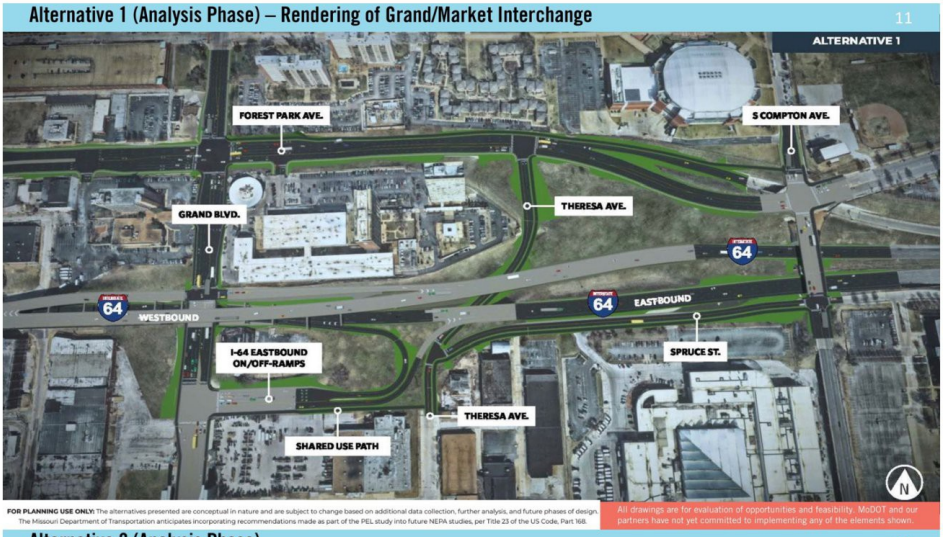
Improved Safety

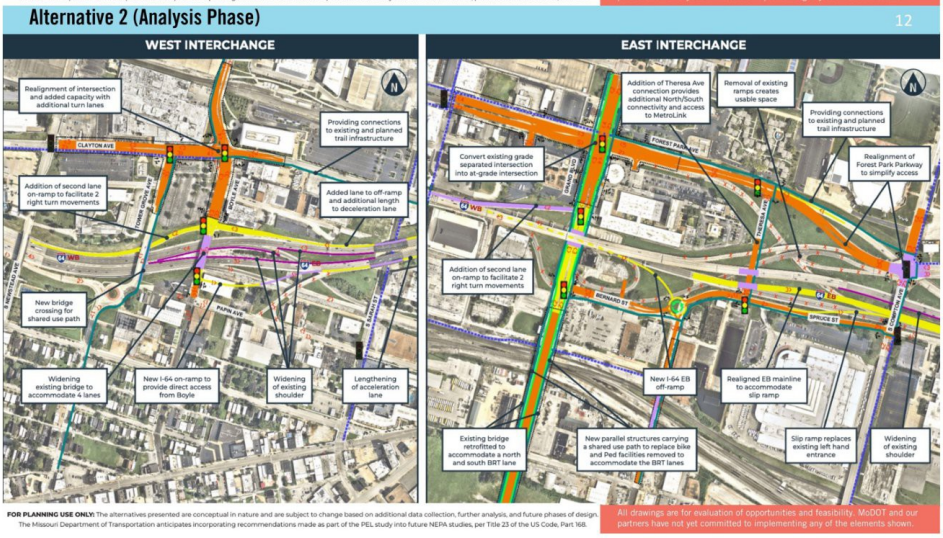
- Improves interchange ramps, shoulders, and traffic flow
- Adds separated bike/ped facilities

Eliminates 6 bridges in need of repairs or replacement

Alternative 1 is the lowest cost option

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168


Alternative 1 (Analysis Phase) – Rendering of Grand/Market Interchange
11
ALTERNATIVE 1
FOREST PARK AVE.
S COMPTON AVE.
GRAND BLVD.
THERESA AVE.
64
WESTBOUND
EASTBOUND
I-64 EASTBOUND ON/OFF-RAMPS
SPRUCE ST.
THERESA AVE.
SHARED USE PATH
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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.
All drawings are for evaluation of opportunities and feasibility. MoDOT and our partners have not yet committed to implementing any of the elements shown.


Alternative 2 (Analysis Phase)
12
WEST INTERCHANGE
EAST INTERCHANGE
Realignment of intersection and added capacity with additional turn lanes
Providing connections to existing and planned trail infrastructure
CLAYTON AVE
Addition of second lane on-ramp to facilitate 2 right turn movements
Added lane to off-ramp and additional length to deceleration lane
New bridge crossing for shared use path
PAGE AVE
Widening existing bridge to accommodate 4 lanes
New I-64 on-ramp to provide direct access from Boyle
Widening of existing shoulder
Lengthening of acceleration lane
Addition of Theresa Ave connection provides additional North/South connectivity and access to MetroLink
Removal of existing ramps creates usable space
Providing connections to existing and planned trail infrastructure
Realignment of Forest Park Parkway to simplify access
Convert existing grade separated intersection into at-grade intersection
Addition of second lane on-ramp to facilitate 2 right turn movements
SPRUCE ST
New I-64 EB off-ramp
Realigned EB mainline to accommodate slip ramp
Existing bridge retrofitted to accommodate a north and south BRT lane
New parallel structures carrying a shared use path to replace bike and Ped facilities removed to accommodate the BRT lanes
Slip ramp replaces existing left hand entrance
Widening of existing shoulder
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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.
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Alternative 2 (Analysis Phase)

13

Improved Navigation

- Exits from I-64 are in order
- Consolidates access at Boyle Ave and Grand Blvd interchanges

Reduction in Barrier Effect

- Provides a Theresa Ave. crossing of I-64 and railroad
- Improves access to Grand MetroLink
- Adds bus only lanes on section of Grand Blvd

Expected good traffic flow on I-64

Improved Safety

- Improves interchange ramps, shoulders, and traffic flow
- Adds separated bike/ped facilities

Eliminates 8 bridges in need of repairs or replacement

Alternative 2 is highest cost for local street improvements

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Alternative 2 (Analysis Phase) – Rendering of Grand/Market Interchange

14



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. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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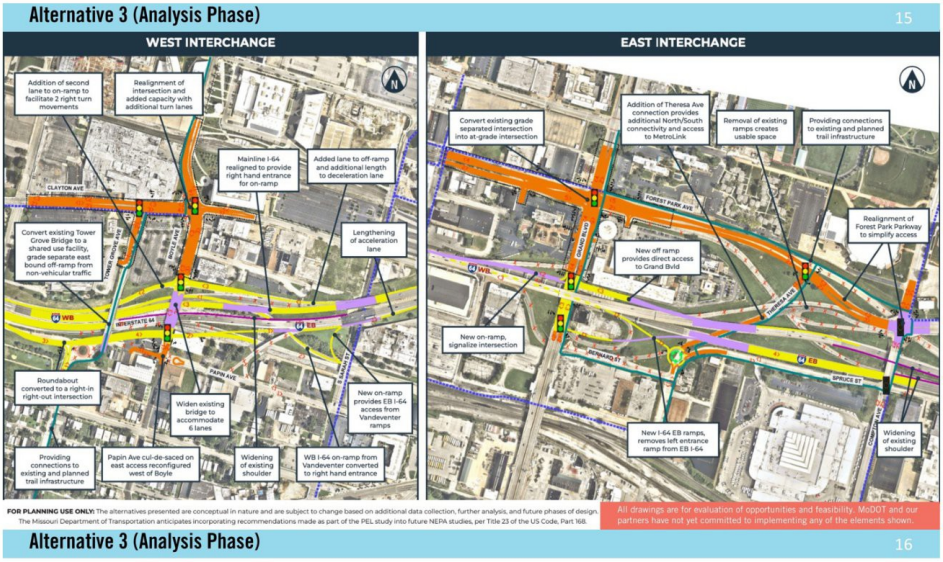

Improved Navigation

- Exits from I-64 are in order
- Consolidates access at Boyle Ave and Grand Blvd interchanges
- Consolidates Vandeventer and Tower Grove off ramp, provides new EB access from Vandeventer
- Requires out of your way travel to access Grand Blvd

Reduction in Barrier Effect

- Provides I-64 Theresa Ave. crossing
- Improves access to Grand MetroLink
- Adds bus only lanes on section of Grand Blvd

Expected good traffic flow on I-64

Improved Safety

- Improves interchange ramps, shoulders, and traffic flow
- Adds separated bike/ped facilities

Eliminates 7 bridges in need of repairs or replacement

Alternative 3 is highest overall cost

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Alternative 3 (Analysis Phase) – Rendering of Grand/Market Interchange

17



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Community Benefit Assessment

18

PROJECT GOAL: PROTECT COMMUNITY ASSETS

SCORE SUMMARY

10 MIN WALK RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Marginal	High
Higher Education	Medium	Marginal	Medium
Hospitals	Marginal	Low	Low
Community Services	Low	Marginal	Low
Schools	Marginal	Marginal	Marginal
Other Community Assets	High	Medium	High
OVERALL SCORE	Medium	Low	Medium

10 MIN BIKE RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Low	Low
Higher Education	Low	Low	Low
Hospitals	Low	Low	Low
Community Services	Low	Low	Low
Schools	Marginal	Low	Low
Other Community Assets	Medium	Medium	Marginal



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Community Benefit Assessment

19

PROJECT GOAL: IMPROVE QUALITY OF LIFE

SCORE SUMMARY

10 MIN WALK RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Medium	Low	High
Commercial and Entertainment Destinations	Medium	Marginal	Medium
Groceries	High	Low	High
Parks	Marginal	Marginal	Low
OVERALL SCORE	Medium	Low	High

10 MIN BIKE RADIUS – OVERALL AVERAGES

Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Low	Low	Low
Commercial and Entertainment Destinations	Low	Low	Low
Groceries	Medium	Medium	Medium
Parks	Marginal	Marginal	Marginal
OVERALL SCORE	Low	Low	Low

QUALITY OF LIFE

QUALITY OF LIFE DESTINATIONS MAP



QUALITY OF LIFE & TRANSIT



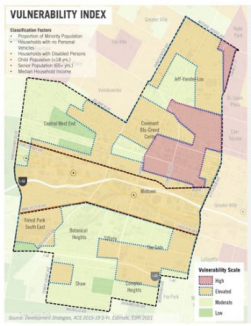
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Community Benefit Assessment

20

PROJECT GOAL: IMPROVED ACCESS FOR UNDERSERVED COMMUNITIES

VULNERABILITY INDEX



PROJECT GOAL: IMPROVED ACCESS FOR UNDERSERVED COMMUNITIES

SUMMARY

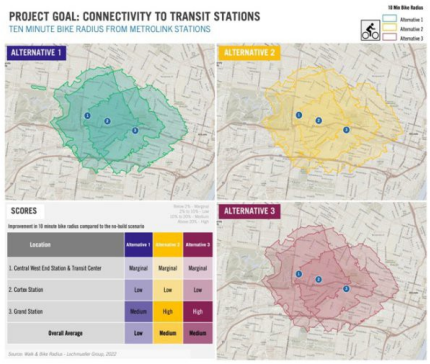
ALTERNATIVES RANKED FOR ACREAGE OF 10 MIN WALKSHED SERVING VULNERABLE AREAS

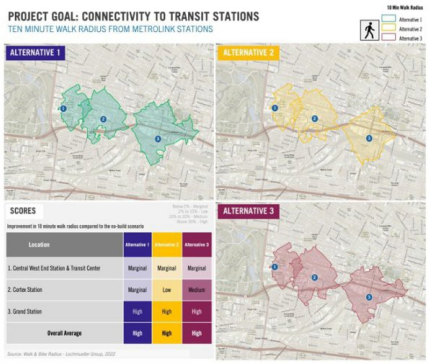
Community Assets	Rank 1	Rank 2	Rank 3
Health Clinics	Alternative 3	Alternative 1	Alternative 2
Higher Education	Alternative 3	Alternative 1	Alternative 2
Hospitals	Marginal Variation		
Community Services	Alternative 3	Alternative 1	Alternative 2
Schools	Marginal Variation		
Other Community Services	Alternative 1	Alternative 3	Alternative 2
Quality Of Life	**Rank 1**	**Rank 2**	**Rank 3**
Major Employers	Alternative 3	Alternative 1	Alternative 2
Commercial and Entertainment Locations	Alternative 3	Alternative 1	Alternative 2
Parks	Alternative 3	Alternative 2	Alternative 1
Grocery Stores	Alternative 3	Alternative 1	Alternative 2
Transit Stops	**Rank 1**	**Rank 2**	**Rank 3**
Transit Stops	Alternative 1	Alternative 3	Alternative 2

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Community Benefit Assessment

21



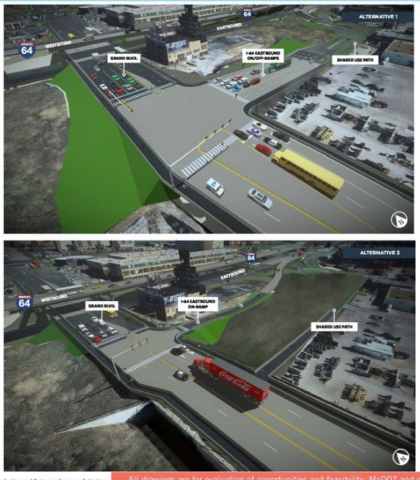


The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

View of Grand, south of I-64, in each alternative

22





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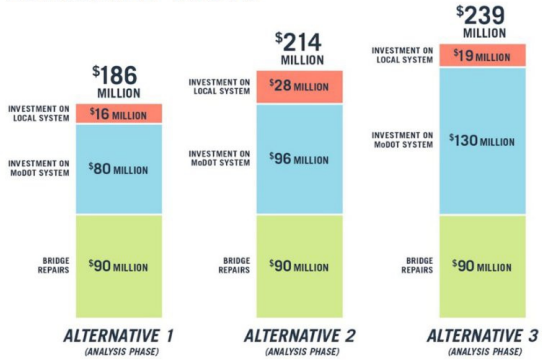
Implementation and Cost

23

ESTIMATED COSTS



- The cost for the three alternative options varies
- MoDOT must invest approximately $100 million to maintain I-64 in the study area
- As the study moves forward, MoDOT will create an action plan that identifies investment priorities such as bridge improvements and identify elements that need further development with the study partners

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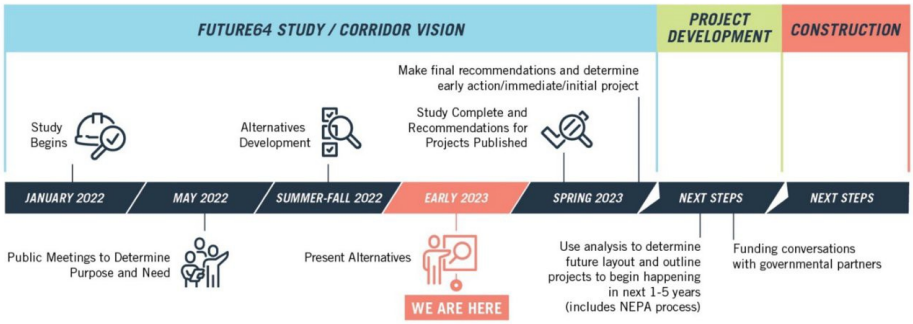
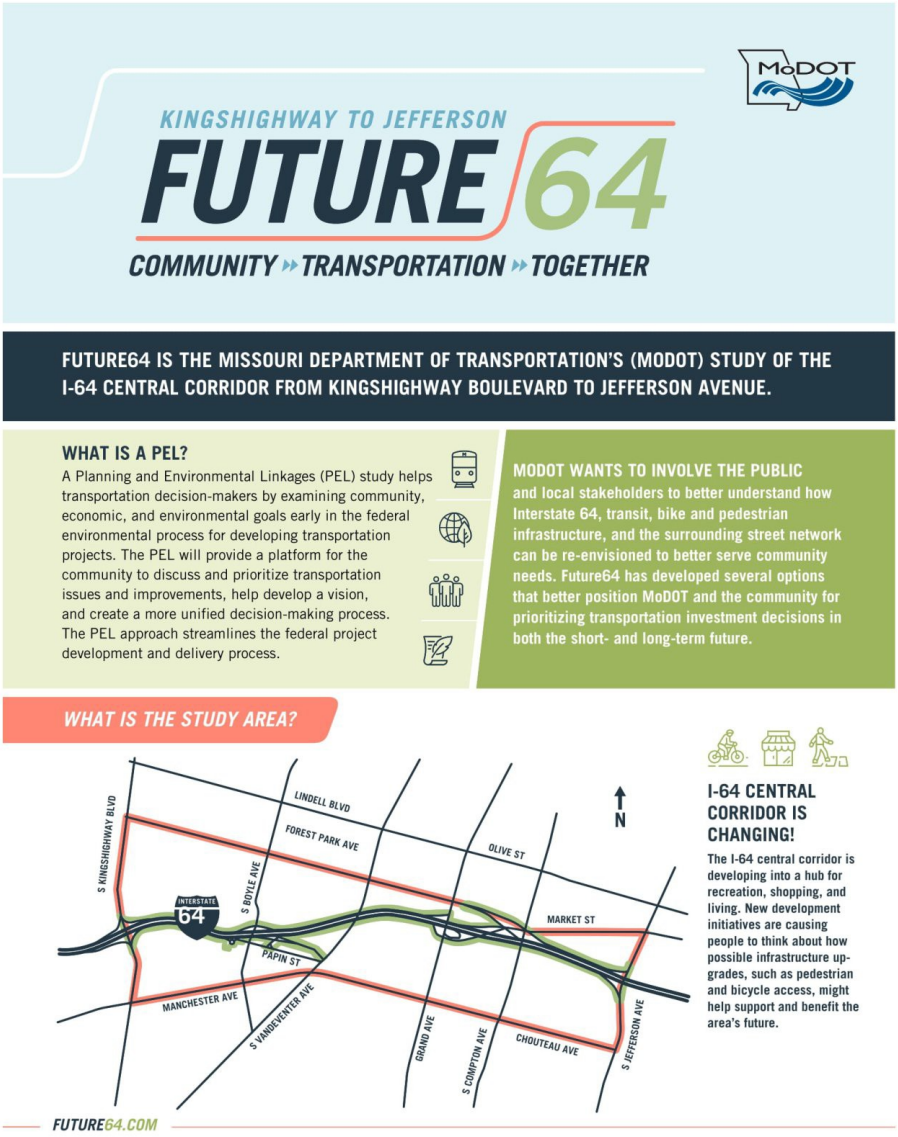
All estimates are for evaluation of opportunities and feasibility. MoDOT and our partners have not yet committed to implementing any of the proposed elements.



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

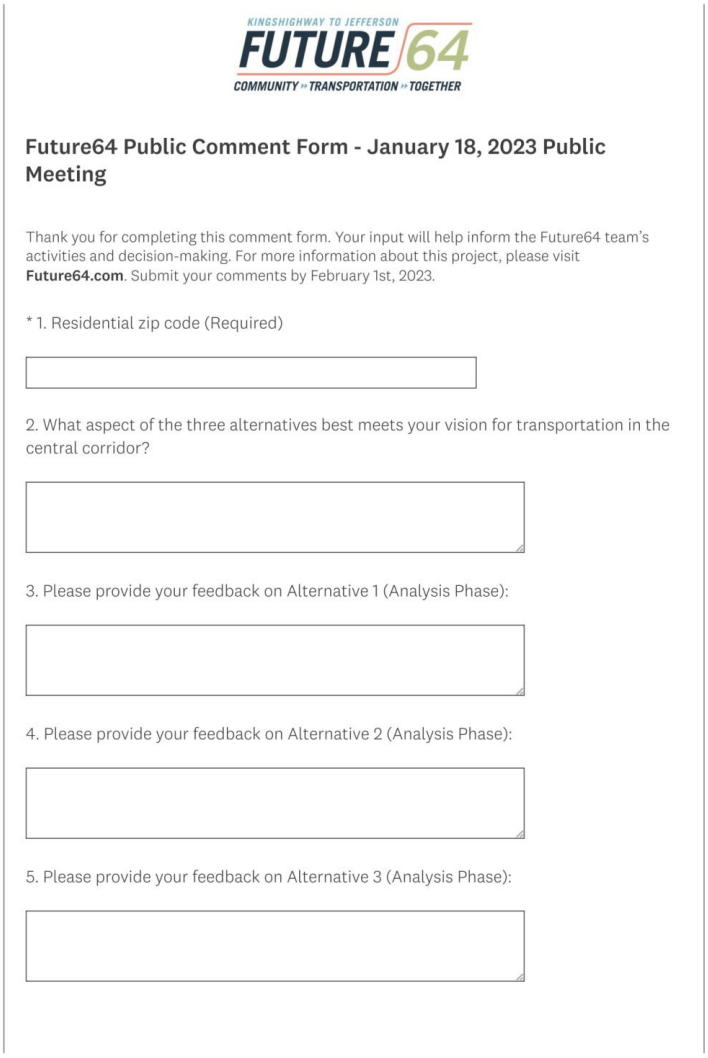
24

Appendix 3: In-person Public Meeting Handout




KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER
WHO IS LEADING FUTURE64?
The Missouri Department of Transportation (MoDOT) is conducting Future64 partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway. Several community partners are also involved. This planning approach helps develop creative transportation solutions that support a future where transportation and land use work together for improved community health, safety, and well-being.
Scan for virtual meeting
HOW CAN I BE INVOLVED IN FUTURE64?
The public can contribute to the development of transportation solutions in a number of ways: Share your experience traveling the corridor as a motorist, cyclist, pedestrian, or transit user. Share the problems and needs as a transportation user and what can be better. Participate in community meetings and surveys. Check out FUTURE64.COM for the virtual meeting and to leave comments for the project team.
or EMAIL SLI64CentralCorridor@modot.mo.gov or CALL Chandra Taylor of Vector Communications at 314.391.8442
FUTURE64 STUDY TIMELINE
After the Future64 study is complete, there will be future planning in the project development phase. To view full schedule, see the Future64 website "About" page.
Study Begins
Alternatives Development
Study Complete and Recommendations for Projects Published
JANUARY 2022
MAY 2022
SUMMER-FALL 2022
EARLY 2023
SPRING 2023
Public Meetings to Determine Purpose and Need
Present Alternatives
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.
QUESTIONS? FOR STUDY UPDATES, VISIT FUTURE64.COM OR CALL 314-391-8442.
FUTURE64.COM

Appendix 4: In-person Public Meeting Comment Form



KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY » TRANSPORTATION » TOGETHER

Future64 Public Comment Form - January 18, 2023 Public Meeting

Thank you for completing this comment form. Your input will help inform the Future64 team's activities and decision-making. For more information about this project, please visit **Future64.com**. Submit your comments by February 1st, 2023.

* 1. Residential zip code (Required)

2. What aspect of the three alternatives best meets your vision for transportation in the central corridor?

3. Please provide your feedback on Alternative 1 (Analysis Phase):

4. Please provide your feedback on Alternative 2 (Analysis Phase):

5. Please provide your feedback on Alternative 3 (Analysis Phase):

6. Additional Comments:

7. Please evaluate the Future64 Public Meeting based on the criteria below.

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
The Future64 Public Meeting was informative.	○	○	○	○	○
The Future64 Public Meeting was well planned.	○	○	○	○	○

8. How did you hear about the Future64 Public Meeting?

- ☐ TV
- ☐ Radio
- ☐ News
- ☐ Newspaper
- ☐ Email
- ☐ Word of mouth
- ☐ Social media (Facebook, Twitter, LinkedIn, Instagram)
- ☐ Other (please specify)

Appendix 5: New Coverage of In-person Public Meeting

MoDOT public meeting on I-64/U.S. 40 future plans

fox2now.com/news/missouri/modot-public-meeting-on-i-64-u-s-40-future-plans/

Chris Regnier, Jeff Bernthal, Reggie Lee January 19, 2023

by: Chris Regnier, Jeff Bernthal

Posted: Jan 19, 2023 / 06:07 AM CST

Updated: Jan 19, 2023 / 08:36 AM CST

ST. LOUIS – Possible future improvements to Interstate 64 in the city of St. Louis were laid out at a MoDOT open house. MoDOT's focus is on the central corridor of I-64 between Jefferson and Kingshighway Streets.

MoDOT estimated that I-64 in that general area needs $100 million worth of bridge repairs. They unveiled three different improvement plan options at an open house Wednesday in the Cortex.

The possibilities include everything from lengthening ramps or building new ones, to constructing bridges that would improve access to MetroLink stations to creating lanes for only buses to use.

MoDOT welcomed public input at the open house and utilized lots of visual aids to help people understand the options.

MoDOT told FOX 2 that one priority from citizens has been to improve safety and access along the corridor for cyclists and pedestrians.

"We're designing and thinking about the year 2050 on this study, MoDOT Area Engineer Jen Wade shared. "So we do want to make sure that whatever we put in place isn't going to come obsolete within the next few decades."

She added, "It's just time. There's not any emergency here, but it is time to invest in these structures to make sure they're going to last for the next 50 to 70 years."

St. Louis resident Elizabeth Odell told FOX 2, "Pedestrian and bike transportation, it's important to us. It, it's an important asset to city living. So that's what, that's what we're interested in."

City local Jeff Stoecker had similar concerns. He explained, "For me, having good access to bike lanes, having protected bike lanes, being able to freely get to some of those places north and south across you know – train tracks and the highways; pretty important and want

1/2

to be able to see what kind of ideas they are coming up with and what they're bringing forward to us."

MoDOT said nothing has been chosen yet, and it's possible that elements from each proposal could be included in an eventual final plan.

2/2

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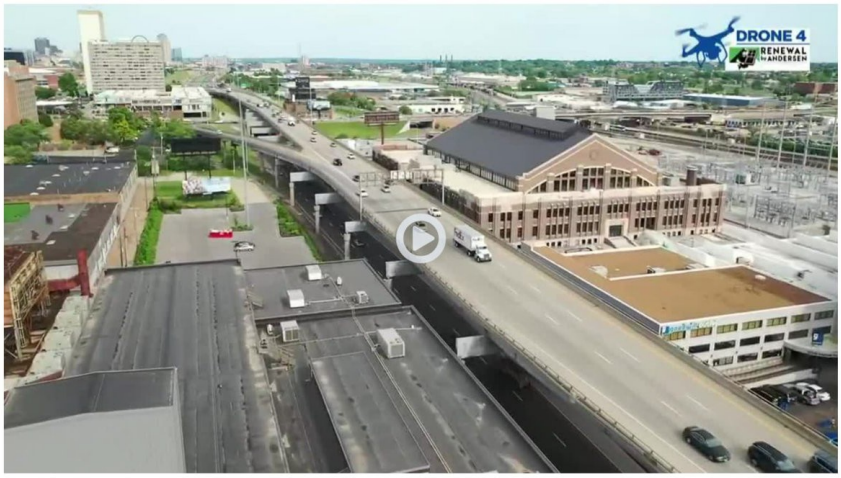
MoDOT presents several plans for changes to I-64 between Kingshighway and Jefferson



By Alexis Zotos
Published: Jan. 19, 2023 at 4:27 AM UTC

ST. LOUIS, Mo. (KMOV) - After months of public feedback, MoDOT presented four alternative plans for changes to I-64 in the city of St. Louis. The Future64 project focuses on changes to the interstate between Jefferson and Kingshighway.

Feedback from the community helped shape four options presented at a public meeting Wednesday night. The first option would make no changes. MoDOT said if no changes are made, the public can expect: an "increase in congestion, continued safety issues for all types of users, limited improvement to barrier effect and continued issues with the ability to navigate I-64 and local roadway system."

MoDOT engineer Jen Wade says they must make some changes. Specifically to the bridges in that section of interstate.

"It's time to improve the bridges. So we don't have to change anything, but we as MoDOT have to invest about $100 million in the coming years to ensure the bridges stay standing and strong," said Wade.

While they're making those improvements, they would like to improve the area as a whole. Feedback from the public included making 64 less of a divider across the heart of the central corridor and increasing accessibility and safety for all, including drivers, pedestrians, cyclists and those using public transit.

See all the options and maps here.

MoDOT presented thr
Alternative one: conso
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Alternative two: Creates a new eastbound on-ramp from Boyle, creates bus-only lanes on Grand between Choteau and Forest Park Avenue, builds a new Theresa Avenue bridge over the railroad tracks

Alternative three: Consolidates the Vandeventer and Tower Grove off-ramps, creates a new eastbound I-64 on ramp from Vandeventer, removes left-hand entrance ramps at Boyle/Papin/Tower Grove and Grand/Market/Bernard

The range in cost is estimated between $186-239 million.

MoDOT releases goals for Future64 project

One of the biggest challenges is MoDOT only controls their roads. Many of the plans presented in these options would need buy-in from the City of St. Louis, Great Rivers Greenway, East West Gateway and Metro.

The next step is MoDOT will take the feedback on these options and come up with a final design. Wade says the project will be done in phases but could begin in three to five years.

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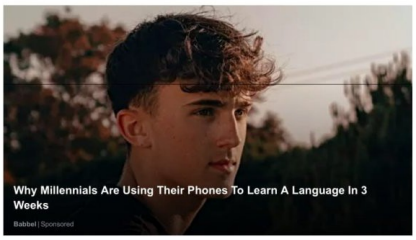





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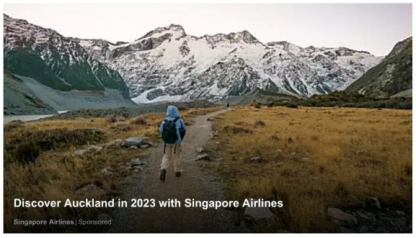





MoDOT seeks feedback on I-64 proposed improvements

ksdk.com/article/travel/modot-seeks-feedback-on-i-64-proposed-improvements-from-kingshighway-to-jefferson/63-3f99511d-acc9-4536-bac3-fd7c9e15ed4e



Travel

MoDOT seeks feedback on I-64 proposed improvements from Kingshighway to Jefferson

MoDOT said some major improvements are on the way for Interstate 64.

ST. LOUIS — The Missouri Department of Transportation (MoDOT) held an open house meeting Wednesday to talk about options to improve Interstate 64 between Kingshighway and Jefferson.

Travelers were presented with three different options also called alternatives for Kingshighway to Jefferson. They were able to submit comments to weigh in on what works best from walking, biking, driving and public transportation.

MoDOT St. Louis Area Engineer Jen Wade said in this stretch of I-64 there are 13 bridges that need major repairs or replaced altogether.

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"So, on this corridor, we have different variations of timing for some of the bridges, but all of them need some investment. When we added those up and it ended up being a really big investment. So that was really one of the big impetuses for us to look at this corridor," Wade said.

Wade said they also want to make this stretch of the highway safer, one way would be widening the shoulders.

"That's always a big boost for safety as well as reliability. We are also looking at just rearranging where the ramps meet with our network, we have a pretty non-intuitive design right now with some of these exit ramps," Wade said.

Jade Lane said as a commuter this would impact her drive significantly, particularly at Grand and Forest Park.

"They want to make it a surface intersection, and they already did that at Kingshighway, and it hasn't slowed down traffic at all. I think there's a better way to do it than a service interchange, but also the interchange there right now is very poor," Lane said.

Enrique Riojas is a SLU student who rides his bike, walks and uses public transportation.

He said he is hoping for bicycle friendly improvements.

"Alternative number two has very nice, dedicated lanes across the entirety of the planned area and with connections to train stations here at Cortex, which would be lovely. It's a plan that I've seen that has the most emphasis on the commuter rail because I can bike downtown, but I can't go to Maplewood on my bike," Riojas said.

There is a website dedicated to this project that has an interactive map.

If this stretch affects you MoDOT wants you to take a look at the options and provide a comment, you can do so here.

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MoDOT presents several plans for changes to I-64 between Kingshighway and Jefferson

Irene Garcia · January 19, 2023



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ST. LOUIS, Mo. (KMOV) – After months of public feedback, MoDOT presented four alternative plans for changes to I-64 in the city of St. Louis. The Future64 project focuses on changes to the highway between Jefferson and Kingshighway.

Community feedback helped shape four options that were presented at a public session Wednesday night. The first option would make no changes. MoDOT said that if changes are not made, the public can expect: "an increase in congestion, ongoing safety issues for all types of users, limited barrier improvement, and ongoing issues with the ability to navigate I-64 and the local road system." ".

MoDOT engineer Jen Wade says they need to make some changes. Specifically to the bridges on this section of the Autobahn.

"It's time to improve the bridges. So we don't have to change anything, but we as MoDOT have to invest about $100 million over the coming years to make sure the bridges stand and stay strong," Wade said.

As they make these improvements, they want to improve the area as a whole. Public feedback included reducing 64 as a partition at the heart of the central corridor and improving accessibility and safety for all, including drivers, pedestrians, cyclists and public transit users.

Find all options and maps here.

Also read: MoDOT Presents Proposed Changes to Holts Summit Interchange | Mid Missouri News

MoDOT presented three alternatives, but the end result could be a combination of all three.

Alternative One: Consolidates access at Grand, extends auxiliary ramps, creates new north-south connection on Theresa Ave to I-64.

Alternative Two: Build a new eastbound ramp from Boyle, create bus-only lanes on Grand between Choteau and Forest Park Avenues, build a new Theresa Avenue bridge over the railroad tracks

Alternative Three: Consolidate the Vandeventer and Tower Grove exits, create a new eastbound I-64 on the Vandeventer exit, remove the left entry ramps at Boyle/Papin/Tower Grove and Grand/Market/Bernard

Estimated cost range is $186 million to $239 million.

One of the biggest challenges is that MoDOT only controls their streets. Many of the plans presented in these options would need support from the City of St. Louis, Great Rivers Greenway, East West Gateway and Metro.

The next step is for MoDOT to take the feedback on these options and create a final design. Wade says the project will be done in phases but could start in three to five years.

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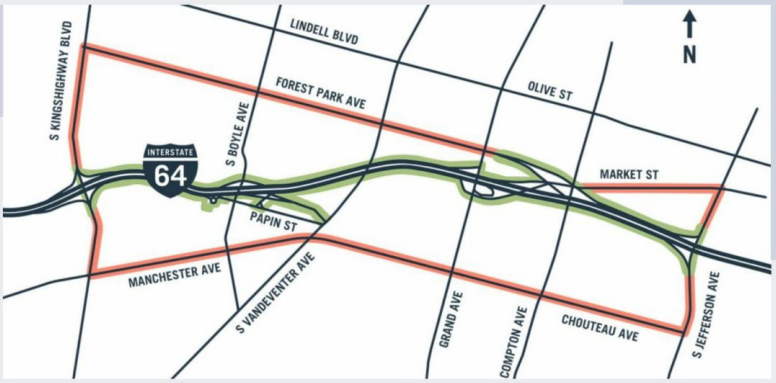
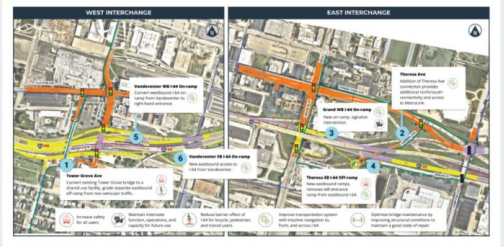
TRANSPORTATION *Published* JANUARY 18, 2023

Future64 From Jefferson to Kingshighway Open House Today, Be There!

by Richard Bose < 1 min



The Future64 planning effort for I-64 from Jefferson to Kingshighway is hosting a open house is today from 4–7 pm at the COLLAB at 4220 Duncan in the CORTEX District. Options for reconfiguring I-64 and nearby transportation facilities will be shown for comment by the public. Let MoDOT know that more of the same is unacceptable. We've had a century of propaganda and social engineering ruining our cities for the prioritization of the movement and storage of cars at great cost to our health, pocketbooks, neighborhoods, city, society and planet.



ABOUT THE AUTHOR



RICHARD BOSE
Contributor

Interim Senior Editor and a nextSTL contributor since 2011, Richard is an Electrical Engineer by profession. He earned a BA in Physics and Economics and an MSEE from Washington University in St. Louis. He is on the board of the Skinker DeBaliviere Community Housing Corporation. He is a transplant from Central Illinois and has called St. Louis home since 1998. He can be found on Twitter @Stlunite and contacted at richard@nextstl.com.

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MoDOT will post materials on its website today and people will be able to comment via their website. I will post some here when available. In the meantime here is some preparatory material courtesy of Not Just Bikes on how we got here.
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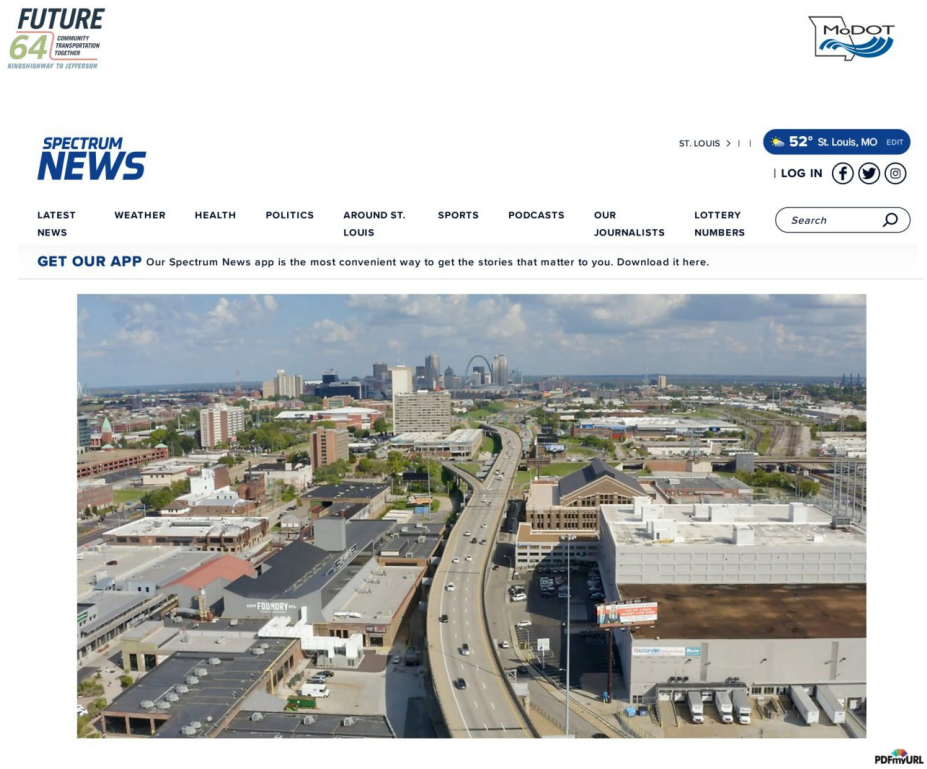
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Pictured is aerial footage of Interstate 64 by the Missouri Department of Transportation (MoDOT), which will present three improvement plans within the I-64 corridor between Kingshighway and Jefferson Avenue to the public on Jan. 18.
(Photo Courtesy of MoDOT)

NEWS

MoDOT unveils three options for I-64 improvements

BY ELIZABETH BARMEIER | ST. LOUIS
PUBLISHED 8:00 AM ET JAN. 19, 2023

ST. LOUIS — The public has an opportunity to review and provide feedback on three improvement plans for the I-64 corridor between Kingshighway and Jefferson Avenue presented by the Missouri Department of Transportation (MoDOT).

The three options were presented at an open-style meeting Wednesday evening along with the Federal Highway Administration and community partners at the COLLAB Workspace in Cortex. Those who cannot attend in person can review the proposals and provide feedback online.

This is part of an ongoing I-64 central corridor study called Future64 where MoDOT has been evaluating the existing conditions of roadways, interchanges, surface streets, and bicycle/pedestrian access, as well as working with the community to determine the corridor's future needs and desired outcomes, according to the study's website.

Project needs as stated by MoDOT include increased safety for all users; maintain interstate function operations and capacity for future use; reduce the barrier effect of I-64 for bicycle, pedestrian and transit users; improve the transportation system with intuitive navigation to, from, and across I-64; and optimize bridge maintenance and repairs.

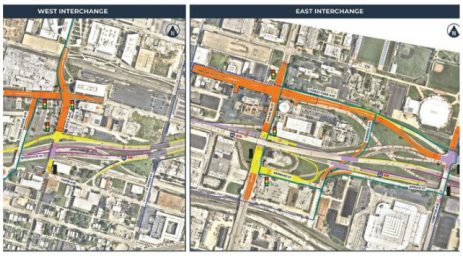
Below are the three alternative options as presented online:

Alternative One

- Consolidate access to Grand
- Lengthen auxiliary ramps
- Create a new north-south connection on Theresa Avenue to I-64

The estimated cost is $186 million that would include $90 million for bridge repairs, $80 million investment on the MoDOT system and $16 million on the local system.

The plan is the lowest cost option for improvements. With this plan, there would be unresolved vehicle congestion that would remain, and have many improvements to accessing MetroLink stations.



Alternative Two

- Create a new eastbound on-ramp from Boyle
- Create bus-only lanes on Grand between Chouteau and Forest Park Avenue
- Build a new Theresa Avenue bridge over the railroad tracks

The estimated cost is $214 million that would include $90 million on bridge repairs, $96 million investment on the MoDOT system and $28 million investment on the local system.

The plan has the greatest potential for reducing the barrier effect of I-64, improve the highest ridership bus route and access to MetroLink stations, and reduce traffic congestion issues.

It is the highest cost for improvements to local transportation.



Alternative Three

- Consolidate the Vandeventer and Tower Grove off-ramps
- Create a new eastbound I-64 on-ramp from Vandeventer
- Remove the left-hand entrance ramps at Boyle/Papin/Tower Grove and Grand/Market/Bernard

The estimated cost is $239 million that includes $90 million for bridge repairs, $130 million for investment on the MoDOT system, and $19 million investment on the local system.

The plan includes reducing traffic congestion issues, it has the highest benefit to safety for all users, and it has the greatest potential for redevelopment opportunities near I-64, transit, and rails.

It is the highest cost for improvements to local transportation.



No-build Alternative

The no-build alternative is an option if MoDOT did not make any changes to the study area. The department would invest in maintaining the system that currently exists and other entities that have plans in the area would still make their improvements.

Planned improvements by others include a Brickline Greenway crossing on I-64 at Spring, Brickline Greenway connecting Grand and Cortex MetroLink stations, and Tower Grove Connector extension on Sarah.

MoDOT would still invest $100 million in bridge repairs.

If MoDOT does not make changes by 2050 there will be expected increase in congestion, continued safety issues for all types of users, limited improvement to the barrier effect, and continued issues with the ability to navigate I-64 and the local roadway system.

MoDOT is conducting Future64 in partnership with the city of St. Louis, East-West Gateway Council of Governments, Bi-State Development, and several community partners. The study is set to conclude later this month.

Next Steps

One of the three alternative plans has not been selected, however, elements from all three will be combined creating a hybrid preferred alternative for future construction.

The next phase includes further evaluation of environment impact, engineering design and public engagement.

"MoDOT will continue to work with regional government partners to identify funding options, conduct environmental studies, and refine engineering designs to advance Future64," the website states.

"As the study moves forward, we will create an action plan based on the three alternative options. This plan will outline investment priorities such as bridge repair and replacement and will identify elements that need further development with the study partners."

For more information about Future64, click here. To view the plans and provide feedback, click here.

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Appendix 6: Public Meeting Flier



MoDOT wants your thoughts and feedback on three corridor improvements to Interstate 64 (I-64) including transit, bike, and pedestrian infrastructure and the surrounding street network. MoDOT is working with community partners to re-envision the corridor to better serve community needs.

Join us on January 18, 2023 anytime between 4-7 p.m. at the COLLAB Workspace in Cortex. There will be no formal presentation. During the meeting, engineers and planners will be available to discuss three potential corridor improvement options between Kingshighway and Jefferson Avenue.

Provide your feedback at the Public Meeting!



HAVE QUESTIONS? NEED UPDATES? VISIT FUTURE64.COM OR CALL 314-391-8442

EAST-WEST GATEWAY Council of Governments
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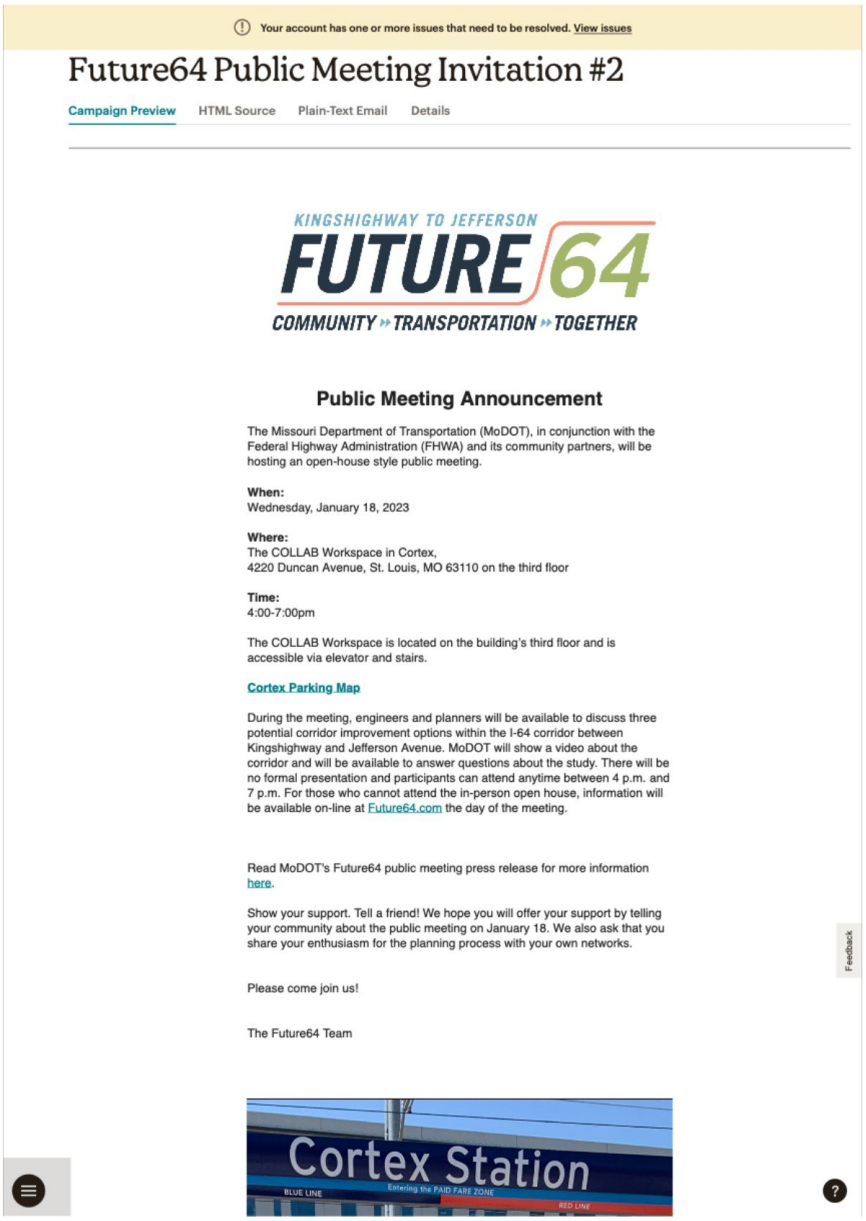
Appendix 7: Public Meeting Promotional Email Blasts



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Future64 Public Meeting Invitation #2

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KINGSHIGHWAY TO JEFFERSON FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER

Public Meeting Announcement

The Missouri Department of Transportation (MoDOT), in conjunction with the Federal Highway Administration (FHWA) and its community partners, will be hosting an open-house style public meeting.

When:
Wednesday, January 18, 2023

Where:
The COLLAB Workspace in Cortex,
4220 Duncan Avenue, St. Louis, MO 63110 on the third floor

Time:
4:00-7:00pm

The COLLAB Workspace is located on the building's third floor and is accessible via elevator and stairs.

Cortex Parking Map

During the meeting, engineers and planners will be available to discuss three potential corridor improvement options within the I-64 corridor between Kingshighway and Jefferson Avenue. MoDOT will show a video about the corridor and will be available to answer questions about the study. There will be no formal presentation and participants can attend anytime between 4 p.m. and 7 p.m. For those who cannot attend the in-person open house, information will be available on-line at Future64.com the day of the meeting.

Read MoDOT's Future64 public meeting press release for more information here.

Show your support. Tell a friend! We hope you will offer your support by telling your community about the public meeting on January 18. We also ask that you share your enthusiasm for the planning process with your own networks.

Please come join us!

The Future64 Team

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Area Engineer, MoDOT
FUTURE 64
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MoDOT wants your thoughts and feedback on three corridor improvements to Interstate 64 (I-64) including transit, bike, and pedestrian infrastructure and the surrounding street network. MoDOT is working with community partners to re-envision the corridor to better serve community needs.
Join us on January 18, 2023 anytime between 4-7 p.m. at the COLLAB Workspace in Cortex. There will be no formal presentation. During the meeting, engineers and planners will be available to discuss three potential corridor improvement options between Kingshighway and Jefferson Avenue.
Provide your feedback at the Public Meeting!
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EAST-WEST GATEWAY
Cortex Parking Map
Feedback

Appendix 9: Press Advisory

VECTOR COMMUNICATIONS

Chandra Taylor <ctaylor@vectorstl.com>

MoDOT News Release: MoDOT to introduce three I-64 Central Corridor improvement options at public meeting January 18

ANDREW M GATES <Andrew.Gates@modot.mo.gov> Wed, Dec 28, 2022 at 7:36 AM
To: ANDREW M GATES <Andrew.Gates@modot.mo.gov>

Missouri Department of Transportation | St Louis District
1590 Woodlake Drive | Chesterfield MO 63017-5712
314.275.1500 Fax: 573.522.6475

For more information, contact MoDOT Customer Service at (314) 275-1500
Sent by Communications Specialist Andrew Gates at (314) 453-1808

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MoDOT to introduce three I-64 Central Corridor improvement options at public meeting January 18

https://www.modot.org/node/27614

St. Louis, Mo. – The Missouri Department of Transportation (MoDOT), in conjunction with the Federal Highway Administration (FHWA) and its community partners, will be hosting an open-house style public meeting on **Wednesday, January 18, 2023**. The open house will be held **between 4 and 7 p.m. at COLLAB Workspace in Cortex, 4220 Duncan Avenue, St. Louis, MO 63110.** The COLLAB Workspace is location on the building's third floor and is accessible via elevator and stairs.

During the meeting, engineers and planners will be available to discuss three potential corridor improvement options within the **I-64 corridor between Kingshighway and Jefferson Avenue.** MoDOT will show a video about the corridor and will be available to answer questions about the study. There will be no formal presentation and participants can attend anytime between 4 p.m. and 7 p.m. For those who cannot attend the in-person open house, information will be available on-line at **Future64.com** the day of the meeting.

This public meeting is part of an ongoing **Planning and Environmental Linkages study or PEL**. The study for the I-64 central corridor is called: **Future64: Community. Transportation. Together.** Insight from the community has been and continues to be an important element in determining and evaluating possible options. As a result, this study will incorporate ongoing engagement that is equitable and inclusive to help ensure that a wide range and extensive number of voices are heard, and that equity is the focus of proposed solutions.

Future64 is looking at the potential impact future projects will have on the environment, community, and connectivity in the area. This study will help MoDOT ensure that any transportation improvements within the corridor will be of great benefit to people using it.

MoDOT is conducting Future64 in conjunction with the City of St. Louis, East-West Gateway Council of Governments, Bi-State Development, and several community partners. The study is scheduled to conclude in January 2023. Although, improvements identified by Future64 will mostly affect MoDOT's infrastructure, it will also include suggested improvements to other transportation systems maintained by other partners.

What is the Central Corridor PEL study area?

The west-east border for the study area is Kingshighway Blvd. to Jefferson Avenue. Forest Park Avenue/Market Street is the northern boundary, and Manchester/Chouteau Avenues is the southern one. The corridor consists of a variety of homes, diverse residents, and a wide range of businesses. It has grown as an employment center and a destination for medical care, dining, and shopping.

###

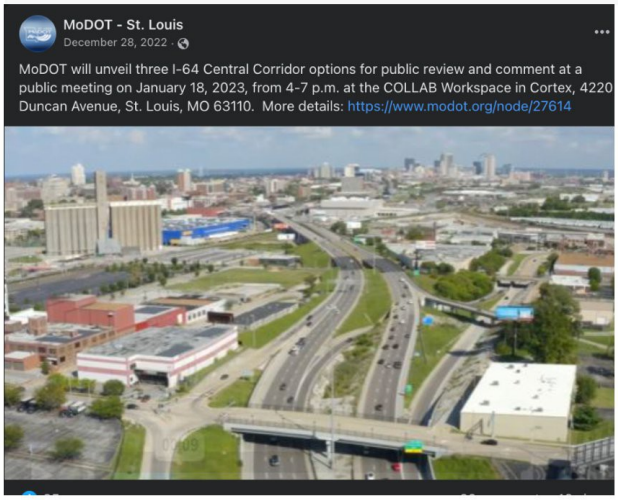
ANDREW GATES
Communications Specialist

MISSOURI DEPARTMENT OF TRANSPORTATION
St. Louis District – Communications
1590 Woodlake Dr.
Chesterfield, MO 63017
(314) 453-1808
(314) 223-8003 (mobile)
www.modot.org/stlouis

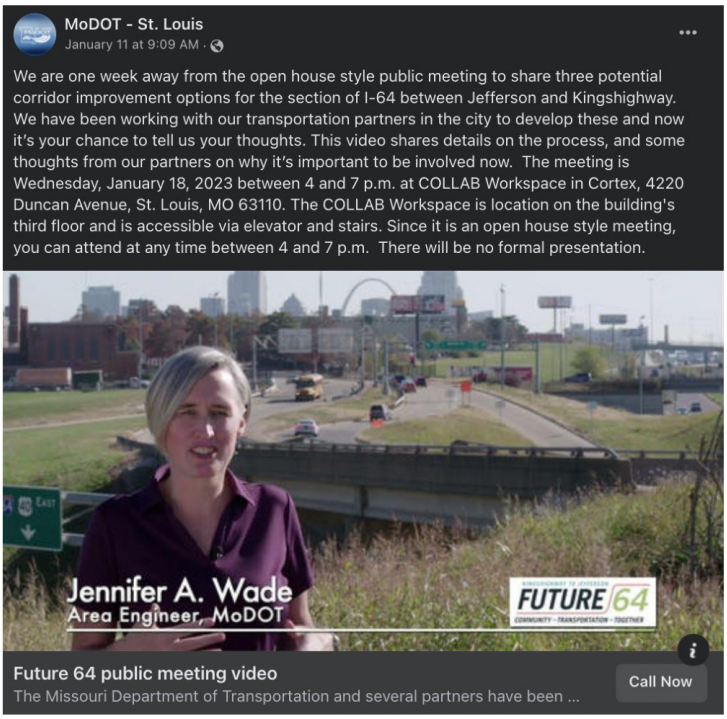
"Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri."

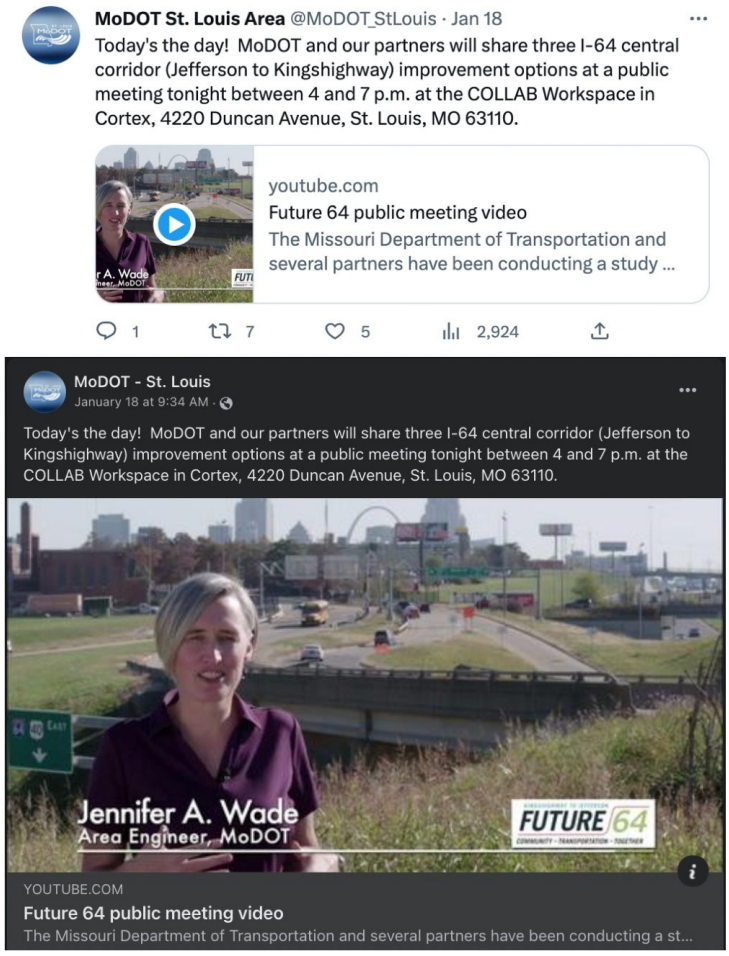
Appendix 10: MoDOT Promotional Social Media Posts






MoDOT St. Louis Area @MoDOT_StLouis · Jan 11
We are one week away from the open house style public meeting to share three potential corridor improvement options for I-64 between Jefferson and Kingshighway. This video outlines how we've gotten to this point and why it's important to be involved now.
youtube.com
Future 64 public meeting video
The Missouri Department of Transportation and several partners have been conducting a study ...
1
5
4
7,123
MoDOT St. Louis Area @MoDOT_StLouis · Jan 11
The meeting is Weds. Jan. 18, 2023 from 4-7 p.m. at COLLAB Workspace in Cortex, 4220 Duncan Avenue, St. Louis, MO 63110. The meeting is on the third floor and is accessible via elevator and stairs. Attendees may attend at any time between 4-7 p.m. modot.org/node/27614
MoDOT St. Louis Area @MoDOT_StLouis · Jan 11
We are one week away from the open house style public meeting to share three potential corridor improvement options for I-64 between Jefferson and Kingshighway. This video outlines how we've gotten to this point and why it's important to be involved now. youtu.be/JHaI-Tva_aU
3
1
3,912


MoDOT - St. Louis
January 11 at 9:09 AM
We are one week away from the open house style public meeting to share three potential corridor improvement options for the section of I-64 between Jefferson and Kingshighway. We have been working with our transportation partners in the city to develop these and now it's your chance to tell us your thoughts. This video shares details on the process, and some thoughts from our partners on why it's important to be involved now. The meeting is Wednesday, January 18, 2023 between 4 and 7 p.m. at COLLAB Workspace in Cortex, 4220 Duncan Avenue, St. Louis, MO 63110. The COLLAB Workspace is location on the building's third floor and is accessible via elevator and stairs. Since it is an open house style meeting, you can attend at any time between 4 and 7 p.m. There will be no formal presentation.
Jennifer A. Wade
Area Engineer, MoDOT
FUTURE 64
Future 64 public meeting video
The Missouri Department of Transportation and several partners have been ...
Call Now

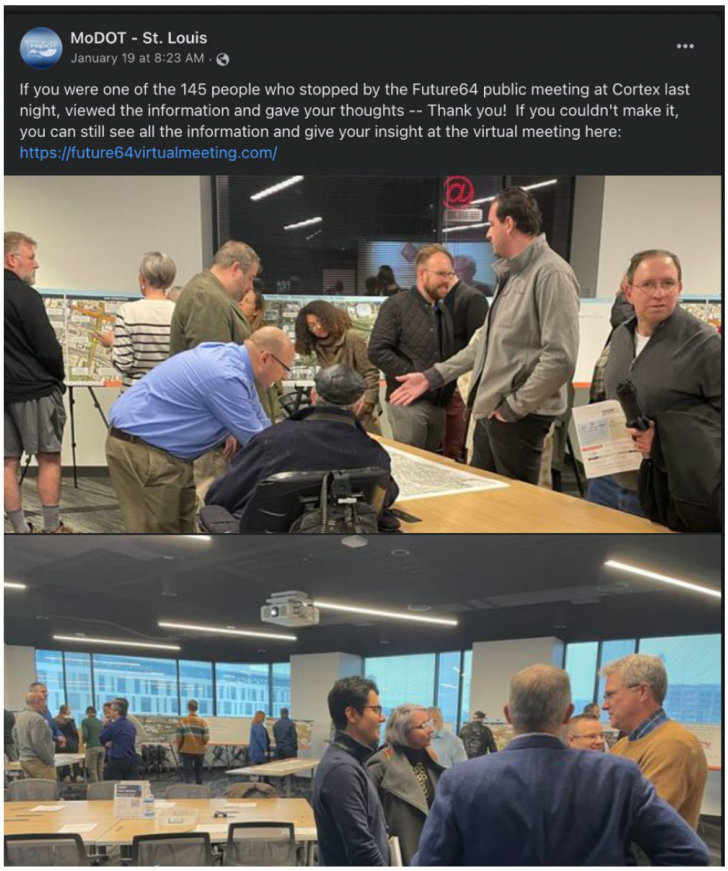

MoDOT St. Louis Area @MoDOT_StLouis · Jan 18
Today's the day! MoDOT and our partners will share three I-64 central corridor (Jefferson to Kingshighway) improvement options at a public meeting tonight between 4 and 7 p.m. at the COLLAB Workspace in Cortex, 4220 Duncan Avenue, St. Louis, MO 63110.
youtube.com
Future 64 public meeting video
The Missouri Department of Transportation and several partners have been conducting a study ...
1
7
5
2,924
MoDOT - St. Louis
January 18 at 9:34 AM
Today's the day! MoDOT and our partners will share three I-64 central corridor (Jefferson to Kingshighway) improvement options at a public meeting tonight between 4 and 7 p.m. at the COLLAB Workspace in Cortex, 4220 Duncan Avenue, St. Louis, MO 63110.
Jennifer A. Wade
Area Engineer, MoDOT
FUTURE 64
YOUTUBE.COM
Future 64 public meeting video
The Missouri Department of Transportation and several partners have been conducting a st...

MoDOT St. Louis Area @MoDOT_StLouis · Jan 19

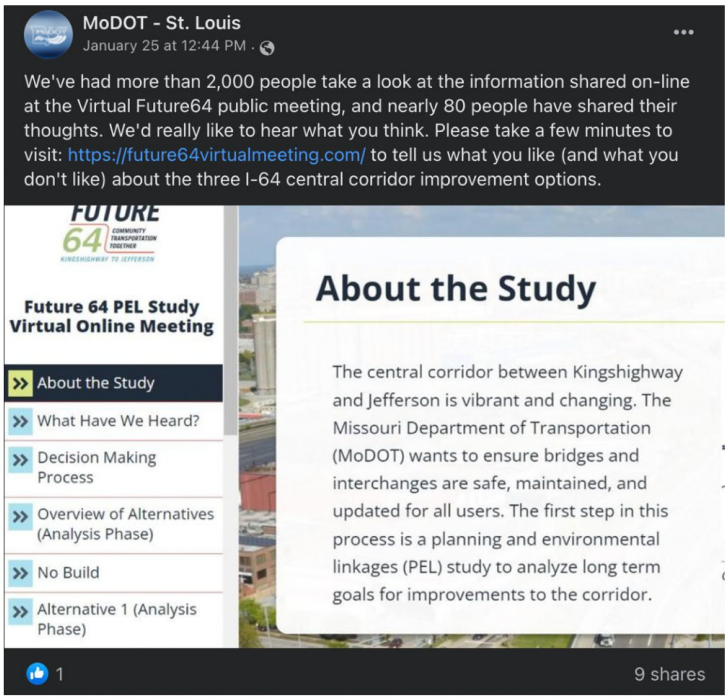
If you were one of the 145 people who stopped by the Future64 public meeting last night, viewed the info and gave your thoughts -- Thank you! If you couldn't make it, you can still see all the information and give your insight at the virtual meeting here: future64virtualmeeting.com



1 2 8 4,063


MoDOT - St. Louis
January 19 at 8:23 AM
If you were one of the 145 people who stopped by the Future64 public meeting at Cortex last night, viewed the information and gave your thoughts -- Thank you! If you couldn't make it, you can still see all the information and give your insight at the virtual meeting here:
https://future64virtualmeeting.com/


MoDOT St. Louis Area @MoDOT_StLouis · Jan 25
We've had more than 2,000 people take a look at the information shared on-line at the Virtual Future64 public meeting, and nearly 80 people have shared their thoughts. We'd really like to hear what you think. Please take a few minutes to visit: future64virtualmeeting.com
Future 64 PEL Study Virtual Online Meeting
About the Study
What Have We Heard?
Decision Making Process
Overview of Alternatives (Analysis Phase)
No Build
Alternative 1 (Analysis Phase)
About the Study
The central corridor between Kingshighway and Jefferson is vibrant and changing. The Missouri Department of Transportation (MoDOT) wants to ensure bridges and interchanges are safe, maintained, and updated for all users. The first step in this process is a planning and environmental linkages (PEL) study to analyze long term goals for improvements to the corridor.
2
2,329


MoDOT - St. Louis
January 25 at 12:44 PM
We've had more than 2,000 people take a look at the information shared on-line at the Virtual Future64 public meeting, and nearly 80 people have shared their thoughts. We'd really like to hear what you think. Please take a few minutes to visit: https://future64virtualmeeting.com/ to tell us what you like (and what you don't like) about the three I-64 central corridor improvement options.
Future 64 PEL Study Virtual Online Meeting
About the Study
What Have We Heard?
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No Build
Alternative 1 (Analysis Phase)
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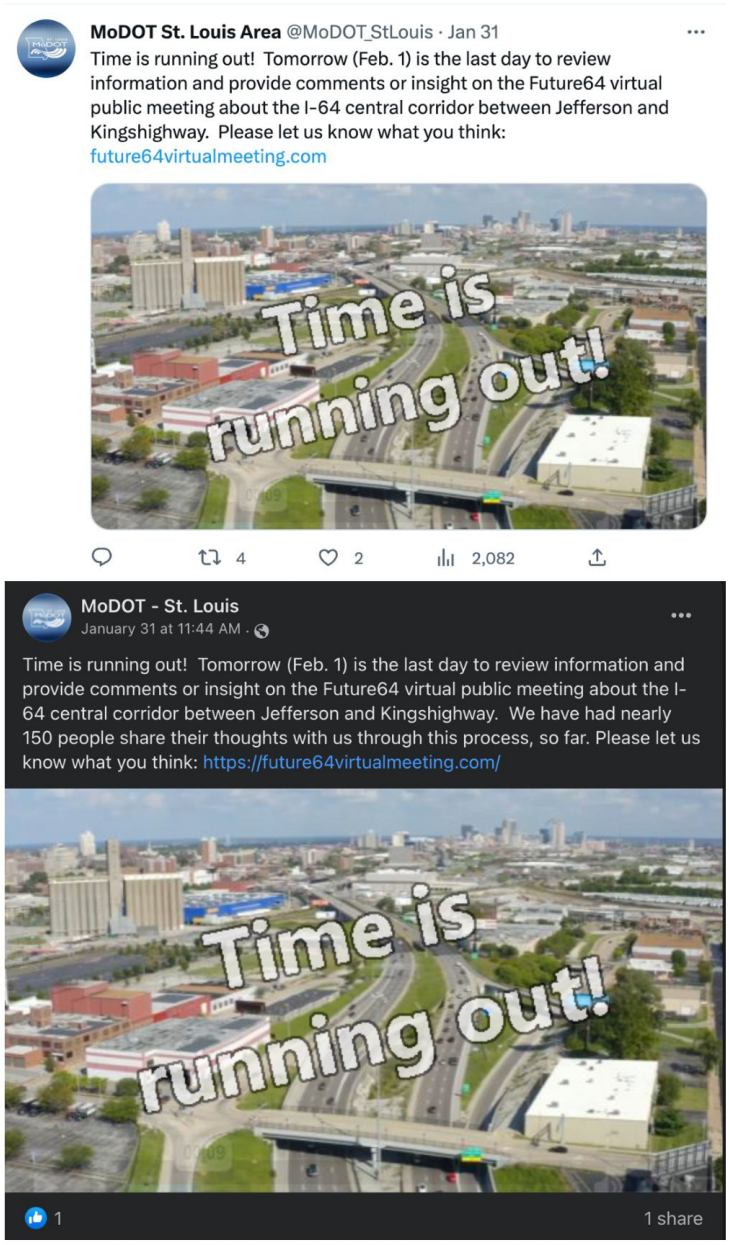
1
9 shares


MoDOT St. Louis Area @MoDOT_StLouis · Jan 31
Time is running out! Tomorrow (Feb. 1) is the last day to review information and provide comments or insight on the Future64 virtual public meeting about the I-64 central corridor between Jefferson and Kingshighway. Please let us know what you think:
future64virtualmeeting.com
Time is running out!
4
2
2,082
MoDOT - St. Louis
January 31 at 11:44 AM
Time is running out! Tomorrow (Feb. 1) is the last day to review information and provide comments or insight on the Future64 virtual public meeting about the I-64 central corridor between Jefferson and Kingshighway. We have had nearly 150 people share their thoughts with us through this process, so far. Please let us know what you think: https://future64virtualmeeting.com/
Time is running out!
1
1 share

Appendix 11: Community Partners' Promotional Post List

Post Date	Platform
12/28/22	KSDK
12/28/22	NextSTL (Facebook)
1/3/23	Greater St. Louis, Inc. (Facebook)
1/5/23	Greater St. Louis Inc. newsletter
1/5/23	Washington University Medical Center Redevelopment Corporation (Facebook)
1/6/23	Community Builders Network newsletter
1/11/23	City of St. Louis (Facebook)
1/11/23	Great Rivers Greenway (Facebook)
1/17/23	NextSTL (Facebook)
1/17/23	NextSTL (Facebook)
1/18/23	City of St. Louis (Facebook)
1/18/23	NextSTL (Facebook)
1/22/23	West Pine Laclede Neighborhood Association (Central West End)

Appendix 12: Online Public Meeting Materials

Future64 Virtual Public Meeting

future64virtualmeeting.com/

Skip to main content Menu

About the Study



Click on the image to enlarge.

Purpose and Need

The Purpose and Need is critical. A PEL develops a vision and options for cooperative transportation investment across regional government agencies. Understanding the P&N of a planning study and being able to successfully incorporate such needs and goals into a future environmental study will allow projects that result from the planning study to move forward more quickly.

Project Needs

1/22

The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.



Increase safety for all users

2/22



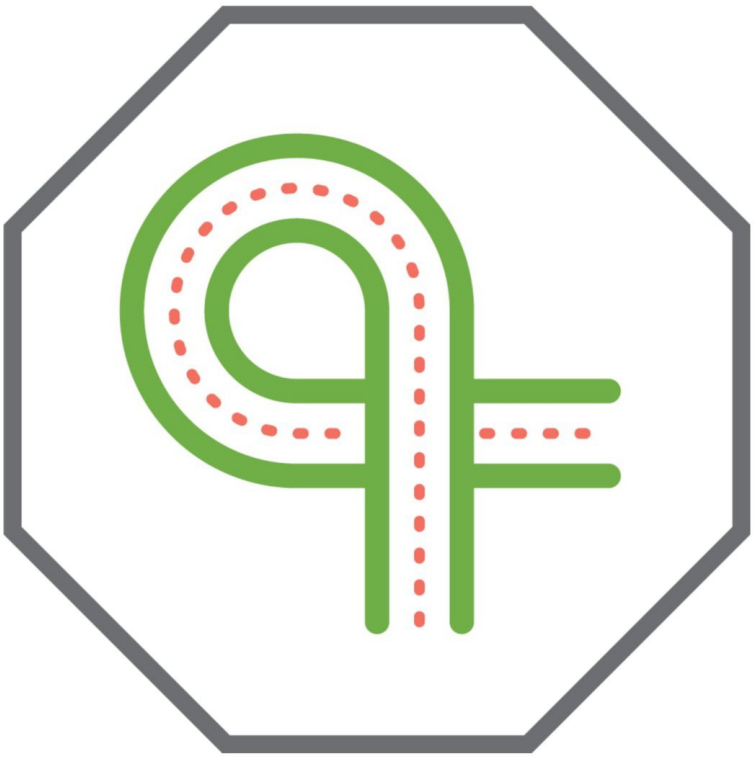
Maintain Interstate function, operations, and capacity for future use

3/22



Reduce barrier effect of I-64 for bicycle, pedestrian, and transit users

4/22



Improve transportation system with intuitive navigation to, from, and across I-64

5/22



Optimize bridge maintenance by improving structural conditions to maintain a good state of repair

Project Goals

Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.

- Right-size I-64 to **reuse available space** to benefit the community

6/22

- Support **improved land use** near transit stations and trails
- Improve **equitable outcomes** for disadvantaged communities
- Coordinate with **regional partners** to enhance the location transportation network
- Integrate **bicycle and pedestrian** facility design best practices into project designs

- **Consolidate access** points from interstate to local system
- **Invest** in projects that provide good cost benefit improvements
- **Integrate ecology** best practices into project designs and right-of-way use
- Integrate **improved aesthetics** and visual environment into project designs

What Have We Heard?

Public and community engagement has been, and continues to be, a very important part of this process. This study incorporated ongoing, equitable and inclusive engagement to help ensure that a wide range and extensive number of voices are heard, and that equity is the focus of proposed solutions.

How was the public involved?

Community and stakeholder outreach is a significant component in learning how transportation infrastructure affects communities and those that use the roads for travel. The public was brought in at the early stages of the PEL study to identify the relevant problems and needs, which helped guide the development of possible solutions. The corridor vision has been developed in collaboration with city authorities, MoDOT, key stakeholders, community partners, and those who use the corridor. Opportunities to comment on the P&N helped clarify unresolved concerns that the public, stakeholders, and agencies shared with MoDOT.

1307 COMMUTER SURVEY RESPONSES	**6** TECHNICAL & COMMUNITY ADVISORY GROUP MEETINGS	**3** POP UP MEETINGS	
8 NEIGHBORHOOD PRESENTATIONS	**42** STAKEHOLDER OUTREACH MEETINGS	MAY 18, 2022 PUBLIC MEETING	**70** ATTENDEES
			1007 TOTAL ONLINE VIEWS



What we heard

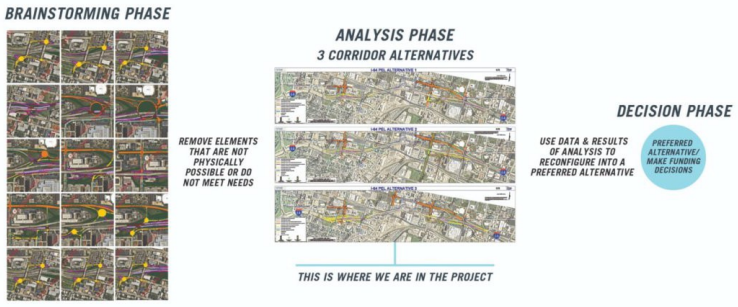
8/22

Among the things we heard from the public was the need to reduce the barrier effect of I-64 to better fit the community and to create access benefitting a diversity of people. We also heard about the importance of different modes of transportation and the need to coordinate with regional partners to enhance the local transportation network that supports people walking, biking, and taking public transit.

What we did with this information

We used the information gathered during our public outreach to develop the Purpose and Need and add project goals as a secondary screening criteria. This allowed the study team to filter out new ideas for ramp designs that were not consistent with the needs the public identified.

Decision Making Process



Brainstorming Phase

The project team held workshops with local and statewide MoDOT leaders, national design experts, community partners, and stakeholders to brainstorm ideas for the corridor. This phase helped inform the development of 17 possible design changes that have the potential to address the needs for this corridor.

The design options were then screened through the study's goals and Purpose and Need. The design options that would result in new issues or did not meet the Purpose and Need were removed.

9/22

Analysis Phase

The remaining ideas from the brainstorming phase were assembled into three full corridor alternatives, designed to represent a variety of options. A full safety and traffic analysis was run on each alternative to determine how the ideas would work together as a system and to find the strengths and weaknesses of the different elements. A community assessment was also done to address possible benefits and opportunities of the new road layout.

The results of this analysis of all three alternatives, as compared to the existing configuration (No Build) have now been collected and documented and it is time to share this rich information with the public. **This is the current phase we are in, and we need your input before we move on to the next phase.**

Decision Phase

We will assemble input from the public with the results of our analysis to begin making decisions about the future of the corridor. Collaborating closely with our coordinating partners (St. Louis City, Metro, Great Rivers Greenway and East-West Gateway, etc.), we will put together one vision for the future of the I-64 corridor based on rigorous analysis and community input. **There will be more opportunities for public viewing and input in this phase.**

Overview of Alternatives (Analysis Phase)

The final three alternative options were redeveloped in response to the insight received through the process. The alternatives were evaluated against the no-build alternative using the Purpose and Need as screening criteria.

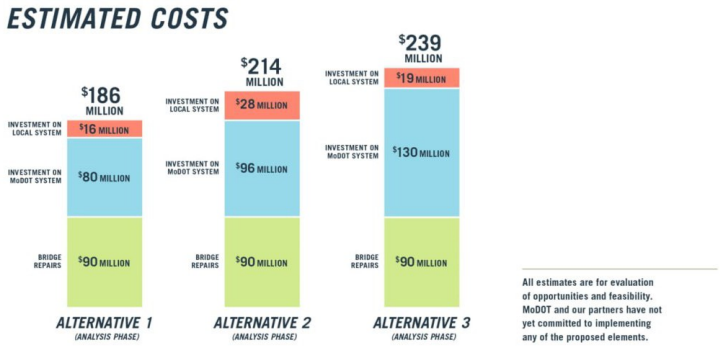
- **No Build:** The No Build incorporates an estimated 12 miles of bike and pedestrian facilities that are either committed or likely to happen. However, would not address any of the four needs identified in the study. MoDOT would still need to invest approximately $100M in bridge repairs.
- **Alternative 1:** Lowest cost but unresolved vehicle congestion issues remain. See the Alternative 1 slide for more information.
- **Alternative 2:** Greatest potential to reduce barrier effect and has benefits to transit service and access. Has the highest cost to local transportation improvements. See the Alternative 2 slide for more information.

10/22

- **Alternative 3:** Greatest benefit to congestion, safety, and redevelopment but has the highest cost. See the Alternative 3 slide for more information.
- **Final Recommendations:** Features of all three alternatives will be further evaluated. See the Final Recommendations slide for more information.

Estimated Costs

The cost for the three alternative options varies. In the No-build Alternative, MoDOT would invest approximately $100 million to maintain I-64 bridges in the study area.



Click on the image to enlarge.
All estimates are for evaluation of opportunities and feasibility. MoDOT and our partners have not yet committed to implementing any of the proposed elements.

No Build

The No-build Alternative represents what would happen if MoDOT didn't make any changes in the study area. MoDOT would invest in maintaining the system as it currently exists. In this scenario, the other entities that have plans in the study area would still make their improvements.

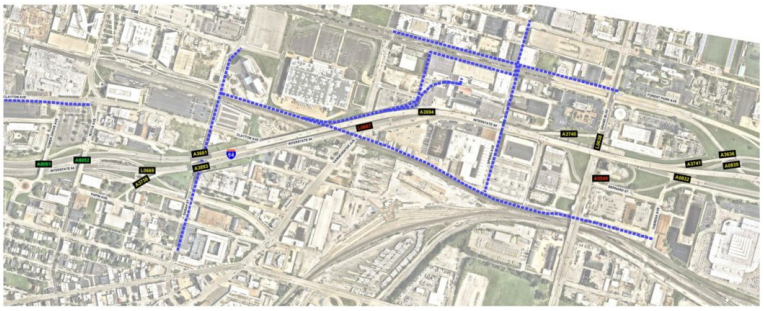
11/22

Key Planned Improvements by Others

- Brickline Greenway crossing I-64 at Spring
- Brickline Greenway connecting Grand and Cortex MetroLink stations
- Tower Grove Connector extension on Sarah

What Happens if MoDOT Does Not Make Changes (by 2050)?

- Expected increase in congestion
- Continued safety issues for all types of users
- Limited improvement to barrier effect
- Continued issues with the ability to navigate I-64 and local roadway system



Click on the image to enlarge.

Alternative 1 (Analysis Phase)

Key Features

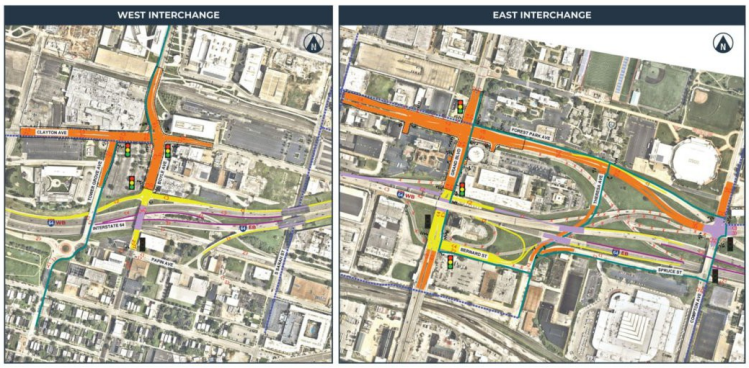
- Consolidates access at Grand
- Lengthens auxiliary ramps
- Creates a new north-south connection on Theresa Ave to I-64.

12/22

Key Benefits & Issues

- Benefit: Lowest cost for transportation improvements
- Issue: Some unresolved vehicle congestion issues remain
- Issue: Least improvement to accessing MetroLink stations

Click or tap on the circles on the map to learn more about potential improvements at that location. View the full map (11MB).



Clayton & Boyle

Realign & improve intersection with additional turn lanes to improve traffic flow.

Boyle WB I-64 Off-ramp

Added lane and lengthen ramp to improve traffic flow and reduce backups onto I-64.

Forest Park & Grand

Convert existing intersection to at-grade intersection.

Grand WB I-64 Off-ramp

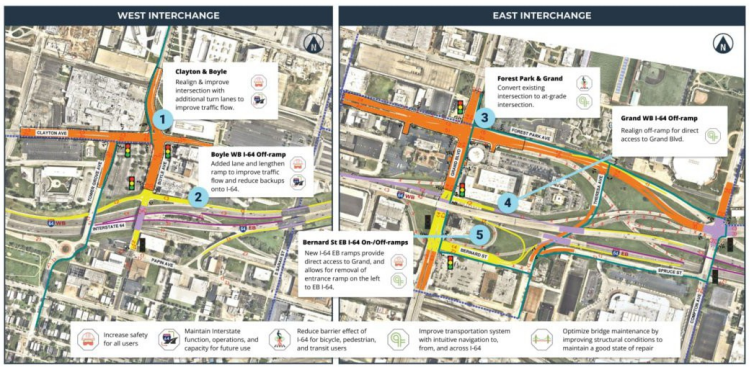
Realign off-ramp for direct access to Grand Blvd.

Bernard St EB I-64 On-/Off-ramps

13/22

New I-64 EB ramps provide direct access to Grand, and allows for removal of entrance ramp on the left to EB I-64.

Click or tap on the map to learn more about potential improvements at that location. View the full map (11MB).



All drawings are for evaluation of opportunities and feasibility. MoDOT and our partners have not yet committed to implementing any of the elements shown.

Alternative 2 (Analysis Phase)

Key Features

- Creates a new eastbound on ramp from Boyle
- Creates bus only lanes on Grand between Choteau and Forest Park Avenue
- Builds a new Theresa Avenue bridge over the railroad tracks

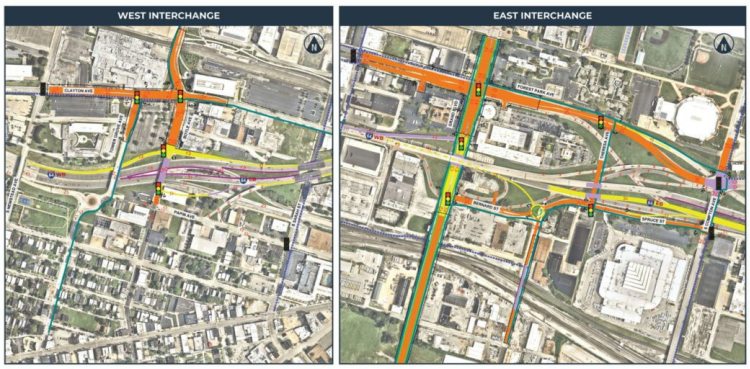
Key Benefits & Issues

- Benefit: Greatest potential for reducing the barrier effect of I-64
- Benefit: Improves highest ridership bus route & access to MetroLink stations

14/22

- Benefit: Reduces traffic congestion issues
- Issue: Highest cost for improvements to local transportation system

Click or tap on the circles on the map to learn more about potential improvements at that location. View the full map (11MB).



Boyle WB I-64 Off-ramp

Added lane to off-ramp and additional length to deceleration lane.

Tower Grove Ave

New bridge crossing for shared use path.

Boyle EB I-64 On-ramp

New I-64 on-ramp to provide direct access from Boyle.

Forest Park & Grand

Convert existing grade separated intersection into at-grade intersection.

Grand Blvd

Add bus only lanes, add new parallel structures on both sides of Grand to carry shared use path to replace facilities currently carried on bridge.

Spruce St EB I-64 On-ramp

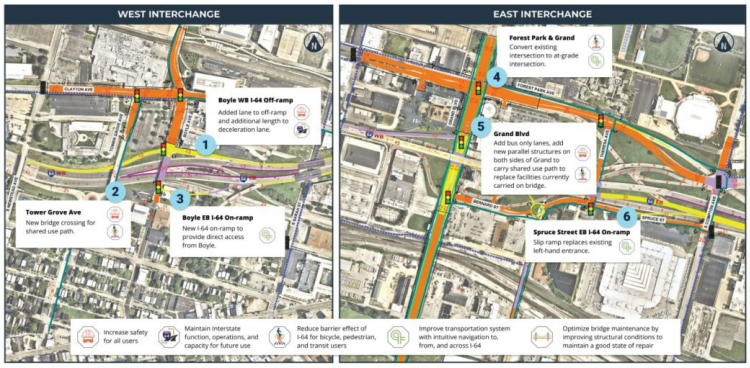
15/22

Slip ramp replaces existing left-hand entrance.

New bridge connecting Theresa Ave

New bridge across railroad tracks reconnecting Theresa Ave.

Click or tap on the map to learn more about potential improvements at that location. View the full map (11MB).



All drawings are for evaluation of opportunities and feasibility. MoDOT and our partners have not yet committed to implementing any of the elements shown.

Alternative 3 (Analysis Phase)

Key Features

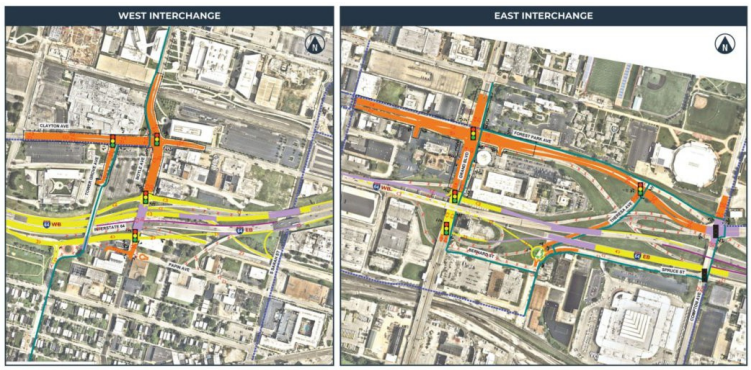
- Consolidates the Vandeventer and Tower Grove off-ramps
- Creates a new eastbound I-64 on ramp from Vandeventer
- Removes left-hand entrance ramps at Boyle/Papin/Tower Grove and Grand/Market/Bernard

Key Benefits & Issues

16/22

- Benefit: Reduces traffic congestion issues
- Benefit: Highest benefit to safety for all users
- Benefit: Greatest potential for redevelopment opportunities near I-64, transit, and trails
- Issue: Highest cost of transportation improvements

Click or tap on the circles on the map to learn more about potential improvements at that location. View the full map (11MB).



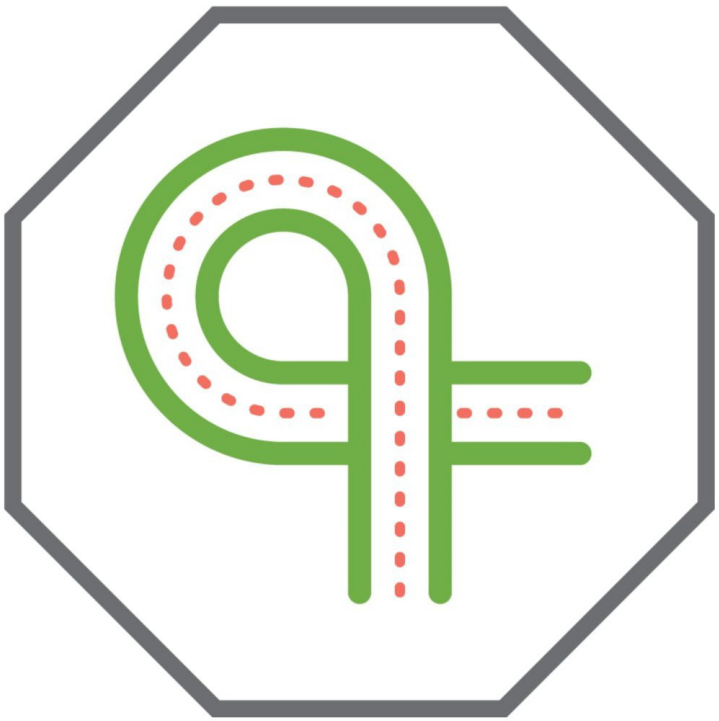
Tower Grove Ave

Convert existing Tower Grove bridge to a shared use facility, grade separate eastbound off-ramp from non-vehicular traffic.

Theresa Ave

Addition of Theresa Ave connection provides additional north/south connectivity and access to MetroLink.

17/22



Grand WB I-64 On-ramp

New on-ramp, signalize intersection.

Theresa EB I-64 Off-ramp

New eastbound ramps, removes left entrance ramp from eastbound I-64.

Vandeventer WB I-64 On-ramp

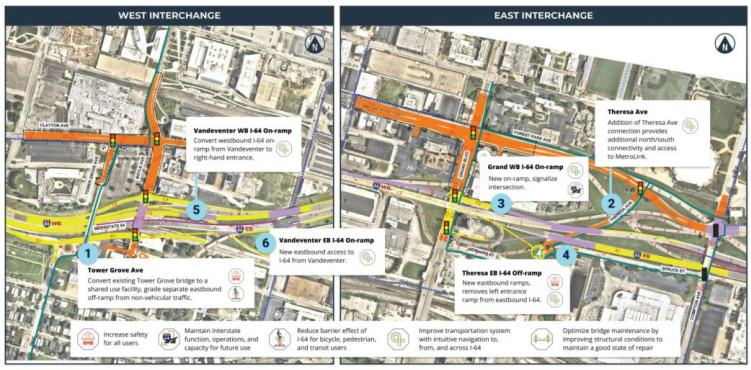
Convert westbound I-64 on-ramp from Vandeventer to right-hand entrance.

Vandeventer EB I-64 On-ramp

New eastbound access to I-64 from Vandeventer.

18/22

Click or tap on the map to learn more about potential improvements at that location. View the full map (11MB).



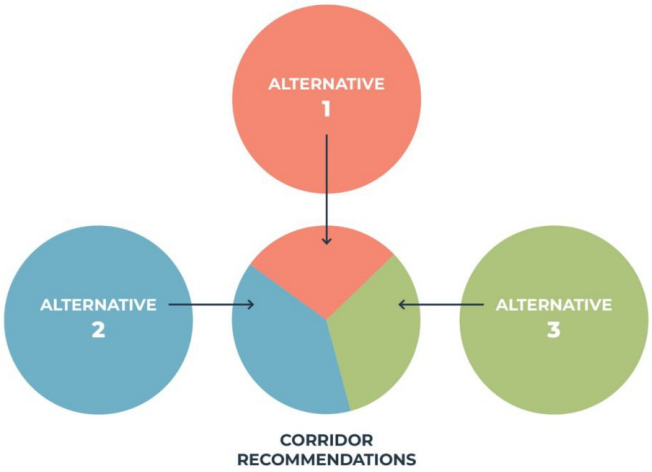
All drawings are for evaluation of opportunities and feasibility. MoDOT and our partners have not yet committed to implementing any of the elements shown.

Final Recommendations

The three alternatives presented have been used for analysis purposes.

A preferred alternative has not yet been selected. Elements from all three of the alternatives will move forward into the next phase including further evaluation of environmental impact, engineering design, and public engagement. This will create one preferred alternative for future construction that could be a hybrid of the three alternatives.

19/22



Input Opportunity: Tell us Your Thoughts

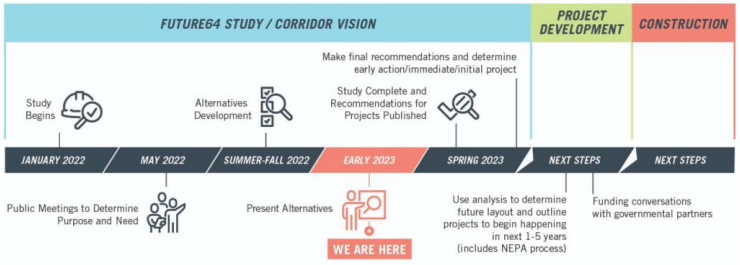
We want to hear from you. Now that you have had a chance to review the Alternatives from the Analysis Phase, tell us what's more important to you.

Next Steps

MoDOT will continue to work with regional government partners to identify funding options, conduct environmental studies, and refine engineering designs to advance Future64.

As the study moves forward, we will create an action plan based on the three alternative options. This plan will outline investment priorities such as bridge repair and replacement and will identify elements that need further development with the study partners.

20/22



Click on the image to enlarge.

Thank You

Thank you for your participation in today's Virtual Online Meeting. We appreciate your input. If you have any comments or questions, please reach out to us using the methods below.

Building a Better I-64 Central Corridor for All

The I-64 Corridor between Kingshighway and Jefferson is an essential route for homes, schools, and businesses. The Missouri Department of Transportation (MoDOT) is working with the community to determine the future of the corridor in terms of needs and desired outcomes.

The PEL study for the I-64 central corridor is called: **Future64: Community. Transportation. Together.** This reflects the impact that the community's needs and desires have on creating an effective transportation experience, and the need for the public to share their insight.

21/22

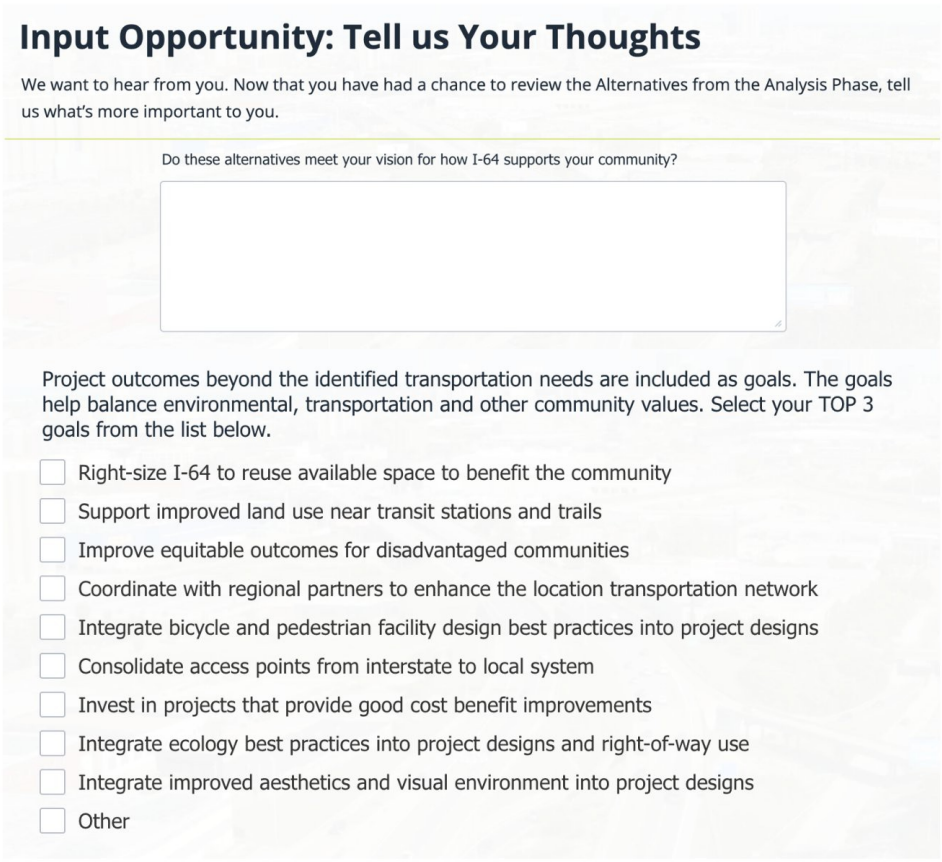
Use the left and right arrows at the bottom of the screen, or the menu to navigate between slides.

View the Virtual Online Meeting

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

22/22

Appendix 13: Online Public Meeting Comment Form



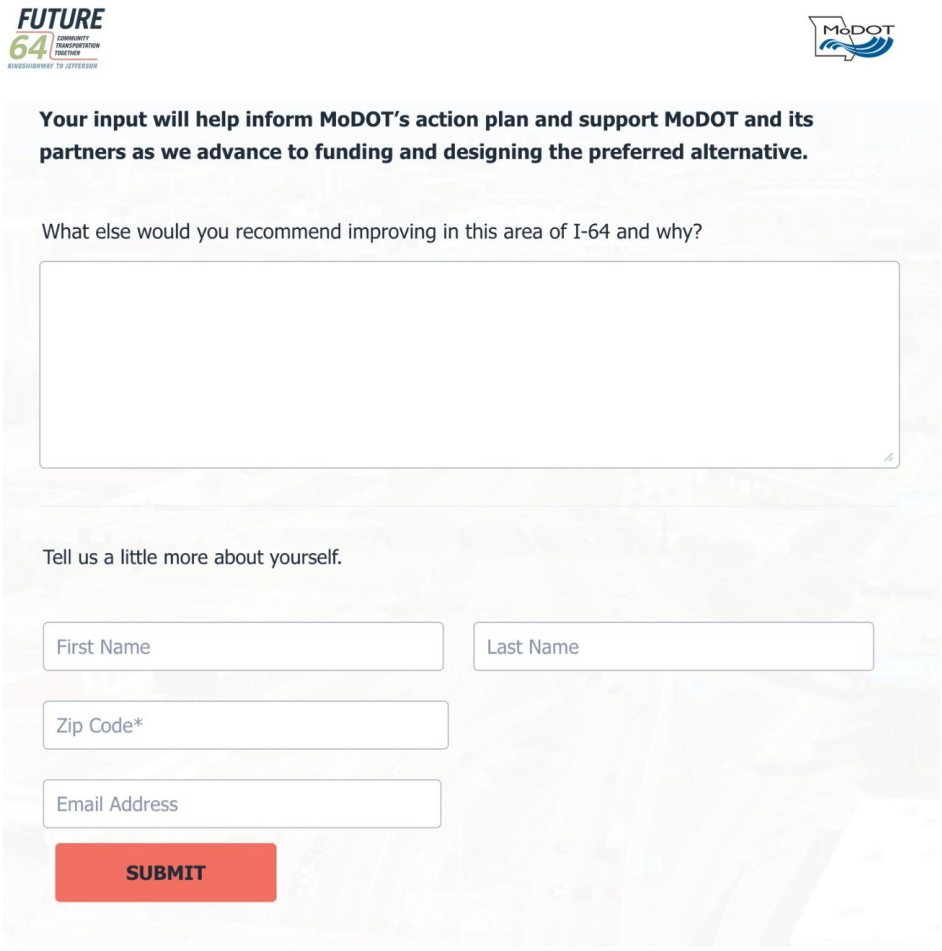
Input Opportunity: Tell us Your Thoughts

We want to hear from you. Now that you have had a chance to review the Alternatives from the Analysis Phase, tell us what's more important to you.

Do these alternatives meet your vision for how I-64 supports your community?

Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values. Select your TOP 3 goals from the list below.

- [ ] Right-size I-64 to reuse available space to benefit the community
- [ ] Support improved land use near transit stations and trails
- [ ] Improve equitable outcomes for disadvantaged communities
- [ ] Coordinate with regional partners to enhance the location transportation network
- [ ] Integrate bicycle and pedestrian facility design best practices into project designs
- [ ] Consolidate access points from interstate to local system
- [ ] Invest in projects that provide good cost benefit improvements
- [ ] Integrate ecology best practices into project designs and right-of-way use
- [ ] Integrate improved aesthetics and visual environment into project designs
- [ ] Other


FUTURE
64
COMMUNITY TRANSPORTATION TOGETHER
KINGSHIGHWAY TO JEFFERSON
MoDOT
Your input will help inform MoDOT's action plan and support MoDOT and its partners as we advance to funding and designing the preferred alternative.
What else would you recommend improving in this area of I-64 and why?
Tell us a little more about yourself.
First Name
Last Name
Zip Code*
Email Address
SUBMIT

Appendix 14: In-person Question 2, Full Table

Question 2: What aspect of the three alternatives best meets your vision for transportation in the central corridor?

Theme	Count
Bike-ped accessibility	13
Bus-only lanes	6
Alt 2 best results	5
Public transportation accessibility	4
Alt 2 bus-only lanes	3
Alt 3 best results	3
Bike-ped only lanes	3
Ramp consolidation	3
Redevelopment opportunities	3
Alt 2 bike-ped accessibility	2
Alt 3 bike-ped accessibility	2
Alt 2 EB interchange	2
Alt 3 on/off ramp consolidation	2
Alt 3 WB interchange	2
Bike-ped only paths	2
Bike-ped safety	2
On/off ramp consolidation	2
SLU connectivity	2
Alt 2 bike-ped safety	1
Alt 2 grade-separated bike-ped lanes	1
Alt 2 protected bike-ped lanes	1
Alt 2 public transportation accessibility	1
Alt 2 redevelopment opportunities	1
Alt 2 separated bike-ped lanes	1
Alt 2 Spring St. pedestrian bridge	1
Alt 2 Theresa Ave plans	1
Alt 3 bus-only lanes	1
Alt 3 community connectivity	1
Alt 3 Compton bridge	1
Alt 3 Forest Park consolidation	1
Alt 3 Grand/I64 access	1
Alt 3 WB exit ramp reduction	1
At-grade intersection Grand/Forest Park	1

At-grade intersections	1
Bernard/Grand roundabout	1
Bike-ped connectivity to parks	1
Bike-ped only trails	1
Boyle plans	1
Brickline connectivity	1
Bridge demolition	1
Bus-only paths	1
Forest Park Ave lane additions	1
Forest Park Parkway/Grand interchange	1
Grand accessibility	1
Grand/Forest Park/I64 intersection	1
Greenway connectivity	1
Improved traffic flow	1
intersection consolidation	1
Market/Grand EB exit removal	1
Minimize highway footprint	1
On/off ramp consolidation	1
Protected bike-ped lanes	1
Public transportation accessibility	1
Removal of Grand loop	1
Removal of left-entry on/off ramp	1
Signage updates	1
Signals on WB Grand on-ramp	1
Theresa Ave bike-ped only lanes	1
Theresa Ave reconnection	1
Theresa Ave redevelopment opportunities	1
Tower Grove Ave bridge bike-ped only	1
Traffic consolidation	1
Vehicle accessibility	1

Appendix 15: In-person Question 2, Verbatim, Coded

Question 2: What aspect of the three alternatives best meets your vision for transportation in the central corridor?

Verbatim Comment	Alt 1	Alt 2	Alt 3	General Pos	General Concern	General Rec
I am most excited about the expansion of BRT lanes on the Grand Bridge. Removing MoDOT as the limiting factor would be huge. I am also excited by signals on the West bound on ramp from Grand. It is a dangerous intersection in a high pedestrian area. The removing cars from Tower Grove Ave bridge is also a big deal as someone who bikes to south city on Tower Grove.		Alt 2 bus-only lanes		Signals on WB Grand on-ramp; Tower Grove Ave bridge bike-ped only		
#2 overall best option. pedestrian and bike safety should be top priority. Spring St. pedestrian bridge is excellent.		Alt 2 best results; Alt 2 bike-ped safety; Alt 2 Spring St. pedestrian bridge				
Improved traffic flow, Grand/Forest Park/64 inersection, easier ped crossing across I-64				Improved traffic flow; Grand/Forest Park/I64 intersection; bike-ped accessibility		

The demolishing of bridges needing repair, removing ramps to open up more development space on Theresa Ave. The at-grand Forest Park and Grand intersections. The addition of pedestrian and bike lanes.				Bridge demolition; redevelopment opportunities; ramp consolidation; Theresa Ave redevelopment opportunities; at-grade intersections; bike-ped only lanes		
Option 3- no more WB exit ramps at FP Ave (underneath Compton) is a big positive. Option 2- reconnecting Theresa Ave is a positive - will City have $? Why is any of Vandeventer entrance/exit ramps kept? Traffic can divert elsewhere (Kingshighway) If highways need to be widened, I appreciate they are widened on inside and not out.		Theresa Ave reconnection	Alt 3 WB exit ramp reduction		Funding; Vandeventer ramp retention	
Emphasis on improving bike trail connections to Forest Park, Tower Grove Park, and other existing/planned bike trails. And by				Bike-ped accessibility; bike-ped connectivity to parks; bike-ped only trails		

bike trails I mean uninterrupted dedicated bike trails. Ease of connectivity to I-64.						
How certain is the plan that the population of STL will "be" in existence as this plan forsees? How A. Business/JObs B. Housing C. Age/demographics D. Stability of age groupings E. Is the cost of living in STL VIABLE					Accurate forecasting	
Proposal 2's incorporation of dedicated bus lanes allows much better public transit usage in the current best bus route for North-South access. These proposals also include grade separated bike and pedestrian lanes that allow for safer travel through or too the central corridor. Creating spaces on current and updated bridges for protected lanes for bikes and peds is a needed step to create safer		Alt 2 bus-only lanes; Alt 2 grade-separated bike-ped lanes; Alt 2 protected bike-ped lanes			Lane additions	

and more usable city streets. FPPW expansion does complicate these efforts so better bike/ped paths through there should be considered, the goal should be less lanes.						
Maps were confusing but a project staffer helped me understand some of it. One thing that occurs to me is that many, any county residents come into the city for Billiken games and concerts at Chaifetz. Eliminating easy exit from 40/64 east to Compton could be a deterrent or irritant to West County drivers. Having them exit at Grand, go south to Chouteau, east to Compton will surely be a non starter!					West county accessibility; Chaifetz accessibility	
Alternative 3. I believe it goes far enough to create more usable space while providing better access for pedestrians to			Alt 3 best results; Alt 3 community connectivity; Alt 3 bike-ped accessibility			

cultural and urban services.						
Enhanced and CONNECTED bike/pedestrian infrastructure. Attempting to consolidate entry/exit and improving community connection at SLU area.				Bike-ped accessibility; SLU connectivity; on/off ramp consolidation		
#2 - it has the best treatment of Compton to Grand. Theresa is best as a straight line. Land around Theresa-Forest Park-Compton should be developable for new buildings.		Alt 2 best results; Alt 2 Theresa Ave plans; Alt 2 redevelopment opportunities				
Get rid of dangerous Forest Park Ave (east) on-ramp! Use new Theresa Ave connection at Forest Park Ave to show I-64W off-ramp traffic? PLEASE add boulevard-like island (think: trees, benches) on Forest Park Ave between Theresa and Vandeventer to mitigate crossing						Eliminate Forest Park Ave east on-ramp; Forest Park pedestrian refuge median

8 lanes of traffic. Pike path in the MIDDLE of Forest Park Ave from Grand to Kingshighway??? :D						
Removal of deficient loop @ Grand. Removal of left-hand entry and exit terminals.				Removal of left-entry on/off ramp; removal of Grand loop		
I am looking for streamlined access to the area by car. I commute into downtown daily. ONce I access the area under study I would like to navigate the streets on foot to access its amenities.				Vehicle accessibility; bike-ped accessibility		
Addition of bus-only lanes and considerations for access to public transit and metro stations.				Bus-only lanes; public transportation accessibility		
Alternative 2: Bus lanes! 70 Grand has the highest ridership and deserves dedicated bus lanes to speed up travel for riders and promote ridership increases. Ped/bike on both sides of Grand		Alt 2 bus-only lanes; Alt 2 bike-ped accessibility				

compliment this mission.						
Bus-only lanes - there should be more. Bike and pedestrian paths - they need to seamlessly connect to existing or planned bike and pedestrian infrastructure. Reducing/eliminating the number of bridges to replace. Improved access to MetroLink.				Bus-only lanes; bike-ped only paths; public transportation accessibility		
Increased connection for bike/ped across highway on Theresa. Simplification of intersections with on/off ramps for less bike/ped interface with drivers. Dedicated bus lines.				Bus-only lanes; Theresa Ave bike-ped only lanes; intersection consolidation; on/off ramp consolidation		
Honestly not many?? I would advocate for the removal of the highway through this neighborhood. I appreciate the modest bike/ped/transit improvements, but they are nowhere near				Bike-ped only lanes		Minimize highway footprint

enough to meaningfully influence mode shift at the scale we need.						
I liked the elements of Alternative 3 that unified Forest Park east of Grand and eliminated all these ramps. I also liked the direct access to Grand from 40. I think improving/simplifying the on/off ramps at Boyle and Vandeventer is important. I think it is paramount to build with the idea/need for pedestrian/bicycle traffic. Make the city connected for everyone. I liked the idea of an additional bridge at Compton over the train.			Alt 3 ramp reduction; Alt 3 Forest Park consolidation; Alt 3 Grand/I64 access; Alt 3 on/off ramp consolidation; Alt 3 bike-ped accessibility; Alt 3 Compton bridge			
I appreciate the incremental progress towards more bikeable routes over and around I-64. I dislike how wide Forest Park Ave is - do we really need 8 lanes? I like how the Grand MetroLink station and Grand				Bike-ped accessibility; Forest Park Ave lane additions; Grand accessibility; public transportation accessibility	Redevelopment btwn Theresa/I64/Forest Park	

Blvd become more accessible. What's going to happen to the area between Theresa Ave, I-64, and Forest Park Ave? The area where we're removing the spaghetti highways.						
Adding biking or walking only paths allowing for people to get from Forest Park Southeast to CWE and businesses like City Foundry. Safety of bikers and pedestrians should be first priority.						Bike-ped access Forest Park SE; Bike-ped access City Foundry; prioritize bike-ped safety
Added bike and pedestrian paths, creating easier and safer access from FPSE to the CWE and Midtown. Adding potential bus lanes on Grand Ave. Removing unnecessary ramps in areas where housing and businesses could be instead.				Bike-ped only paths; bike-ped safety; Bus-only lanes; ramp consolidation; redevelopment opportunities		

Bike/pedestrian access from Forest Park Southeast to Grand Center, SLU, Cortex, Foundry, Enjoy the ideas to move 64 traffic off Papin, tower Grove Ave, and push it to Boyle or dedicated routes. Changes to roundabout in FPSE to support ped access to Metro. Making Grand safer and promoting potential BRT, safer pedestrian paths along Grand. Activating SLU pedestrian access to Metro and surrounding neighborhoods.				Bike-ped accessibility; Boyle plans; public transportation accessibility; bus-only paths; SLU connectivity		
Making the area more ped/bike friendly. Negating the intimidating presence of I-64.				Minimize highway footprint; bike-ped accessibility		
Removal of ramps on east end shown in all alternatives				Ramp consolidation		
Alternative 2 for the complete streets on Grand and bike facilities on Tower Grove Ave, Compton, Theresa		Alt 2 best results; Alt 2 bike-ped accessibility				

2 lane cycle tracks separated from pedestrian footpaths, benefits cyclists and pedestrians to be separated from each other. Bus lanes on Grand! Accessibility to/from MetroLink stations.		Alt 2 separated bike-ped lanes		Bus-only lanes; public transportation accessibility		
Move traffic on major arterial like Grand. Remove/straighten confusing entries/exits at highway that are confusing and dangerous — like Compton to Forest Park. Retain and enhance pedestrian areas. Enhance Brickline.				Traffic consolidation; on/off ramp consolidation; bike-ped accessibility; Brickline connectivity		
alternative 2		Alt 2 best results				
The dedicated and hopefully protected bike lanes				Protected bike-ped lanes; bike-ped only lanes		
More pedestrian and bicycle facilities. Bus lanes along Grand.				Bus-only lanes; bike-ped accessibility		
Reestablishing the street grid to create alternate routes that support				Bike-ped accessibility; redevelopment		

pedestrian/cyclist traffic, while creating land available for future development.				opportunities		
2 east and 3 west		Alt 2 EB interchange	Alt 3 WB interchange			
More, safer pedestrian and bike access				Bike-ped safety; bike-ped accessibility		
1	Alt 1 Best results					
Listing the exists in order is a wonderful idea, especially helpful for out of town guest or new comers to the city. Also, Replacing of the Market and Grand east bound exits being including in all three alternatives is great.				Signage updates; Market/Grand EB exit removal		
I like that alternative 2 has the best connectivity to transit, and that all options include more bike lanes. I'm also interested in the dedicated bus lanes mentioned in alternative 3. My husband and I take the metro home from work		Alt 2 best results; Alt 2 public transportation accessibility	Alt 3 bus-only lanes	Greenway connectivity; bike-ped accessibility		

to the Grand station, and then take bus 70 from there, and it seems to be one of the most popular stops. The extra time it takes to ride the bus is a huge barrier to others I've talked to when they want to take transit. So any dedicated lanes or other improvementd that decrease bus travel time would be very helpful. My husband and I are hoping to take our bikes more when we go out in the evenings, so we are also excited to see additional greenway. We currently ride the greenway to Side Project Brewery and other destinations.						
East interchnage of Alt 2. West Interchange of Alt 3		Alt 2 EB interchange	Alt 3 WB interchange			
Alternative 3			Alt 3 best results			
3			Alt 3 best results			
Streamlined FP parkway and Grand interchange. I'd				Forest Park Parkway/Grand interchange	Bike-ped infrastructure plans	

like to see more specific bike/pedestrian infrastructure plans						
Added pedestrian accessibility. An at-grade intersection at Grand&Forest Park, roundabout at off-ramp from eastbound 64 to Bernard/Grand that retains access to Spruce St and Compton south of 64z				Bike-ped accessibility; at-grade intersection Grand/Forest Park; Bernard/Grand roundabout		

Appendix 16: In-person Question 3, Full Tables Separated by Sentiment

Question 3: Please provide your feedback on Alternative 1 (Analysis Phase).

Alt 1 Positives	Count
Best results	4
Bike-ped accessibility	3
Theresa Ave connectivity	3
Grand ramp plans	2
No exit ramp lane additions	2
Access ramps	1
At-grade	1
At-grade intersection	1
Forest Park Parkway bike-ped accessibility	1
Forest Park Parkway ramp improvements	1
Generally positive	1
Grand exit improvements	1
Grand ramp improvements	1
Grand westbound off-ramp	1
Least disruptive	1
Ramp consolidation	1
Sidewalk expansion	1
Theresa Ave plans	1

Alt 1 Concerns	Count
Bike-ped accessibility	8
Lane additions	4
Lane widening	2
Public transportation accessibility	2
Bernard lane additions	1
Bernard ramps	1
Bike-ped safety	1
Boyle Ave lane additions	1
Boyle bridge lane additions	1
Brickline connectivity	1
City-county accessibility	1
Confused	1
Development accessibility	1

Future developments	1
Lack of westbound on-ramp from Market	1
Lane expansions	1
Least favorable results	1
Least-optimal results	1
Local school accessibility	1
Not responsive to community needs	1
Prioritize multimodal transportation	1
Redevelopment opportunities	1
Residential development	1
Separated bike-ped lanes	1
SLU connectivity	1
Theresa Ave improvements	1
Wide ramps	1

Appendix 17: In-person Question 3, Verbatim, Coded

Question 3: Please provide your feedback on Alternative 1 (Analysis Phase).

Verbatim Comment	General Positive	General Concern	Other
I like the moving and realignment of the westbound on ramp at grand.	Grand ramp plans		
Negative: More lanes to cross when walking on Grand. Plus: Path to Theresa Ave from Grand	Theresa Ave plans	Lane additions	
Alternative 1 appears to provide many improvements while providing the least disruption to traffic during construction.	Least disruptive; best results		
After a brief perusal of all three plans, I like that each will require the removal of [illegible] [illegible] populations from the area there will be a need for an age group in the area that will find that living in STL is productive for family life style, that there is a developed a community lifestyle with the family as a basis.		Residential development	
simplest and cheapest proposal. If that is a barrier to completion then it would benefit at least getting finished. Needs more dedicated bike/ped lanes.	Best results	Bike-ped accessibility	
We now have the soccer stadium, aquarium, Chaifetz — all east of Grand. We need to make it easy for County residents to get into and out of the City. Signed, proud City resident!		City-county accessibility	
Do not believe it goes far enough to better the corridor		Least favorable results	
Dislike adding additional lanes along Clayton/Tower Grove/Boyle. Too close to school.		Lane additions; local school accessibility	

Make Theresa straight. Too many lanes added on Clayton. Focus should be pedestrians.		Prioritize multimodal transportation; lane additions; Thersa Ave improvements	
I appreciate the replacement of obsolete structures. It would be a great improvement over the status quo but not forward-looking enough.	Best results	Future developments	
Fine			n/a
Simplification of access ramps at Boyle and Grand are well developed.	Access ramps		
Would like to see ped/bike along Boyle. Do like narrower ramps onto Grand. Ramp onto Bernard needs to be narrower. Same goes for ramp onto Clayton Ave.	Grand ramp plans	Bike-ped accessibility; wide ramps	
Wild to plan to turn Boyle into 6 lanes — despite sidewalk infrastructure improvements, this corridor is already unfriendly to bikes and pedestrians. Not great when this is one of the few stops along the MetroLink.		Bike-ped accessibility; Boyle bridge lane additions	
I'm concerned about the width of streets increasing with added ramps (Boyle, FPP West at Grand). Wide streets are harder for peds to cross. I like the move of on/off westbound at Grand to entering/exiting at CNE, signalized intersection: safer for people crossing at those sidewalks.		Lane widening; bike-ped accessibility	
Concerned about commitment to fully separated facilities on Tower Grove — not possible w/o removing parking. which we should. No lane additions, please!		Separated bike-ped lanes; lane additions	
I dislike the 6 lanes on Bernard St		Bernard lane additions	
Bike path on Tower Grove bridge is great. Not expanding road way (exit ramp) near Chouteau Park. Added lanes on Boyle Ave bridge not needed. If we	Bike-ped accessibility; no exit ramp lane additions	Boyle Ave lane additions	

had a bike. path on Tower Grove less people should drive.			
I like the added bike/ped facility on Tower Grove Ave. I like that it does NOT add lanes to the Tower Grove Ave exit ramp.	Bike-ped accessibility; no exit ramp lane additions		
Somewhat disagree w/ the metric that Grand changes will increase walkability to the Metro from SLU over the other two options. Primary barrier to Metro access by SLU students is Grand's speed and intersections/highway ramps, which Alt 1 does not strongly address. Theresa connector and realignment of Grand/FP ramps is much-needed.	Theresa Ave connectivity; Grand ramp improvements; Forest Park Parkway ramp improvements	Bike-ped accessibility; SLU connectivity	
Least advantageous to walkability. Best features: Putting Grand and FP at grade, improving the Grand/Market exit confusion	At-grade; Grand exit improvements	Bike-ped accessibility	
I like alternate 1 over 2 and 3. Simple street and concept. Less to maintain I think.	Best results		
Like Theresa Ave connection, Like bike infrastructure	Theresa Ave connectivity; bike-ped accessibility		
Not much		Generally pessimistic	
This design prioritizes the safety of drivers at the expense of the safety of non-drivers. There are too may car lanes, which people have to cross, and no amount of lanes or street-widening will reduce traffic long-term anyway. Putting a traffic light and on/off ramps right next to a metrolink stop is a terrible idea. I like the idea of a bike lane along Forest Park Ave but it should be incorporated into the street design so people biking can more easily access commercial developments along the corridor such as the Foundry	Forest Park Parkway bike-ped accessibility	Bike-ped safety; lane widening; public transportation accessibility; development accessibility	

This one is arguable the worst option. The ramps at Bernard and widening of Grand is excessive. Bike facilities along grand are limited and cross lots of right turn slip lanes. On the west, the sidepath along Tower Grove Ave feels lackluster and Clayton/Boyle is excessively wide. The Papin on ramp also needs to be removed. The only good part of this plan is the relatively narrow Boyle bridge.		Least-optimal results; lane expansions; Bernard ramps; bike-ped accessibility;	
Pro's: -Grand/Forest Park Ave at grade -Creation of Therasa Ave crossing I-64 -Moving Grand Westbound onramp closer to the highway to shrink highway's footprint -Creation of Grand Westbound offramp. Con's: -Current Benard/Theresa becomes non-pedestrian friendly and auto-oriented preventing alternative routes for cyclists/pedestians. -Limited pedestrian connections to Metrolink -Keeping Forest Park Ave exit despite having a new Grand exit misuses land that will become more valuable as the Brickline is completed.	At-grade intersection; Theresa Ave connectivity; Grand westbound off-ramp	Bike-ped accessibility; public transportation accessibility; redevelopment opportunities; Brickline connectivity	
Doesn't respond to any community concerns besides a couple widened sidewalks	Sidewalk expansion	Not responsive to community needs	
Efficient ad cost sensitive			n/a
Nice to consolidate the ramps and change dangerous one out	Ramp consolidation		
Alt 2 and 3 work better	Least favorable results		
Not siding enough money			n/a
Confusing, yet offers no WB on-ramp from Market.		Confused; lack of westbound on-ramp from Market	

Appendix 18: In-person Question 4, Full Tables Separated by Sentiment

Question 4: Please provide your feedback on Alternative 2 (Analysis Phase).

Alt 2 Positives	Count
Bus-only lanes	7
Bike-ped accessibility	5
Public transportation accessibility	4
Redevelopment opportunities	4
Theresa Ave plans	4
Best results	3
Bike-ped accessibility	3
Ramp reduction	3
Public transportation accessibility	2
Roundabout	2
Accessibility	1
At-grade connectivity	1
At-grade intersection	1
Boyle on-ramp addition	1
Boyle roundabout	1
Bridge improvements	1
Compton Ave access	1
East-bound on-ramp removal	1
Eastbound interchange	1
Grand improvements	1
Public transportation accessibility	1
Separated bike-ped lanes	1
Theresa Ave bridge	1
Theresa Ave improvements	1
Westbound ramp on Forest Park Parkway	1

Alt 2 Concerns	Count
Lane additions	7
Bike-ped accessibility	2
Shared-use paths	2
Bike-ped safety	1
Bike-ped accessibility on Tower Grove Ave	1
Grand/Market accessibility	1

Limited intersection visibility	1
Need ramp from Theresa Ave to WB I-64	1
No change WB Grand on-ramp	1
No westbound on-ramp from Market	1
On-ramp at Spruce	1
Reduce highway footprint	1
Roundabout	1
Separated bike-ped lanes	1
Theresa Ave bridge crossing	1
Traffic congestion	1
Westbound offramp to Grand/Forest Park Parkway	1

Appendix 19: In-person Question 4, Verbatim, Coded

Question 4: Please provide your feedback on Alternative 2 (Analysis Phase).

Verbatim Comment	General Positive	General Concern	Other
Excited about the BRT and improving the walking to the grand station (improved bus transport might result in less need to walk to the metrolink)	Public transportation accessibility		
Plus: Perpendicular theresa Ave alignment, good for development. Plus: Bernard St. access to below Grand bridge	Theresa Ave plans; redevelopment opportunities		
I like the retention of the west bound on ramp to Forest Park. Additional crossing of railroad tracks on Theresa would be excellent.	Westbound ramp on Forest Park Parkway; Theresa Ave improvements		
Westbound offramp to Grand/FP Ave is bad. Too long and not used enough.		Westbound offramp to Grand/Forest Park Parkway	
Dedicated bus lanes are a great addition with separated bike/ped lanes. On Grand it could be easier to extend these dedicated and grade separated lanes further north and south. Preserving the Boyle roundabout is also great. Why not just reduce the total lanes?	Public transportation accessibility; separated bike-ped lanes; Boyle roundabout	Lane additions	
Theresa Ave connection is good at connecting N/S of 64.	Theresa Ave plans		
Best plan. Keep Theresa straight. Make sure Forest Park Blvd can support new store fronts and residential development.	Theresa Ave plans; redevelopment opportunities		
Plus: Like getting rid of Papin Ave (East) on-ramp in favor of Boyle Ave on-ramp	East-bound on-ramp removal; Boyle on-ramp addition		
I appreciate the features that improve the ability and make the spaces accessible.	Accessibility		

Fine			n/a
Pros: BRT routes on Grand. Cons: Additional bridge lanes on Boyle	Public transportation accessibility	Lane additions	
Bernard ramp needs to be narrowed below 6 lanes. Seriously love suggestion of bus lanes but would like to see them extended or Grand along with signal priority. Like ped/bike on both sides of Grand.	Public transportation accessibility; bike-ped accessibility	Lane additions	
Seems to depend on a lot of "partner agencies" for pedestrian and bike infrastrcuture.		Bike-ped accessibility	
At grade Grand/FPP is WAY too wide to safely cross. Cannot have that many lanes. Dedicated bus lanes is a huge advantage.	Public transportation accessibility	Bike-ped safety; lane additions	
Bus only lanes on Grand are critical. Unsure about transition between roundabout at Theresa and shared use path at Bernard from cyclist's perspective. No lane additions please!	Public transportation accessibility	Shared-use paths; lane additions; roundabout	
I like all the pedestrian/mixed use paths (green) around Grand — could one direction be dedicated to bikes and one to pedestrians? Also, are they going to be protected? I wouldn't want to bike or walk on Grand if there isn't a physical barrier between me and cars.	Bike-ped accessibility	Shared-use paths	
The extra bike lanes and transit lanes are great and important. I like removing on/off ramps which are confusing and chaotic to make room for housing and biz growth. Then building cleaner, more direct ramps. Very, very, very against adding more lanes to any ramps or roads. If people want to drive they deserve the traffic.	Bike-ped accessibility; bus-only lanes; ramp reduction	Lane additions	

I like the bike/ped access on Tower Grove Ave and that it doesnt add lanes to the Tower Grove Ave exit. I like that the bike lanes go further down Grand. I like adding bus-only lanes to Grand.	Bike-ped accessibility; bus-only lanes		
Fantastic vision for Grand bridge. Dedicated bus lanes down Grand can resolve problems that ripple into South Grand as well. Clayton Ave and Boyle changes seem like overcorrections to Cortex, but otherwise welcome.	Bus-only lanes; bridge improvements		
Most economical, Best feature: Dedicated ped/bike lane and bus lanes on BOTH sides of Grand, New Bernard/Grand exit roundabout provides access to Compton, Etc., Brings eastbound Boyle ramp to Boyle (eliminates Papin)	Best results; bike-ped accessibility; Compton Ave access; ramp reduction		
Like Grand complete streets connection	Grand improvements		
Ensure separation of pedestrians from cyclists. Love bus lanes.	Bus-only lanes	Separated bike-ped lanes	
Achieves the goals I mentioned above	Best results		
this solution accommodates pedestrians best	Best results; bike-ped accessibility		
Positive- At grade Grand Forest Park Pkwy. Negative - Pedestrian experience with lanes and cars Negative - S. Compton to I-64 West Bound access long route that adds traffic to new at grade intersection. New I-64 east off ramp creates more space for viable real estate to the south. Negative S. Compton to I-64 east. Negative - Theresa bridge crossing. Try to connect to 510 Grand Forest and Chaifetz	At-grade intersection; redevelopment opportunities	Bike-ped accessibility; traffic congestion; Theresa Ave bridge crossing	

See above about too many lanes. I think the ramp on the West Interchange is too close to buildings and could be a lot more compact, using the space between the highway and the Vandeventer ramp instead of taking out more buildings. I like the use of a roundabout and the Theresa bridge but it needs a light at Chouteau	Roundabout; Theresa Ave bridge	Lane additions; reduce highway footprint	Add stoplight at Chouteau
Love the idea for bus lanes along Grand. The sidepaths on BOTH sides of Grand is also great, and could be set up as directional facilities. The bike facilities along grand also have minimal traffic crossings. I also like the roundabout at Bernard and Spruce. The on ramp to 64 at Spruce seems awkward and dangerous. On the west, the bike facilities along TGA are still lackluster. More space should be made for a proper cycle track by making it only one lane for cars.	Bus-only lanes; bike-ped accessibility; roundabout	On-ramp at Spruce; bike-ped accessibility on Tower Grove Ave	
Pro's: -Benard above grade connects Grand to at grade roads like Spruce & Theresa. -Benard also allows for a connection to the proposed road for the Armory Tower development -Direct north/south Theresa connection to Forest Park Ave, serves as relief to Grand -Creation of Theresa connection across train tracks -At grade intersection of Grand and Forest Park Ave Con's: -No change to westbound Grand on-ramp -Forest Park Ave is the only westbound offramp for to access Grand/Market this would not support traffic to travel east on Market or Compton from the exit easily. Additional Considerations: -Some traffic will likely use the	At-grade connectivity; redevelopment opportunities; Theresa Ave plans	No change WB Grand on-ramp; Grand/Market accessibility; limited intersection visibility	

eastbound Grand exit and go through the roundabout to Compton (using Spruce) to travel south to residential areas and new developments (Top Golf) or north to access Midtown/Grand center, but current visibility at the intersection is limited and should be improved for safety.			
Bridge over railroad would be a great alternative to Grand for people who don't want high speed traffic flying by as well as connecting to the new Steelcote development. Bus lanes are great if they can keep general traffic from straying into them.	Bus-only lanes		Add rail tracks bridge over Grand
Dedicated bus lane could make bus system fast enough to encourage people to ride. Eliminating all the excess ramps	Bus-only lanes; ramp reduction		
I like the view of the pedestrian crosswalk and cycle lanes.	Bike-ped accessibility		
I like that this option provides the most access to transit.	Public transportation accessibility		
Needs a ramp from Theresa Ave onto west bound I-64. Compton, after an event at the arena is a nightmare. Otherwise, the east interchange works well on Alt 2.	Eastbound interchange	Need ramp from Theresa Ave to WB I-64	
Not impressive, yet offers no WB on-ramp from Market.		No westbound on-ramp from Market	

Appendix 20: In-person Question 5, Full Tables Separated by Sentiment

Question 5: Please provide your feedback on Alternative 3 (Analysis Phase).

Alt 3 Positives	Count
Bike-ped accessibility	9
Public transportation accessibility	4
Best results	2
Bus-only lanes	2
Tower Grove bridge changes	2
At-grade intersections	1
Bike-ped safety	1
Cost-effective	1
Grand on-ramp	1
No changes to EB lanes	1
Ramp reductions	1
Separated bike-ped paths	1
SLU/Harris Stowe connectivity	1
Tower Grove Ave roundabout	1
Tower Grove Ave roundabout	1
Traffic reduction	1
WB interchange	1
WB on/off ramps	1

Alt 3 Concerns	Count
Lane additions	7
Lane widening	5
Bike-ped accessibility	4
Plans	3
Bike-ped safety	2
Not cost-effective	2
Roundabout removal	2
Forest Park Parkway exit	1
Grade	1
Grand not at-grade	1
Grand to Spruce connectivity	1
Lane reductions	1
Least favorable results	1

No Market WB on-ramp	1
Papin Ave changes	1
Potential cost	1
Public transportation accessibility	1
Ramp additions	1
Redevelopment opportunities	1
Roundabout replacement Tower Grove Ave	1
Spruce at-grade	1
Too many changes	1
Tower Grove Ave exit	1
Tower Grove Ave plans	1

Appendix 21: In-person Question 5, Verbatim, Coded

Question 5: Please provide your feedback on Alternative 3 (Analysis Phase).

Verbatim Comment	General Positive	General Concern	Other
The most exciting part is removing cars from Tower Grove bridge. Tower Grove is the key bikeway I use to access south city and making it safer is important to me.	Bike-ped accessibility; bike-ped safety; Tower Grove bridge changes		
Negative: Weird Theresa Ave alignment		Theresa Ave plans	
Nice that 64 east bound lanes would not need to be realigned. Do not like Theresa not aligning with grid.	No changes to EB lanes	Theresa Ave plans	
Tower Grove Ave ped bridge is fine? Seems mostly like a throwaway attempt at being "pedestrian friendly". It's better to accommodate peds/bikes on every N-S street	Tower Grove bridge changes	Bike-ped accessibility	
I don't like the expansion of lanes to 6 on Boyle as well as the removal of the roundabout. Additional lanes will not resolve traffic issues!		Lane widening; roundabout removal; lane additions	
The best in my opinion. Heavily favor the separated bike/ped paths and better access to the Grand Metro station.	Best results; separated bike-ped paths; public transportation accessibility		
Like reduction of traffic by school and park (tower grove)	Traffic reduction		
Keep Theresa straight		Theresa Ave plans	
I am afraid this is too costly to be funded and executed.		Potential cost	
No! Do not mess with the 64 and Forest Park exit.		Forest Park Parkway exit	
Cons: Additional bridge lanes on Boyle. 6 lanes is insane. Pros:	Bike-ped accessibility; public	Lane additions	

Consideration of bike lanes and access to transit stops	transportation accessibility		
Good reduction of lanes for interchange onto Grand. Would like to see narrowing/reduction of lanes EB64 --> Boyle. Would like to see ped/bike on Boyle, both sides of Grand.		Lane reductions	Lane reductions EB I64 & Boyle; bike-ped accessibility on Boyle
All of the bridges across 64 need improved bike infrastructure; so many hospital and Cortex employees commute from the SOuth - would be great to move them via bike. Do better! Please!			Bike-ped accessibility on all bridges
FPP/Grand at grade is too wide. Boyle is too wide. On-ramp to EB-64 at Grand needs more clarity?		Lane widening	Unclear on on-ramp EB I64
Concerned about replacement of roundabout at TG/Clayton; less safe for peds. No lane additions, please!		Roundabout replacement Tower Grove Ave; bike-ped safety	
I would happily pay a higher tax for a more comprehensive proposal if it meant an overall improvement to our city and our community.			Would like more comprehensive proposal
Less appealing because less bike paths and added highway lanes. There is traffic 2 times/day on weekdays. But adding more lanes for 10 hours a week is not what I want in our community. All other times we have more than enough lanes.		Least favorable results; lane additions; bike-ped accessibility	
I don't like the number of lanes added to the Tower Grove Ave exit, especially since it's close to Chouteau Park		Lane additions; Tower Grove Ave exit	
As a resident of FPSE, I love the proposed idea for the Tower Grove Ave roundabout and ped path. Current routing from FPSE to	Tower Grove Ave roundabout; bike-ped accessibility; public		

nearest Metro stops are barren and unfriendly, and this helps. Love reworks to link SLU/Harris Stowe to Metro + Steelcote areas.	transportation accessibility; SLU/Harris Stowe connectivity		
Least economical. Best feature: the 'elevated' bike/ped path at Tower Grove roundabout.	Towe Gove Ave roundabout	Not cost-effective	
Not sure Tower Grove Ave being all ped/bike is necessary for bikes on an improvement over Alt 3. Like bike infrastructure.	Bike-ped accessibility	Tower Grove Ave plans	
FPP too wide @ Grand. Want bus lanes, cycle track on Grand	Bike-ped accessibility; bus-only lanes	Lane widening	
Maybe too much. Some helpful aspects if protect/enhance pedestrian connections	Bike-ped accessibility	Too many changes	
Negative 6 lanes Boyle. What if there is fire. Expensive. Too mayn lanes. Not enough leverage for new transit stations. Negative - removal of roundabout.		Lane additions; roundabout removal; public transportation accessibility	
The only good thing about this one is the ped/bike bridge. It's way overbuilt and even the right-hand on-ramp from Vandeventer is right before another on-ramp which is still going to be a clusterfuck and not really an improvement from what we have now. See above about lane widening	Bike-ped accessibility	Lane widening; ramp additions	
I like the bike/ped only TGA bridge concept, but I very much dislike the 6 lane wide Boyle bridge, and 6 lane wide boyle from 64 to clayton. Vandeventer ramps are also unnecessary. Leave that how it is, or remove it completely. On the east, the onramp from Grand to 64 EB avoiding the roundabout is a major conflict point with peds and bikes. It also removes any connection from	Bike-ped accessibility	Redevelopment opportunities; bike-ped safety; Grand to Spruce connectivity; lane additions	

Grand to Spruce, without leaving room for development. Again the sidepath along grand crosses a 3 lane off ramp with a slip lane, which is dangerous.			
Pro's: - Alignment of westbound on/off ramps directly at Grand - Removal of forest park ave exit - Grand/Forest Park Ave at grade Con's - Grand is not connected to at grade street grid - At grade street grid (Spruce, Theresa) serves primarily as off-ramps from highway rather than connecting to the grid to support additional pedestrian and cyclist flow	WB on/off ramps; ramp reductions; at-grade intersections	Grand not at-grade; bike-ped accessibility; Theresa at-grade; Spruce at-grade	
Converting Tower Grove into foot and bike traffic would be a needed non-car priority connection and reduce traffic by making the north south trip more comfortable and attractive for people to not use cars.	Bike-ped accessibility		
Grand on ramp feels best	Grand on-ramp		
6 lanes on Boyle is overwhelming, there should be more focus on increasing walking and biking. The Grand interchange has way too many lanes		Lane widening; lane additions; bike-ped accessibility	
This alternatives is very expensive, which makes me worry about significant tax increase.		Not cost-effective	
I like that this option mentions dedicated bus lanes. Maybe this would help cut down on bus travel time? That seems to be a big barrier for people who may otherwise take transit.	Bus-only lanes; public transportation accessibility		
West interchange works well here. I don't like how Papin Ave gets cut off though. STL has enough dead in streets at main corridors that	WB interchange	Papin Ave changes	

already polarize our neighborhood from each other.			
More buck for bang	Cost-effective		
Best option, yet offers no WB on-ramp from Market.	Best results	No Market WB on-ramp	

Appendix 22: In-person Question 6, Full Tables Separated by Sentiment

Question 6: Additional Comments

Additional Comments - Positives	Count
General positive sentiment	6
Bike-ped accessibility	3
Alternative 2	2
Bus-only lanes	2
Grand plans	2
Public meeting information	2
Theresa Ave plans	2
Alternative 2 ramps	1
Alternative 2 redevelopment opportunities	1
Alternative 3 on/off ramps	1
Commuter equity	1
Connectivity	1
Helpful project team	1
North-South connectivity	1
On-off ramp changes	1
Public meeting presenters	1
Ramp consolidation	1
Redevelopment opportunities	1
Roundabout	1
Shoulder widening	1
WB on-ramp on Market	1

Additional Comments - Concerns	Count
Lane widening	8
Bike-ped accessibility	3
Lane additions	3
Traffic congestion	3
Grand not at-grade	2
At-grade intersection Grand & Forest Park	1
Confusing maps	1
Confusing meeting	1
Crowded public meeting	1
Intersection visibility	1

Nearby schools	1
Noise	1
Not enough changes to Vandeventer	1
Park accessibility	1
Pollution	1
Public meeting accessibility	1
Public meeting not well-advertised	1
Public transportation infrastructure	1
Reevaluate Kingshighway entry lane	1
Shared-use paths	1
SLU accessibility	1
Small font visuals	1
Speeding	1
Target coded as grocery store	1
Vehicle safety	1
WB Chaifetz traffic	1

Additional Comments - Recommendations/Requests	Count
Bike-ped accessibility	8
Public transportation accessibility	7
Prioritize multimodal transportation	6
Prioritize redevelopment opportunities	3
SLU connectivity	2
Armory connectivity	1
At-grade intersection at Grand/Forest Park	1
Eastbound connection Vandeventer to I-64	1
Forest Park/Market connectivity	1
Foundry connectivity	1
Grade-separated lanes	1
Metrolink accessibility	1
Off-ramp roundabout EB to Bernard Grand	1
Prioritize bike-ped accessibility	1
Prioritize green infrastructure	1
Protected bike-ped lanes	1
Rapid bus transit Kingshighway and Grand	1
Redesign Kingshighway on-ramp	1
Redesign Skinker off-ramp	1

Retain EB access to Spruce St./Compton South	1

Appendix 23: In-person Question 6, Verbatim, Coded

Question 6: Additional Comments

Verbatim Comments	General Positive	General Concerns	General Recommendations
Improving connections between SLU and Grand station bia bus and walking should be a key focus of making I-64 (an urban highway) better intergrate into the City.			Bike-ped accessibility; public transportation accessibility; SLU connectivity
Ease of access to Metrolink for SLU campus. Possible ramp parallel to Grand Blvd for north-south Metrolink access. Protected bike lanes on Grand & Forest Park. Spring St. bridge!!!			SLU connectivity; public transportation accessibility; Metrolink accessibility; protected bike-ped lanes
Much needed improvements, looking forward to what final design will be.	General positive sentiment		
I was afraid it would be a massive road widening project, glad to see the hard work that was done to reconnect places, increase development area, focus on health, access, and walkability near the highway and off ramps.	General positive sentiment; connectivity; redevelopment opportunities; bike-ped accessibility		
All arterial roads are far too wide. FP Ave at Grand is wider than the highway itself. Work with City to reopen grid all around project to improve flow, traffic will intuitively find alternates. STL funnels all traffic onto a few streets too often. Don't be scared of some traffic!		Lane widening; traffic congestion	

When bike lanes are designed please do so in a way that allows for uninterrupted riding. I dont believe transit should be a big concern. STL is a very drivable city and as long as people own cars the transit system won't be used except for sporting events. I would love to see an easy EB connection from Vandeventer to I-64		Bike-ped accessibility	Eastbound connection Vandeventer to I-64
I will not be alive to see this plan's completion . I hope it benefits the entire area.	General positive sentiment		
The maps were confusing. The staff were very helpful.	Helpful project team	Confusing maps	
The entrance to 64 east at Kingshighway needs to be reevaluated. The entry lane does NOT provide oncoming traffic enough time to accelerate and properly merge with existing traffic before you reach the Tower Grove (exit only) lane. It is very dangerous and has already caused accidents and a fatality. Perhaps separate the three designs into separate rooms with presenters or tour guides to walk us through what we are seeing. To make it less confusing and overwhelming.		Confusing meeting; Reevaluate Kingshighway entry lane; vehicle safety	
The big issue I see with widening access at Clayton/Boyle is that then there is no where for this traffic to go. It is funneled into neighborhoods that lack infrastructure to support this. What accommodations for		Traffic congestion; noise; pollution; nearby schools; lane widening	

noise/pollution are made for park/school areas?			
All streets need to have pedestrian focus with potential to be ready for new buildings. Bike lanes on all streets please.			Bike-ped accessibility; prioritize redevelopment opportunities
Big public win would be to redesign conflicting Kingshighway (West) on-ramp and SKinker (west) off-ramp, cause daily backups during evening rush hour. Why not bus rapid transit for Kingshighway and Grand??			Rapid bus transit Kingshighway and Grand; redesign Kingshighway on-ramp; redesign Skinker off-ramp
This section of I-64 is maddening and it feels like an [illegible] problem to solve. Thank you for working on it.	General positive sentiment		
Thanks for having this meeting at the Cortex station!	General positive sentiment		
It's deceiving that you include a proposed Target as a grocery store location — Target grocery stores are not full grocery stores. Residents deserve better access. Also deceiving that the (2) parks you list have little programming - will this project contribute to improving those parks? A large part of why people do not use them is related to sound and air pollution due to proximity to the highway and exit/entrance ramps. Public meeting was not well advertised.		Target coded as grocery store; park accessibility; public meeting not well-advertised	
It would be helpful to see all three in closer comparison. In general, people walking and taking transit should be prioritized. Whenever		Lane widening	Bike-ped accessibility; public transportation accessibility; prioritize multimodal transportation;

possible, City streets should be NARROW with narrow lane widths and clear, grade separated for bikes and walkers.			grade-separated lanes
Making peds cross 6 lanes of traffic at Grand & 64 is unacceptable. Really hard to engage with alternatives in such a crowded room and small font posters.		Crowded public meeting; small font visuals; bike-ped accessibility; lane widening	
I liked the idea of creating "commuter equity". Our city is fragmented and disconnected. HOw can we rethink our approach to commuting that will promote safety, efficiency, multimodal transport all while supporting/promoting small business, development and population density.	Commuter equity		Prioritize redevelopment opportunities; prioritize multimodal transportation
I think it's important to connect/activate the Armory/Foundry so you can get to/from it on foot, bike, or via the Grand stop.			Bike-ped accessibility; Armory connectivity; Foundry connectivity
Alt 2 plan seems like it takes care of driving messes, making on/off ramps cleaner. It adds lanes for Buses and Bikes/Pedestrians which will help our community travel safer. the information delivered today was very helpful. Thank you for the work you're doing!!	Alternative 2; on-off ramp changes; bus-only lanes; bike-ped accessibility; public meeting information		
I appreciate the inclusion of pedestrians, cyclists, and transit users into the planning and hope that trend will continue so we can create safer streets for all.			

Feels as if Vandeventer has been left somewhat untouched, which feels like the biggest barrier to pedestrian access between FPSE and Grand. Love changes to Grand, fantastic solutions and proposals for all alternatives. Widening shoulders in this area is welcome; I have encountered near-misses here. Thank you!	Grand plans; shoulder widening	Bike-ped accessibility; not enough changes to Vandeventer	
Alt 2's feature of the 'complete' street is on Grand is a street of the future. The Bernard round-about might help drivers more easily navigate the confusion around the area.	Alternative 2; Grand plans; roundabout		
North-south connections for bicycle/ped very important. Like the Theresa Ave connection	Theresa Ave plans; North-South connectivity; bike-ped accessibility		
Separate cyclists from pedestrians, maximize MetroLink accessibility			Bike-ped accessibility; public transportation accessibility
Doors were locked to building. Guard was not helpful, I almost left. Presenters were very accommodating and helpful, stayed late.	Public meeting information; public meeting presenters	Public meeting accessibility	
I can't help but feel that the poor solutions provided are indicative of the issue. Specifically, 64 at Grand must be at-grand, and allow for Grand to be a complete overpass. The solutions provided are all increases in size, which inhibits walkability for students.		Grand not at-grade; lane widening; lane additions; SLU accessibility	

All of these are overly car-centric with some pedestrian and bike amenities sprinkled in as a charitable overlay. I and many others think the engineers who design our streets are out of touch with the reality of a lot of people in the city who can't afford a car or can't drive for one reason or another. Designing city streets for moving cars quickly is in direct conflict with creating productive urban areas and has no place in our city. The safety of people outside of cars should always come first. People who get behind the wheel understand they are taking a risk and that risk should not be passed on to people just going about their day who didn't decide to drive. On top of that it punishes people for not driving, which just makes traffic worse because it forces everyone to drive if they can, exacerbating the problem			Prioritize multimodal transportation; public transportation accessibility; bike-ped accessibility
We do not need to be spending millions accommodating commuters with 6 lane death stroads in the heart of the city. This should be the most walkable part of the metro area, not a free play space for cars. Its 2023, not 1960. Commuters need to be parking in Brentwood and riding the train into the city.		Lane additions; lane widenings	Prioritize multimodal transportation; public transportation accessibility; bike-ped accessibility
Top Design Elements: Theresa design from Alternative 2,	Theresa Ave plans; Alternative	Grand not at-grade;	

specifically Theresa connecting across the railroad tracks. Westbound on/off ramps from Alternative 3 to eliminate the Forest Park Ave exit, allowing for Compton/Market/Forest Park intersection to be an urban corridor rather than a series of ramps. Benard connection from Alternative 2 to connect on ramps directly into the street grid to allow for alternate flows of traffic to relieve traffic on Grand and connect to future proposed developments at the Armory. Largest Design Con's: Grand not connecting to at grade roads in Alternative's 1 & 3 will continue to push traffic onto Grand, making Grand less pedestrian/cycle friendly. Additional Considerations: -Visibility at the Spruce/Compton intersection. -Creation of Bi-Directional bike lanes next to each other is better for cyclists than lanes on separate sides of the street to allow for passing and added separation from traffic. -Consider feasibility of adding a pedestrian/cyclist bridge at Spring to connect the Foundry and Armory. -Reconsider lane count at Forest Park Ave/Grand. This large of a change will result in drivers taking alternative routes beyond the study area, for example living in Tower Grove East I currently use the	3 on/off ramps; ramp consolidation; Alternative 2 redevelopment opportunities; Alternative 2 ramps	intersection visibility; traffic congestion; shared-use paths; lane widening; lane additions	

Compton/Market onramp to travel west on 64. In the future alternative designs I would not use the westbound on ramp at Grand and will instead travel on Westbound 44 from Grand exit at Hampton travel north to 64 westbound. This route is the same travel time for me today, whereas the Grand on ramp takes more time to travel to.			
The fact that all numerical metrics used to evaluate this corridor only measure car traffic is a policy failure and does not reflect a reality where many people are moving about through other means and many more would prefer to if our entire built environment wasn't built to push people into automobiles. A part of this study should have been evaluating whether this highway is even needed given the multitude of alternative routes serving this area and a growing recognition of the harm caused by urban freeways. Design for cars and we will have more traffic and dead cities, give people the freedom to choose how to get around and the region will grow.			Prioritize multimodal transportation; public transportation accessibility
Need more focus on green infrastructure . Making the right of way size conducive for growing canopy trees and desired landscape solutions			Prioritize green infrastructure

Glad there are going to be changes made	General positive sentiment		
The focus for the city should be on connecting people on foot not pushing more cars. Some of the street widening seems unnecessary.		Lane widening	Prioritize multimodal transportation; prioritize bike-ped accessibility
I can't recall which alternatives offered "Bus Only" lanes, but I do think it will be helpful to the flow of traffic on the Grand Bridge.	Bus-only lanes		
There has to be a better solution than a surface interchange at Grand & Forest Park. This solution did not slow down traffic @ Kingshighway. MODOT NEEEDS TO SECURE FUNDING FOR A METRO STATION @ VANDERVENTOR		At-grade intersection Grand & Forest Park; speeding; public transportation infrastructure	
As a Downtown/Downtown West resident who heads WB to work, shop, etc. I would like a WB on-ramp from Market. I also have concerns about WB traffic after events at Chaifetz.	WB on-ramp on Market	WB Chaifetz traffic	
Added pedestrian accessibility. An at-grade intersection at Grand&Forest Park, roundabout at off-ramp from eastbound 64 to Bernard/Grand that retains access to Spruce St and Compton south of 64z			Bike-ped accessibility; at-grade intersection at Grand/Forest Park; off-ramp roundabout EB to Bernard Grand; retain EB access to Spruce St./Compton South
Really hope that Forest Park and Market can be connected in such a way that makes them a single boulevard that allows for development along it and not with an off-ramp type infrastructure.			Prioritize redevelopment opportunities; Forest Park/Market connectivity

Appendix 24: Online Question 4, Full Table

Zip code	Count
63110	24
63108	21
63104	21
63116	13
63118	11
63139	10
63109	9
63112	8
63102	5
63103	5
63101	3
63122	3
63143	3
63376	3
63105	2
63106	2
63123	2
63130	2
63304	2
62034	1
62269	1
6301-	1
63010	1
63021	1
63114	1
63117	1
63119	1
63126	1
63129	1
63132	1
63144	1
63146	1
63303	1
63366	1
63367	1

80128	1

Appendix 25: Online Question 1, Full Tables Separated by Sentiment

Question 1: Do these alternatives meet your vision for how I-64 supports your community?

General Positive	Count
General positive sentiment	12
Bike-ped accessibility	11
Bike-ped safety	6
Bus-only lanes	4
Public transportation access	4
Does meet vision	3
Step in the right direction	3
At-grade Forest Park Parkway	2
General positive sentiment	2
Prioritize multimodal transportation	2
Redevelopment opportunities	2
Roundabouts	2
Theresa Ave bridge	2
Aesthetic improvements	1
At-grade intersections	1
Bike-ped accessibility	1
Boyle/Clayton plans	1
Brickline incorporation	1
Bridge improvements	1
Congestion improvements	1
Cost-effective	1
Forest Park at-grade	1
Forest Park Parkway at-grade	1
Forest Park/Grand at-grade intersection	1
Grand at-grade	1
Grand interchange improvements	1
Grand WB ramp	1
Grand-Forest Park interchange plans	1
Grand-Forest Park Parkway intersection plans	1
Great potential	1
Improving bike-ped access	1

Improving connections	1
Integrated bike-ped access	1
Integrated bike-ped safety	1
Market St connectivity	1
Neighborhood connectivity	1
No Build plan	1
North/South connectivity improvements	1
Off ramp additions	1
On/off ramp improvements	1
On/off ramp reductions	1
Prioritize bike-ped accessibility	1
Prioritize public transportation accessibility	1
Prioritize bike-ped accessibility	1
Protected bike-ped lanes	1
Redevelopment	1
Reduce barriers to community accessibility	1
Removing on-ramps	1
Roundabout improvements	1
Separate bike-ped lanes	1
Separated bike-ped lanes	1
Separated bus lane	1
Shared-use path on Grand	1
Shared-use paths	1
Single bus lane	1
SLU accessibility	1
Separated grade	1
Theresa and SLU connectivity	1
Theresa bridge addition	1
Theresa connection	1
Theresa extension	1
Tower Grove Ave bike-ped accessibility	1
Tower Grove Ave bridge	1
Tower Grove bike-ped only bridge	1
Vehicle accessibility through central corridor	1
Westbound on-ramp removal	1

General Concerns	Count
Bike-ped accessibility	22
Bike-ped safety	20
Lane additions	12
Traffic congestion	5
Congestion	4
Prioritize multimodal transportation	4
Prioritizing multimodal transportation	4
Barrier to community accessibility	3
Lane widening	3
Prioritizing bike-ped accessibility	3
Protected bike-ped lanes	3
Public transportation accessibility	3
SLU accessibility	3
Vehicle safety	3
Intersection safety	2
Lack of bike-ped access	2
Lane expansion	2
Prioritize bike-ped safety	2
SLU connectivity	2
Speeding	2
Vehicle speeding	2
Access difficulty	1
Access issues for Midtown redevelopment	1
Aesthetic choices	1
Armory and Foundry connectivity	1
At-grade Forest Park Parkway/Grand	1
Barrier to bike-ped accessibility	1
Barrier to community connectivity	1
Barrier to Downtown	1
Barrier to South City	1
Bernard not connected to Grand	1
Bike accessibility at Tower Grove and Theresa	1
Bike-ped access on Boyle and Clayton	1
Bike-ped not best practice	1
Bike-ped safety on Grand	1
Boyle alternatives	1

Boyle Ave bike-ped safety	1
Boyle lane widening	1
Boyle offramp expansion	1
Boyle ramps	1
Bridge safety	1
Bridge traffic	1
Chaifetz accessibility	1
Chaifetz accessibility	1
Clayton lane widening	1
Community connectivity	1
Commuter accessibility	1
Congestion on Grand	1
Connectivity	1
Cortex bike-ped accessibility	1
Create protected bike lanes on Grand	1
Crime on Metrolink	1
Crossing distances	1
Curb cuts	1
Decreasing Eastbound access from Midtown/Grand/Forest Park Parkway	1
Differentiating plans	1
Downtown STL interstate	1
Ecological best practices	1
Economic barrier	1
Elevated bridges	1
Focus on vehicle access	1
Forest Park at-grade	1
Forest Park Ave lane expansions	1
Forest Park Ave/Grand bike-ped accessibility	1
Forest Park Ave/Grand bike-ped safety	1
Forest Park Ave/Grand intersection	1
Forest Park Ave/Grand intersection safety	1
Forest Park Ave/Grand vehicle safety	1
Forest Park Parkway bike-ped accessibility	1
Forest Park Parkway lane additions	1
Grand Arts Center accessibility	1
Grand Arts District traffic congestion	1
Grand at-grade	1

Grand exit not grade-level	1
Grand off-ramp	1
Grand/Forest Park Parkway intersection	1
Hampton/Kingshighway interchanges	1
Implicit biases in redevelopment	1
Lack of barrier	1
Lack of freight prioritization	1
Lack of medians	1
Lack of modernization	1
Lack of regional planning	1
Lack of safety	1
Land use and zoning controls	1
Land use strategies	1
Lane addition to Clayton Ave	1
Lane widening in central corridor	1
Lane widening on Boyle	1
Lane widening on Clayton	1
Market St. connectivity	1
Minimizing impact	1
Minimizing infrastructure	1
Need wider lanes	1
Neighborhood access	1
Neighborhood connectivity	1
No improvements	1
No significant changes for bike-ped accessibility	1
No study east of Jefferson	1
On-ramp accessibility	1
Overpass maintenance	1
Parallel Grand lanes	1
Presentation of information	1
Prioritize bike-ped accessibility	1
Prioritize eco-friendly solutions	1
Prioritize multimodal transportation	1
Prioritize public transportation	1
Prioritizing redevelopment	1
Prioritizing vehicle access	1
Ramp widening	1

Ramps on Grand	1
Redevelopment opportunities	1
Reducing car lanes	1
Reducing incoming traffic	1
Regional connectivity	1
Removal of WB access from Compton	1
Remove I-64 from city center	1
Removing Compton to I64 access	1
Right of way	1
Roundabout bike-ped safety	1
Safety	1
Separated bike-ped lane	1
Shared use paths	1
Skinker exit traffic congestion	1
Solutions for ecological concerns	1
Spring Ave not reconnected	1
Stoplight additions	1
Street expansion	1
Tax liability	1
Theresa extension	1
Traffic backups	1
Traffic congestion on Compton and Grand	1
Traffic on Jefferson	1
Vandeventer improvements	1
Vandeventer improvements not cost-effective	1
Walkability	1
WB Compton traffic congestion	1
Wide intersections	1

Other/N/A/General Recommendation	Count
Prioritize multimodal transportation	2
Add ramp from Sarah to EB I64	1
Add Theresa Ave sidewalks	1
Bike-ped only paths	1
Chaifetz accessibility	1
Collaborate with New Compton Street Bridge	1
Combine Alt 1/Alt 3 Grand and Boyle interchanges	1
Combine plans	1
Concerned with connecting I64/44/55.	1
Create Papin 1-lane ramp	1
Develop public transportation	1
Fix EB Kingshighway on-ramp	1
Fix potholes	1
Fix Tower Grove exit	1
Fix Vandeventer exit	1
Grand bike-ped accessibility	1
Grand exit onto Compton	1
Grand/Forest Park Parkway prioritize bike-ped safety	1
Improve intersection at Spruce/Compton	1
Lane widening I64 from I170 to Kingshighway	1
Minimize highway footprint	1
N/A	1
No changes to Boyle	1
No changes to North Theresa	1
No changes to Papin	1
No changes to Vandeventer on-ramp	1
No left turn from WB Forest Park Ave to SB Grand	1
No right turn for WB offramp to NB Grand	1
On/off ramp signage on Boyle	1
On/off ramps on Tower Grove Ave	1
Pedestrian signage	1
Prioritize bike-ped accessibility	1
Prioritize bike-ped safety	1
Prioritize minimizing construction	1

Prioritize minimizing costs	1
Reduce left-turn merge ramps	1
Remove Papin Ave ramp	1
Repair bridges	1
Repair existing infrastructure	1
Repave Forest Park Parkway	1
Repave Kingshighway	1
Repave South Grand	1
Retain EB on-ramp	1
Right-merge lane SB Theresa	1
Underground on and off-ramps	1
Utilize roundabouts	1

Appendix 26: Online Question 1 - Alternative 1, Full Tables Separated by Sentiment

Question 1: Do these alternatives meet your vision for how I-64 supports your community?

Alt 1 Pos	Count
Best results	2
Bike-ped accessibility	2
Best for Grand improvements	1
Bike-pedestrian accessibility	1
EB Grand access	1
Improving bike access	1
On/off ramp reduction	1
On/off WB ramps at Grand	1
Prioritizing multimodal transportation	1
Separated on/off ramps	1
Tower Grove Ave bike-ped bridge	1
Vehicle access	1

Alt 1 Concern	Count
Bernard-Theresa off-ramp	1
Least favorable results	1
Slowing traffic	1
SLU accessibility	1
Underwhelming	1
Westbound exit at Grand	1

Appendix 27: Online Question 1 - Alternative 2, Full Tables Separated by Sentiment

Question 1: Do these alternatives meet your vision for how I-64 supports your community?

Alt 2 Pos	Count
Best results	21
Bike-ped accessibility	13
Bus-only lanes	6
Redevelopment opportunities	4
Bike-ped safety	3
Public transportation accessibility	2
Roundabout	2
Theresa Ave connectivity	2
Theresa Ave pedestrian bridge	2
Alleviate traffic congestion	1
At-grade intersection	1
Bernard plans	1
Bike-only lanes	1
Boyle-Clayton intersection plans	1
Boyle/interstate improvement	1
Bridge addition	1
Changing flow of traffic	1
Community connectivity	1
Compton improvement	1
Congestion improvement	1
Cost reduction	1
Cost worthy	1
Cost-effective	1
East interchange	1
Favorite plan	1
Grand connectivity	1
Grand plans	1
Grand-Forest Park interchange plans	1
Land reclamation	1
Most improvements	1
On-off ramp consolidation	1
Papin Ave ramp reduction	1
Prioritizing community accessibility	1

Removal of on-off ramps	1
Removal of right-turn bypass lanes	1
Shared-use paths	1
Support at-grade intersection	1
Theresa and Chouteau connection	1
Theresa Ave bike-ped bridge	1
Theresa Ave extension	1
Theresa bike-ped accessibility	1
Theresa bridge addition	1
Theresa stoplights	1
Theresa/Bruce/Spring plans	1
Tower Grove bridge improvements	1
WB off-ramp Forest Park Parkway	1

Alt 2 Concern	Count
Bike-ped accessibility	4
Lane additions	2
Bike access on Vandeventer	1
Bus lanes on Grand	1
Congestion	1
Disruptive	1
Lack of barriers	1
Not cost-effective	1
Roundabout accidents	1
Shared-use path vs. bike lanes	1
SLU accessibility	1
Stoplight at Spruce/Theresa	1
Theresa Ave connectivity	1
Traffic congestion at Bernard/Spruce/Theresa	1

Appendix 28: Online Question 1 - Alternative 3, Full Tables

Question 1: Do these alternatives meet your vision for how I-64 supports your community?

Alt 3 Pos	Count
Best results	11
Bike-ped accessibility	5
Congestion improvement	2
Bernard removal	1
Bike-ped only Tower Grove Ave bridge	1
Bike-ped safety	1
Boyle Ave plans	1
Changing flow of traffic	1
Cost reduction	1
Cost worthy	1
Grand-Forest Park interchange plans	1
Grand plans	1
Land reclamation	1
Prioritizing community accessibility	1
Public transportation accessibility	1
Redevelopment	1
Redevelopment potential	1
Remove Westbound ramp	1
Safety improvement	1
Support at-grade intersection	1
WB ramp reduction	1
WB Vandeventer ramp	1
West Interchange	1

Alt 3 Concern	Count
Bernard exit	1
Bike-ped accessibility	1
Commerce accessibility	1
Compton traffic congestion	1
Dead-end streets	1
Direct route to Chouteau	1
EB vehicle access to North Grand	1

Exit removal	1
Least favorite	1
Left lane merge	1
Need to enlarge Spruce St.	1
Retain Forest Park Parkway exit	1
Shared-use path vs. bike lanes	1
Traffic congestion	1
Vandeventer traffic congestion	1
Westbound 64/Grand exit	1

Appendix 29: Question 1 Comments, Verbatim, Coded

Verbatim Comments	Gen Pos	General Concerns	Alt 1 Pos	Alt 1 Concern	Alt 2 Pos	Alt 2 Concern	Alt 3 Pos	Alt 3 Concern	Other/N/A/General Recommendation
Hello - thank you for the proposals. I think that alternatives 2 and 3 are worth the added marginal costs. Maximizing bikeability+ pedestrian friendliness, redevelopment potential, and an at-grade FPP and Grand intersection are the highest priorities of mine. One critique is that shared use paths are not the same as bike lanes. It can still be stressful and dangerous to bike (if you're commuting by bike in particular) alongside ordinary pedestrians. It is still a step in the right direction, but not really a best practice sort of thing.	Step in the right direction	Bike-ped not best practice			Cost worthy; Bike/ped accessible; Redevelopment potential; Support at-grade intersection	Shared-use path vs. bike lanes	Cost worthy; Bike/ped accessible; Redevelopment potential; Support at-grade intersection	Shared-use path vs. bike lanes	
Some of the them do. I'm excited to see ways that elements of these alternatives prioritize and integrate with public transportation, bike infrastructure and pedestrian safety/access -- and I'd like to see much more of that. I don't see ecological best practices highlighted or demonstrated in these models but I'd like to.	Integrated bike-ped access; Integrated bike-ped safety; Public transportation access	Ecological best practices							
Nope it's gonna make it harder for people to get around. Who really need to get on the 64/40 to get the places that they need to get to.! it's just a waste of money		Access difficulty							

I support alternative 2 because it brings Forest Park and Grand to an at grade crossing. I am confused about Tower Grove because I though the Tower Grove Connector was discouraged from continuing down the avenue. If biking routes are more direct on TG, I see no reason to make a huge investment on Vandeventer		Vandeventer improvements not cost-effective			At-grade intersection				
Yes, I am most interested in alternatives 2 and 3 that change the flow of traffic.					Changing flow of traffic		Changing flow of traffic		
I like the idea of improving the sector, so the No Build is out. I live near Forest Park, wife works at SLU, and I work near Tower Grove Park, so I travel along these roads constantly, and will share my thoughts. The alternatives in order of favorite to least favorite are as follows: 1. Alternative 2 2. Alternative 1 3. Alternative 3 1. Alt 2 appears to provide the most improvements along Grand, which is probably in need of the greatest improvement. I like the idea of better bike lanes and a more cohesive feel between the North and South(Medical) campuses of SLU. I like the Boyle/interstate improvement as well! Alt 2 also keeps Compton pretty quiet, which is a great alternative road between SLU and Tower Grover Neighborhoods, from Grand and Jefferson. Tho, I hope Top Golf			Improving bike access	Underwhelming; slowing traffic; Bernard-Theresa off-ramp	Favorite plan; most improvements; Boyle/interstate improvement; Compton improvement; Roundabout	Bike access on Vandeventer		Least favorite	

doesn't disrupt that too much(not a fan of that addition to the city, so ugly! What happens when the fad dies in 5 years?? ...anyway). I like the Bernard/Theresa/64/roundabout situation too. Good job with Alt 2! My only issue with Alt 2 is: I don't understand the bike lanes along Clayton that end at Vandeventer. I know a lot of bikers in town, I don't know anyone who would dare ride along Vandeventer, let alone try to cross it! Will there be improvements along Vandeventer to make this stretch more worth while? 2. I don't dislike 1, I just find it a bit underwhelming. I don't see it improving Grand very much and it only mildly improves the cycling routes 3. I don't understand the massive adjustment at Boyle, but you guys know better than I do! But as someone who bikes through these roads often, heading between Forest Park and Tower Grove Park, I would very much like Taylor, Newstead, Tower Grove, and Boyle to remain quiet, unless you can turn Taylor or Newstead into bike/pedestrian roads only, and create us a beautiful, carless conduit between the two major parks(that's the real dream!). I don't like the Bernard/Theresa off-ramp plan, that seems like it'll really bog down traffic. It could take forever to get off the interstate									

These options are an improvement. I-64 is an important highway, but it takes up too much space around one of the more vibrant parts of the city. Reducing its impact on people's ability to be connected is important.	Improving connections; improving bike-ped access								
Almost not at all. The majority of these alternatives focus on carflow and leaves cyclists to poorly designed 10ft sidewalk paths.		Focus on vehicle access; lack of bike-ped access							
No. These alternatives continue to prioritize high-speed vehicle traffic over pedestrian safety. Developers want to build in Midtown, and it is the next booming neighborhood in St. Louis. But high-speed, wide roads will create barriers and prevent the neighborhood from reaching its full economic potential. Walkability is the key to attracting new development and private-sector investment.		Lack of bike-ped access; bike-ped safety; prioritizing redevelopment; neighborhood access; economic barriers; walkability							
The problem with I-64 is the two single point interchanges at Kingshighway and Hampton. They are so efficient - they clear traffic on Kingshighway and Hampton - by DUMPING ALL THE TRAFFIC ON I-64. I travel this section all the time - the deadly section is approaching the stalled traffic coming up to Kingshighway. These should be converted to something less deadly to the motorist on the highway. If you have a crash on Kingshighway or		Reducing incoming traffic; safety; Hampton/Kingshighway interchanges							

Hampton - it's a fender bender. On-I-64 it's a serious crash. This is the biggest issue in the area. Put more traffic on Manchester and Forest Park to revive those areas. Reduce traffic on I-64. Get rid of these horrible interchanges at Hampton and Kingshighway									
I think it is a good step in the right direction.	Step in the right direction								
I prefer option 3 the cost will be forgotten over time but the results will remain. This has the best results.							Best results		
First and foremost, these are obviously an improvement. I went to SLU and the mess of highway lanes here sucks the energy from this area. It's an absolute nightmare for pedestrian and cyclists. I appreciate the work that went into this project and I'm hopeful for some improvements. Obviously, Option 3 is the best alternative. It removes the most superfluous entrance/exit ramps, while opening up the most usable land. Its the only one that removes the absurd Westbound exit ramp that goes underneath Compton to Forest Park Ave/Grand. Why in the world would this be maintained and we add a WB exit at Grand?! (As seen in Option 1) Why are the Vandeventer entrance/ramps maintained at all? If there are options to get on/off at both Grand and Boyle,	Bike-ped accessibility			Westbound exit at Grand			Best results; remove Westbound ramp		

then we don't need any of the Vandeventer ramps - return all that land to the City. Heck, we don't even need the Boyle exit - folks can/should rely on Kingshighway and Grand.									
I'm glad to see plans for safe bike transit across 64 at Tower Grove and Theresa.		Bike accessibility at Tower Grove and Theresa							
Alternative 2 is the best option my opinion or a urban and pedestrian scaled improvement.					Best results				
I thing alternative 2 seems to move us closest to a pedestrian friendly grid system but could use some adjustments. I like that Theresa would be connected to Chouteau with bike infrastructure included.					Best results; bike-ped accessibility ; Theresa and Chouteau connection ;				
There are excellent ideas here and I suspect the final version will be excellent! Rather than wax poetic about the good ideas, there there are two ideas that seem problematic that I hope you do not adopt: 1. Alternative 2 is very interesting and has many great features, but PLEASE do NOT put dedicated bus lanes on Grand. Grand could be a beautiful street, but dedicated bus lanes on Grand further impairs the pedestrian experience and creates more barriers. The dedicated bus lanes add considerable cost, and I can't imagine SLU would even want to create more					Cost reduction	Bus lanes on Grand; bike-ped accessibility; SLU accessibility	Cost reduction	Retain Forest Park Parkway exit; Westbound 64/Grand exit	

obstructions through the middle of its urban campus, which could lead to a small section of obsolete bus lanes. Don't do it!;Otherwise I really like alternative 2. This change should also reduce cost. 2. Option 3 is also very interesting, except that I do not like the concept of removing the Westbound exit to forest park pkwy from highway 64. I would keep the Forest Park Pkwy exit, and eliminate the new, proposed west bound exit/interchange at 64/Grand. Most of the visitors to SLU, Midtown and Grand Center would much prefer to exit at Forest Park Pkwy (not a new intersection at Grand). Also, there are big events at SLU and Grand Center, which could lead to highway back-ups if you eliminate the Forest Park Pkwy exit;Otherwise, I also really like the ideas in alternative 3. This change should reduce cost. Great work with these ideas, and looking forward to the final proposal!									
No. None of these options make it easy to get to eastbound 64 from Midtown/Grand/Forest Park Parkway like it is now. I love the left entrance ramp from FP to 64, and I can avoid everything south of the Grand and Forest Park Parkway intersection. I knew I would have to eventually deal with Grand by making that intersection at grade-level (right now I can just go right		Decreasing Eastbound access from Midtown/Grand/Forest Park Parkway							

underneath it, which is fabulous). But with the "improvements" now I'm going to have to turn right from Forest Parkway onto Grand and have to go south of 64 to eventually get on eastbound 64, which will add 10 minutes to my commute with all the dang stoplights.									
Not exactly, i64 needs to be wider, 4 lanes or more, and you should make the grand exit grade level, can you imagine the traffic nightmare on 40 backing up and on grand? The Theresa bridge to a metrolink station doesn't make any since either because why would a person in a car drive a mile to a metro station to then pay to ride a few more miles and add time to there trip? The single bus lane is great I would add a barrier of some sort because people will drive in the bus lane otherwise. Extra on ramps at boyle so close to the other on ramps to 40 only increases traffic, they are too close together, too frequent. Keep in mind also if we had more direct or straight as possible connections from grand and Jefferson then all those ramps could be torn down to make way for development. But I would like to see that bottle neck at 40 and skinker exit address as well, between union westbound to the city limits, that's an awful design and creates daily traffic havoc unnecessarily, don't create this same issue between	Single bus lane	Need wider lanes; Grand exit not grade-level; traffic backups; Boyle ramps; lack of regional planning							

Jefferson and grand. I travel all around this country and I see many highway systems, and I wish our local civil engineers thought with regional thinking. When we plan considering the county, consider the larger area because how can this work for the next 50 years when you only look at bike lanes, and exit ramps in such a small area. Does it make sense to spend 100million to fix a 5 minute commute issue??? We're talking about a 4 mile span, you should consider how this plan affects the larger area.									
I currently do not know anyone brave enough to ride on Metrolink because of crime. I don't think improving Metrolink is worth spending any money to improve or expand until crime is addressed.		Crime on Metrolink							
Somewhat									N/A
Partially, but mostly not. I-64 is a central conduit in our region that moves a lot of people daily, but should not be the end-all/ be-all for transportation in our city. The plans surrounding 64 around Grand are decent, but still need work. The plans for Boyle and Clayton, however, need to be blown up entirely. In an area that has a chance of becoming a vibrant, people-friendly hub of economic growth in the city, plans to centralize transportation around car usage (in one of the most		Bike-ped access on Boyle and Clayton; prioritizing vehicle access							

transit rich areas of the entire city), is the complete opposite of what should be done here. Not only that, MoDot needs to modernize its policies entirely when it comes to urban areas - prioritizing less cars and greater bike/ped mobility. I was left largely disappointed.									
Overall, yes. I like the focus on better north/south connectivity, and the bike trail/ped access. I'm having a little trouble flipping between the 3 alternatives and finding all of the differences and how it'll impact my routes. I work at the Jefferson/Market intersection and with all the new NGA and Jefferson work, it's nearly impossible to go south on Jefferson to I-64. I have been using the Compton ramp, so I guess I could go take the Grand ramp, I just wonder how much traffic flow will be funneled from people working along Jefferson and heading west to the new Grand ramp. Hopefully once Jefferson construction is done it'll be easier. And ideally some day I will be able to bike to work once all these trails are done! I do love the idea of connecting Theresa Ave to SLU's campus and getting rid of those roads.	North/South connectivity improvements; Theresa and SLU connectivity	Differentiating plans; traffic on Jefferson							
Define community (demographics, salary, ethnicity, ages), current and proposed future. Who do you want to see in this community		Implicit biases in redevelopment							

in the future once this project is completed? The community is broad and does not account for implicit bias in development, especially in a community with a history of systemic disinvestment in certain groups within the community. Who truly benefits? SLU, hospital system, arts district. Let's be honest, direct and clear									
I feel like these alternatives don't really address the core access issues for mid-town development.		Access issues for Midtown redevelopment							
I am a strong believer in waning from car dependency in our city. With that I fully believe alternative two is the most optimal option (although I would argue more investment should be made public transit but I digress). I understand the need for investment in our interstates, I just hope we can slowly ween off them and help reinvest in our communities					Bike-ped accessibility				
My vision for my community doesn't include I-64 but in general I think there are too many access points in the city and cutting a lot of them out so they're more spaced out might be the best choice. I don't think we should be widening lanes in 2023 when we know by now that that doesn't solve traffic congestion but in fact guarantees it and makes it unsafe for anyone outside a car. If you've ever walked along Kingshighway where it meets I-64,		Lane expansion; traffic congestion; bike-ped accessibility			Bike-ped accessibility; bike-ped safety				

you'll know what I'm talking about. If you haven't, it's a pretty awful experience and I think the traffic engineers that design these streets should have to experience them outside of a car themselves because not everyone can or should drive and they should be considered too. This typically includes disabled and low income people and it really feels like the policy is that they are not worth consideration. The only real solution to traffic is viable alternatives to driving which the state legislature doesn't fund enough. I think the most acceptable proposal was alternative#2. I don't see the Theresa bridge being all that useful when you have to cross Chouteau with no light and it doesn't really connect the city like Compton does. I like the bike/pedestrian bridge and would like to see more stuff like that that provides a right of way for people outside a car so they don't have to interact with drivers									
Overall, I think all of the alternatives have great potential!	Great potential								
The most important element of this project must include connecting I64 with I44 and I55. The fact the all of south city and county have to get off the highway and travel through Jefferson, Grand, Kingshighway, or Hampton is a major risk to public safety and other forms of transportation. Doing this would complete		Regional connectivity							Concerned with connecting I64/44/55.

decades of short sighted planning, improve safety in the communities between these interstates, and increase accessibility to the central corridor to south city and south county commuters. Anything short of this would not fully benefit the region as a whole.									
There are elements of the alternatives that I like. It was unclear to me if Alternative 3 still incorporated pedestrian friendly elements (such as the Theresa Bridge) that were incorporated in Alternative 2. From my perspective, the highest priority should be cyclists and pedestrians - including improving the connections between SLU's north and south campus and between the Foundry and Armory areas. To me, cars are by far the lowest priority. That last thing I would want to see is further induced demand for cars by making it easier to move more cars through this area. The emphasis should be on the people that live, work and shop in this area - not the people passing through.		Prioritizing bike-ped accessibility			Bike-ped accessibility			Bike-ped accessibility	
partially (see below)									
Alternative #2 meets my vision for I-64 due to its creation of a dedicated bus lane on South Grand (one of St. Louis' busiest bus routes) as well as the removal of numerous off and on ramps within the system. The system is too complicated right now with the number of ramps and makes it					Bus lane; removal of on-off ramps; bike-ped accessibility; bike-ped safety				

too dangerous to travel through that region by anything other than a car. I live in the Gate District near the intersection of Ohio Avenue and Park Avenue and would never consider crossing I-64 in anything other than a car or bus which is terrible because I want to be able to access my city by all transit. It just isn't safe right now to do so.									
This information format is problematic		Presentation of information							
No, not as a I read these maps it looks like all three are going to place more traffic pressure onto Grand Ave which anyone who travels that road knows is already a nightmare and eliminates westbound access from Compton to 64 west. That is completely insane...insane.		Congestion on Grand							
The bus-only lanes are great. Improving quality and access for all users is important. Bringing FPP to grade is also wonderful, that intersection is dangerous and confusing. However, there are a lot of problems with these plans. First, any increase in road width is dangerous, irresponsible, and inappropriate for a city context. Increasing FPP to 8 lanes will result in more reckless driving and increased pedestrian deaths. It is already dangerous to cross at any point, and the road context encourages reckless driving. Bigger roads will only make this work. Forest Park	Bus-only lanes; at-grade Forest Park Parkway	Lane increases; bike-ped safety; bike-ped accessibility; congestion							

Parkway should decrease the lane width and number of lanes, or have bike/bus only lanes. The same is true for Clayton. Any increase in size of 64 is irresponsible--it will lead to more congestion. The only way to reduce traffic is to encourage other modes of transportation. Right-sizing 64 so that it no longer generates demand is the best option, other than removing it, for the city. The land reclaimed would also generate taxes. I hope that we prioritize the people who live in this neighborhood, not just the people who pass through it, for the future plans. Road diets, street trees, and promoting alternate modes of transit (pedestrians! bikes! transit!) is the best thing we can do for the future of our city. Plus, car infrastructure is expensive to maintain--an inefficient use of tax revenue. Let's look to the studies that show what increases revenue!									
Alternative 2 best meets the vision. Car dependency is not a realistic or reasonable way to develop. Any focus on increased Ped/Bike facilities and public transit routes will best serve the community. Huge emphasis on the Ped/Bike crossing over 64 by the armory and foundry. St. Louis needs better and safer to commute by bike or foot, especially North/South going		Bike-ped safety			Best results; bike-ped accessibility; bike-ped safety				

over 64 and the railroad tracks.									
Yes. I am heartened to see that bicycle, pedestrian and mass transit facilities are given their due importance. MoDOT has a fantastic opportunity to partner with the City of St. Louis, Metro and GRG and do some truly innovative and transformative work here. It's time to repair our urban fabric, break down barriers and make things more safe for *everyone* who uses our highways, streets and sidewalks. This is an auspicious first step!	Bike-ped accessibility; public transportation accessibility; bike-ped safety								
I-64 is fine the way it is. Minimizing costs and closures due to construction ought to be prioritized.									Prioritize minimizing construction; prioritize minimizing costs
As a non car owner, integrating better bicycle and pedestrian access to cross over I-64 is a huge struggle whenever I am trying to make connections across this highway. To me it is imperative that focusing on increased walkability and bicycle across throughout this area is a huge need in our community. I also would strongly support creating bus only lanes to create a better functioning transportation system.	Bus-only lanes; bike-ped accessibility								
I believe that elements of Options 2 and 3 provide the most benefit for the local area. In both options the land reclamation is a positive as the current design of the					Land reclamation; bike-ped accessibility; public transportation accessibility		Land reclamation; bike-ped accessibility; public transpo		

Forest Park Parkway interchange is extremely inefficient. Additionally I think the goals about accommodating alternative modes of transportation and access to transit are very important and whatever configuration is chosen should still try to maximize these goals. I have concerns about the addition of traffic lanes to Grand and Forest Park Parkway though, especially in terms of their impact to pedestrians and cyclists. I would prefer if additional lanes weren't added as the roads already feel unsafe to walk/bike on, but if they must be added I would hope that an island median/protected bikeway/etc. or other pedestrian accommodations are made.							rtation accessib ility		
No. I think 64 needs to come down from a double desk bridge and take back the land that was set aside and then used for factors that are not there anymore. Bring Hwy 64 back to where it is side by side like it should be. None of the walkways or pedestrian areas have ever been completed in the time frame they said they were supposed to be. You need to put the highway back on the ground and leave space for late projects. not trying to build up and higher off the ground. Not a good idea.		Elevated bridges							
No. The goals lack a focus on reducing fatal and serious		Lack of safety; congestion;							

injury crashes. The goals lack a focus on reducing congestion and modernizing infrastructure. The goals are not prioritized in accordance with Asset management. How does freight, both national, and regional support adjacent businesses, support the local economy and how is freight considered in the vision for the corridor? Safety-Service-Stability.		lack of modernization; lack of freight prioritization							
Bringing Forest Park and Grand to grade and extending Theresa Ave both seem great! Eliminating the complicated interchange at Compton makes sense. Widening the Boyle offramp sounds terrible, though--Clayton and Newstead Avenues were already made worse by the last round of widening, so I'm skeptical that more lanes will improve anything. I thought it was much easier to drive and walk through here before. The local streets in this area need to be narrower, not wider. I'm concerned about adding more highway ramps along Grand here--it needs to be done carefully. The current experience leaving the Metrolink station on foot is not great, so there's plenty of room for improvement!	Forest Park Parkway at-grade; Grand at-grade; Theresa extension	Boyle offramp expansion; ramps on Grand							
No. These plans are bad, and you should feel bad. The best plan would be to remove 64. It's 2023, we know better than		Remove I-64 from city center; Boyle alternatives;	Best for Grand improvements		Theresa bike-ped accessibility; bike-ped accessibility	Lane additions			

to have highways cutting through cities. Every time a highway is removed from a city center, the result is overwhelmingly positive. Removing 64 would open a vast swath of valuable land for development. A second best thing would be burying and capping the highway and selling the air rights. I realize you're not going to do anything smart like that, but you need to hear how terrible this missed opportunity is. Alternative 1 is the best one for the Grand area. Removing the onramp to WB 64 from Grand is a must, it's a terrifying area to walk. Connecting Theresa through and removing the spaghetti onramps to open land for development is brilliant. I do wish you were connecting Bernard under Grand for pedestrians, so people could reach the Armory and the other future development in that area. I actually like the Theresa arrangement in Alternative 2 best- straighter is better and more obvious for pedestrians to navigate. All the alternatives for Boyle are bad. Adding all those lanes to Boyle and Clayton will make the area awful for pedestrians- it'll be like Tucker or Gravois, an uncrossable moat. I think the least bad is Alternative 2, since it makes Papin safer without adding that weird highway access		bike-ped accessibility							

road in Alternative 3, but all of them are bad. You should really be removing the Boyle and Vandeventer exits entirely. Having exits every half mile just isn't done anymore- Boston removed a ton of exits when they redid 93. Exits at Kingshighway and Grand/Compton are more than sufficient for outsiders to access the area.									
What we need more than anything is a focus on fixing potholes. They are everywhere and this is a year round issue so no excuses about winter. Nothing should be done until St. Louis can figure out what to do about all the potholes.									Fix potholes
Most important objective for me is increasing accessibility for walking, biking, and mixed use travel across I-64 between North and South. Some of the bridges are very dangerous for use for alternative modes of transportation. I think proposals to widen roads will only minimally improve traffic congestion if at all. We should be focusing on incentivizing people to use alternative modes of transport by making it safer, so, for example, using the widening proposal to have safe and segregated cycling paths and walking paths (separate from each other) with room for passing on both sides of the road. Specific thoughts: No build - With proposed path		Bridge safety; bike-ped accessibility; congestion; bike-ped safety	Vehicle access			Lane additions; congestion; bike-ped accessibility	Bike-ped accessibility; bike-ped safety	left lane merge;	

plans there is no connection between the Clayton stretch and Sarah street stretch which is a big problem. This requires path users to enter and exit traffic in a dangerous manner. Alternative 1: Not many improvements other than to the car infrastructure. Alternative 2: Why is there widening to three lanes of traffic on Boyle avenue? I do not think this will end up improving flow of traffic as it increases complexity. Why not take the third lane for a protected pathway across I-64? Alternative 3: Removal of left hand entrance ramps is a great idea. Having people merge onto the highway into the L lane is dangerous. The proposed off ramp for tower grove / boyle is confusing and has a section with 4 lanes which seem unnecessarily wide and complicated and more likely to cause accidents. I do like the proposed protected crossing of I-64 via tower grove ave. That is a wonderful idea. The new proposals at grand and forest park ave look good - that area is a hot mess complexity-wise and the whole area is a death sentence for cyclists. As it is now, the area resembles a highway rather than an urban road.									
All three alternatives have Forest Park at Grand at 8 lanes wide...!!! This is the opposite direction the City and MoDOT should be moving in -		Lane additions; bike-ped safety; bike-ped accessibility; neighborho							

we need to be dramatically dieting roads. These are neighborhoods, not runways - we need to be significantly curtailing the surface space dedicated to cars and increasing pedestrian and bike infrastructure on available right of way. The whole interchange + Forest Park/Grand being overbuilt effectively chokes off CWE and destroys connectivity in neighborhoods between CWE and downtown - the opposite of what a modern city should be seeking to accomplish.		od connectivity							
I believe there are a fair amount of good ideas and components in each one. Overall I understand the lane count but do hope we can push the width down as much as possible. Ideally ramps are a slow speed situation so they in theory could be as small as 10' but I think I'd understand 10.5'. 11 is a bit high and anything above that would be a pedestrian nightmare. If I had to choose I'd say I want alternative 2 east interchange almost entirely. A couple changes I would still reconfigure the grand on/off ramps like in alternative 3 that way the forest park Ave off ramp could still be removed. Then, even though urban planners, would hate it I would choose the west interchange in alternative 3 entirely. I believe it fixes more issues that matter even though it does		Lane additions; bike-ped accessibility			Best results				

create more interstate. I think it creates more interstate in a situation where perhaps it would alleviate some off of kingshighway for people trying to get to cortex. Let's face it that tower grove exit just isn't all that efficient and it's not a strong north south like Boyle.									
I support Alternative #3 as its best supports redevelopment, leading to increased population and growth in the tax base. Alternative #3 also provided the greatest improvement for congestion and safety.							Best results; redevelopment; congestion improvement; safety improvement		
#2 looks best					Best results				
Not really. While there are some thoughtful ideas, every proposal calls for widening streets (Clayton, Boyle, Forest Park). Boyle is a neighborhood street that happens to have access to I-64. Forest Park is already way too wide for the posted speed limit (30mph) and is not a traffic bottleneck other than the horrible Grand intersection. While the proposed bus lane on Grand is a nice idea, unless it is coordinated with extending this with the city, it is pointless, and the city has already redesigned Grand north of FP. The issue of the BJC/WashU traffic is only relevant for an hour or so in the morning and for a short time in the afternoon. I think the	Public transportation accessibility	Street expansion; speeding; congestion; bike-ped safety							

atgrade crossing of the Metro is more of a source of traffic in the area, than the on/off ramp and width of Clayton/Boyle. BJC/WashU employees already drive way too fast and reckless on these streets, and widening them will only put more pedestrians/cyclists and children at Stix Elementary in danger.									
These alternatives do address some of my ideas for how I-64 supports my community. As somebody who attended SLU for 4 years and now lives in the Central West End neighborhood, these improvements are particularly meaningful. I believe it's good to support pedestrian as well as bicycle access to make the neighborhood more inviting, secure, and equitable. Alternative 2, by providing the most funding and opportunities for pedestrianization, should be the direction this project and the city of Saint Louis work toward.	Bike-ped accessibility; bike-ped safety				Best results				
It's very important to make sure pedestrian and bicycle needs are met, including PROTECTED bike lanes and safer pedestrian crossings.		Bike-ped accessibility; bike-ped safety							
They help, but they still aren't ideal. Future highway projects should really focus around minimizing the impact and footprint of the road.		Minimizing impact; minimizing infrastructure							
Generally, yes. Returning even more real estate to the city from on and off	Off ramp additions;								

ramps would be preferable.	redevel opment								
not really but its the best we are gonna get. I like that the bridges will be repaired. but i wish the bridges were not as big and did not induce so much traffic. it would be nice if smaller cheaper bridges could move more people. reducing the tax liability's of the city and state.	Bridge improv ements	Bridge traffic; tax liability							
Yes, specifically Alternative 2. It's inclusion of extra bus lanes and dedicated pedbike infrastructure will greatly help with congestion as well as the population of students and lowerincome workers that populate the area. Visits to local businesses will grow as well.					Best results; public transportat ion accessibilit y; bike-ped accessibilit y; congestion improveme nt; redevelop ment opportuniti es				
Yes	Does meet vision								
Combing these plans is the best idea. This is my second submission with more detail. See below.									Combine plans
West Interchange of Alternative 3, and East Interchange of Alternative 2 are the best. Combine them both and it looks the best.					Best results; East interchang e		Best results; West Intercha nge		
Yes, Alternative 2 sounds the best with the bridge over theresa ave. Also, add the eastbound ramp from Vandeventer in alternative 2 and make it right-hand entrance into i-64 of west bound ramp from Vandeventer in alternative 2. Bringing Grand to level should be the primary objective before any other					Best results; bridge addition				

redevelopments. Add bike lanes on theresa ave bridge.									
I think all the charges are needed and additional provisions made for metro and bikes	Bike-ped accessibility; does meet vision								
Of the options presented, alternative 2 most closely aligns with my vision, although any subsidies of 64 or the car infrastructure in the area is a disservice to our community in a future that will undoubtably be less car-dependent. MODOT has an imperative to transition Missouri into more imaginative transportation alternatives that don't require the demolition of our community for lots, street space, and garages to store cars.					Best results	Bike-ped accessibility			
Why not address the areas where there is congestion right now. If you drive 64 west near Kingshighway you should know that the congestion is due to going from 4 to 3 lanes at Clayton Rd. There shouldn't be congestion on east bound 64 at Kingshighway because everything backs up at Hanley and Big Bend because someone thought it would be a good idea to dump all east bound traffic from Brentwood Blvd and Hanley on to 64 at the same spot the make them merge over two lanes. What a cluster.		Traffic congestion; lane additions							
There are positive elements to all, with Alternative 2 capturing many of my priorities. The main	Westbound on-ramp removal	Bike-ped safety			Best results				

design challenge here involves bridging City Foundry and the Armory, thereby creating humanscale points of access north and south of the interstate in Midtown. The Theresa plan offers a potential for that on the east side of Grand, especially with a reconnection to Laclede. Removal of I-64's on ramp west bound from Grand is absolutely critical. As someone who lived at that intersection for a year, I have seen first hand how dangerous it is for northbound Grand travelers to be able to get on I-64 here. What I have offered in my edit of the map provides new connections that will reduce Grand Blvd. traffic and make it more feasible to make Vandeventer the primary point of access for SLU. This can be the new gateway into Midtown/The Grove. Happy to discuss further, thank you for the hard work on this!									
No. These options increase available far lanes at numerous intersections, making transiting on bike or by foot even worse than it is today. I would like to see no increase in vehicle lanes at intersections in order to reduce possible conflicts between vehicles and people.		Lane additions; bike-ped accessibility							
Yes they do	Does meet vision								
These options address traffic flow, some existing conflicts and safety concerns. Extending the off ramp going	Bike-ped safety; congestion improv	connectivity					congestion improvements		

east-bound onto Grand is a great benefit, along with a direct exit west-bound onto Grand. The Theresa connection is also a solid idea. With the development activity in the area - The Armory, Top Golf, Target, The Foundry, etc... this project needs to take into account the future traffic flow and alternate transportation options to make the area a success. Personally, I prefer and like the traffic circle arrangement at Tower Grove/Boyle for moving traffic through these intersections. However, there are density issues at shift change and rush hour at the medical campus / Cortex that Alt. 3 may help address. When this intersection was installed, it eliminated the need to take Kinghshighway to get to and from my neighborhood and surrounding neighborhoods, which is a positive. On the very rare occasion that I travel Kingshighway north/south through the I-64 corridor, traffic is generally less congested. Ensuring there are safe connections for all modes of transportation in/around this area is critical to keep our neighborhoods connected and not so disjointed, which are a negative of highway infrastructure.	ements ; Theresa connect ion; redevel opment opport unities; bike-ped accessi bility; rounda bout								

Not entirely. There are some benefits in terms of removing highway onramps. But it seems like there will still be big, difficult-to-use streets crossing 64. And I don't understand how any of the plans make Metrolink access easier.	Removing on-ramps	Bike-ped accessibility; bike-ped safety; public transportation accessibility							
Yes, I like the proposed bicycle/pedestrian facility at Theresa Ave that separates it from the roundabout. I walk this everyday to work and it is very hard to cross at the roundabout otherwise. I also like the separated bus lane that is proposed in alternative 2. However, it would be good to see 2 paths instead of a shared use path on Grand between Forest Parkway and Chouteau. One path for cyclists and one for pedestrians with both behind a barrier. I think SLU students would commute much more on bike or cycle and it would unify the campus if this were the case.	Bike-ped accessibility; roundabout improvements; separated bus lane	Separated bike-ped lane; bike-ped accessibility; bike-ped safety							
None of these alternatives improve my community and most components would a detriment to it. All of the alternatives are designed to improve car traffic with little thought given to anything else. The few concessions to people not in cars such as the wider sidewalks (labeled 'shared use paths') are negated by the (often much) larger intersections people will need to cross which are more dangerous than what		No improvements; bike-ped accessibility; bike-ped safety; shared use paths							

is there now and will undoubtedly lead to more death and injuries to pedestrians and cyclists. The fact that every quantitative metric used to evaluate this project is car-based shows what the priorities are and this shows in the design. These alternatives were designed for people outside the area, none were designed for people in the communities nearby.									
// FOREST PARK AVE // My biggest concern with all three plans is the proposed local road "improvement" to Forest Park Ave. While my understanding is that the City of St. Louis (STL City) will ultimately determine what happens to Forest Park Ave, it is also my understanding that these plans were conceived with the input of STL City in collaboration and coordination with MoDOT. 8 lanes is much too wide for such a pedestrian-heavy intersection, and while the addition of Theresa Ave (with a stoplight in alternatives #2 and #3) may help slow down exiting interstate traffic heading west through Grand to City Foundry and IKEA, I am extremely concerned for pedestrian and cyclist fatalities. Adding more lanes without physical barriers increases speeding as drivers feel like they can "swerve" or change lanes more easily.		Forest Park Ave lane expansions; bike-ped safety; bike-ped accessibility; lack of barriers; lack of medians; speeding; vehicle safety; Grand off-ramp; lane expansions;	Best results		Best results	Lack of barriers; Theresa Ave connectivity; bike-ped accessibility		Commerce accessibility; traffic congestion	Underground on and off-ramps; pedestrian signage; Grand exit onto Compton

(We have all seen St. Louis drivers who will literally drive into oncoming traffic to avoid a red light.) I think adding a very wide median—wide enough for benches, trees, and even bike lines—in the middle of Forest Park Ave can help slow traffic, provide safe and pleasant refuge for folks crossing Forest Park Ave, and prevent drivers from driving dangerously, and it could even extend westward all the way to Forest Park and the Central West End and become a signature tourismworthy achievement for MoDOT. // I-64W TO FOREST PARK AVE // While I am concerned about vehicles exiting too quickly off of I-64W onto Forest Park Ave, unfortunately I think rerouting the exit onto Grand (as in alternative #3) will just cause chaos, as I imagine a lot of traffic will immediately turn right and then left onto Forest Park Ave in order to reach the City Foundry and IKEA. A solution would be to add a "back road" south of the Armory and City Foundry that connects to Vandeventer, but I don't think there is enough space for that? Alternative #2 seems best in this regard, though in this scenario I'm actually still not clear on the purpose of Theresa Ave. I think, if possible, a pedestrian path should be added between Laclede Ave and Forest Park Ave to connect to Theresa Ave (perhaps west of									

Chaifetz Arean & east of Grand Forest Apartments)? This would make more sense as a traffic-regulated intersection. Another idea would be to prohibit left-turns onto Theresa from the I-64W off ramp, perhaps via a physical barrier and keeping off-ramp traffic in the right-most lane. However, I think the best idea would be make Theresa Ave between Forest Park Ave and Spruce Street pedestrian-only.
// I-64E & GRAND //
I'm also concerned by the design of the I-64E off-ramp onto Grand in all three alternatives. Somewhat ironically, I am most in favor of alternative #1, though I am not happy with turning Bernard St into a 6-lane wide crosswalk and also turning it into the on-ramp for I-64E. However, given that a pedestrian & bike bath is somehow planned on Spring across I-64E, is there any possibility that the Bernard St on- and off-ramps could actually be underground? (At that point, Bernard St would cease to exist.) This to me seems like the most viable solution. To mitigate pedestrian safety, would it also be possible to put a "NO PED CROSSING" fence (cf. Franklin & Oak intersection, San Francisco, CA) and route pedestrians to the west side of Grand?
// I-64E & COMPTON //
Would it also be									

possible to have the I-64E exit at Grand also exit onto Compton? I imagine this would be a two-lane exit, with the left lane going straight onto Compton and the right lane Uturning onto Grand. Additionally, the I-64E on-ramp from Grand would wrap around the off-ramp (as in the plan) but become a second lane (next to the left-lane off-ramp onto Compton). This would prevent any need for crossovers or changing lanes. (I am happy to draw this out if it is hard to visualize!)									
I appreciate the city thinking ahead for future improvements but I find the maps difficult to understand: In each of the 3 Alternative Maps there are numbers highlighted in blue (1-7) but there is no reference to these numbers. Also, there are blue dotted lines on each Alternative Map but again nothing explaining their meaning. Thanks in advance for helping me to understand the options.									
Cleaning up the mess that is the interchange at Grand would be very nice and much loved. All those ramps and entrances are terrible right now.	Grand interchange improvements								
No amount of additional roadways will fi x capacity issues. The solution should not include additional lanes if MoDoT is committed to safety.		Lane additions; vehicle safety; bike-ped safety							
Mostly yes. As long as pedestrian safety, space for the	Prioritize multim	Lane additions;							

community to walk and bike safely, and pedestrian crossing over I-64 is a top priority. Implementing additional lanes and lengthening ramps will not satisfy the community. Making these pedestrian walkways aesthetically pleasing and welcoming at night will go a long way with this project as well.	odal transportation; bike-ped safety; bike-ped accessibility; aesthetic improvements	ramp widening							
I prefer alternative 3, but do not understand how eastbound I-64 cars get to travel north on Grand into the arts district. It appears that the exit is being eliminated. Also what is happening with the Bernard exit? That leads cars to the east side of the district and Compton which is important to Chaifetz and the eastern part of Grand Center. I'd need to understand these things before fully supporting this alternative.							Best results	EB vehicle access to North Grand; exit removal; Bernard exit	
This is great to visualize and a vast improvement going forward. I live just South of the area off of Compton and transit this area often. My primary concerns and notes pertain to the area around the Chaifetz Arena. Note: I do not know traffic standards and laws so apologize if some inputs are flat-out impossible. A few thoughts: 1: Are the project managers for Future 64 working in conjunction with the planners for the New Compton Street Bridge? This seems like a fantastic opportunity to work in synergy with each	roundabouts		separated on/off ramps		Theresa bridge addition	traffic congestion at Bernard/Spruce/Theresa; roundabout accidents; stoplight at Spruce/Theresa		direct route to Chouteau; need to enlarge Spruce St.; Compton traffic congestion	collaborate with New Compton Street Bridge; improve intersection at Spruce/Compton; right-merge lane SB Theresa; Chaifetz accessibility

other for both cost savings and to maximize all potential square footage. For example, incorporating the northern jink in EB I-64 as in your Alternate #2 would also add more wiggle room to adjust Spruce St to incorporate a larger, better intersection at Spruce/Compton for better visibility and increased turning radius for right-hand turns onto Compton Southbound (and maybe easier left-hand turns, too?). That intersection should be included in all of these talks and is currently a safety hazard as it currently stands. 2: At Grand and I-64, the separate on/off ramps in your Alternate #1 seem most ideal, but I'd also consider incorporating a right-merge lane from Southbound Teresa to the WB I-64 on/off ramp (or as an alternate, reincorporate an onramp at Compton/Market). I know having a combined on/off ramp raises safety concerns, but it will also make a more direct path to help clear out traffi c after Chaifetz events and prevents people from having to go all around the block on Grand, which will help reduce traffi c congestion at Grand/FP Parkway.. 2: I generally like and prefer roundabouts but am concerned about bottlenecks and congestion at the Bernard/Spruce/Teresa intersection in your									

Alternate #2. The Teresa bridge to Chouteau would be a great addition, but it will also add further congestion, as you have cars transiting that one roundabout and going to/from MANY different directions. Hypothetically, it's great to have a single-point get to so many places (for example, if exiting I-64 EB, I could go to Grand via Bernard, Chouteau via Tereasa, Compton via Spruce, Back on I-64 EB, or FP Parkway via Tereasa) but it also means that many other people are going in all directions, also. Once again, during peak traffi c times it could cause further congestion. An accident in the roundabout will cause quite a bit of heartache, especially for emergency response vehicles. The proposed light at Spruce/Teresa would exacerbate the issue, IMO. 3: For the sake of reasoning in my Point #2, I would prefer the Roundabout in your Alternative #3. However, as mentioned in my Point #1 above, I'd defi nitely enlarge Spruce St as I imagine more traffi c will be transiting through onto Compton; OR, as an alternate, incorporate the Teresa St Bridge as in your Alternate #2 to allow a more direct path to Chouteau (and Top Golf, Target, housing, SLU hospital, etc.).									
Yes	General positive								

	sentiment								
Yes	General positive sentiment								
Alternative 2 or 3 both look good to me. I work at the WU med campus and at Chaifetz Arena. I don't like removing the access from 64 to Compton. In Alt. 1. I would prefer some kind of direct highway connection from Compton to WB 64, even if it's just a ramp connecting to the Grand exit and then continuing on, similar to Hanley and Brentwood interchange in the county.		Removing Compton to I64 access			Best results		Best results		
Yes	General positive sentiment								
Take care and maintain the crumbling overpasses. Concrete falls on drivers and kills them. Vandeventer is a hot mess. Downtown is awful and unsafe in the highway. Need to repair and maintain what you have. Safety should be top priority with reducing congestion a second priority.		Overpass maintenance; vehicle safety; traffic congestion; Vandeventer improvements; Downtown STL interstate							
The Grand-Forest Park intersection overhaul is much needed for pedestrians and cars—it's a dangerous mess now. I feel for those SLU students and Metro commuters. It's a much better use of tax-payer money the the proposed widening of I70 West.	Grand-Forest Park Parkway intersection plans; SLU accessibility; public transportation accessibility; cost-								

	effectiv e								
Recommend building the #1 consolidated Grand interchange with the #3 consolidated Boyle interchange with the following refi nements: w/o the North Theresa connection with its two expensive I-64 mainline structures, which is unneeded because the Theresa-Spruce-Compton connection provides nearly-thesame good access to MetroLink between Compton and Grand; and w/o the Papin cul-de-sac and the unmatched Vandeventer on-ramp--let them drive to Boyle or to Grand (simplify and consolidate the on/off interstate locations). Recommend that the city rename Boyle--Cortex Avenue between Forest Park and Manchester with interstate on/off-ramp signage. If the Tower Grove crossing of I-64 is only going to be used for pedestrians and bicyclists, then the useful life of the structure will be extended for a long time as a result of the reduced loads (Towe Grove dies at Clayton Avenue and Boyle and Newstead provide plenty of I-64 crossing circulation). I am not a fan of bringing the Grand structure over the Forest Park ramps to grade; Grand pedestrian safety can be enhanced without reducing this roadway capacity (Bringing Kingshighway to grade at Forest Park	Tower Grove bike-ped only bridge	Parallel Grand lanes; bike-ped accessibility; Grand at-grade; Forest Park at-grade							Reduce left-turn merge ramps; on/off ramp signage on Boyle; combine Alt 1/Alt 3 Grand and Boyle interchan ges; no changes to North Theresa; no changes to Papin; no changes to Vandeven ter on-ramp

Parkway has only helped BJC doctors to feel more coddled in getting to and from their parking spaces; it has hurt through-Kingshighway movements; also the double left-lane has lead to many accidents). Unconvinced that proposed parallel Grand Avenue structures for transit are desirable; coul complicate pedestrian movements. Proposed slip on-ramp under Compton is not needed with the option for the consolidated Grand ramps. Yes, eliminating the left-turn interstate merge ramps is a good idea.									
Yes, especially the shared-use path along Grand.	General positive sentiment; shared-use path on Grand								
Alternative 3 seems best… but si sm leery of any proposed projects that lack corresponding land use and zoning controls the past I-64 lane addition projects have not improved congestion because they simply encouraged longer commutes.		Land use and zoning controls; lane additions; traffic congestion					Best results		
I've been waiting a lifetime for this announcement and knew, intuitively, it would happen; my only question was when. I've discussed the possibilities w/ family members for years. Growing up in the Central West End and returning there to live in 2010, I watched the reconfi guration of the intersection of	Vehicle accessibility through central corridor	SLU accessibility; Forest Park Ave/Grand bike-ped accessibility; Forest Park Ave/Grand bike-ped safety; Forest Park Ave/Grand vehicle safety; Forest Park Ave/Grand							Repave Kingshighway; repave Forest Park Parkway; repave South Grand; prioritize multimodal transportation; prioritize

Kingshighway and Forest Park Avenue up-close From a motorist's perspective, the new intersection is a gamechanger, fl uidly reconstructing traffi c fl ow in all directions, in a straightforward manner. Since moving to South Grand, I utilize the intersection of Forest Park Avenue and Grand weekly, if not daily. Even worse than the original confi guration at Forest Park Avenue & Kingshighway, the intersection at Forest Park Ave. & Grand is a nightmare of biblical proportions. I've witnessed multiple collisions there in the past several years and witnessed SLU students and other pedestrians warily cross the intersection in fear of their lives. Turning left and right onto Forest Park Parkway from Grand in either direction requires nerves of steel as you confront oncoming vehicles lingering in the middle of the intersection. I recognize the way BJC insisted upon the reconstruction of the intersection at Forest Park Ave. & Kingshighway and wondered when SLU would demand the same on Grand. Reconfi guring Forest Park Ave. & Grand will have a transformative impact on the lives of countless motorists and pedestrians who utilize that intersection every day! Lastly, in my estimation, the central obstacle that		intersection safety; Skinker exit traffic congestion							bike-ped accessibili ty

elicits rushhour slowdown in the westbound lanes of I-64 is the loss of the rightmost lane at the Skinker exit. Because the width diminishes at that exchange, from 4 lanes to 3, it impacts westbound traffi c for more than a mile to the East to Kingshighway and beyond. Nonetheless, I-64 regains the lane at the interchange w/ 170 Thus reconstructing I-64 from Kingshighway to Jefferson by adding a lane, e.g., won't have a material effect on traffi c. Ultimately, the single greatest transformation of the region would be installing a street-level Metrolink line in the median of Grand Ave. from north to south. Nonetheless, since that is beyond the scope of this process, I would love to see an implementation of steps to "enhance the location transportation network" and "integrate bicycle and pedestrian facility design best practices into project designs." The goal of sustainable development is moving people from their cars to mass transit and bicycles. Implementing these principles will have an impact in these directions. p.s. PLEASE also INSIST that the City of St. Louis repave the entirety of Kingshighway, Forest Park Ave., and So. Grand, among the most degraded roadways in St. Louis. Thanks!!!									

There's a light of good here. I could see most of these working. The one thing I think is unneccessary in there is the extension of Theresa. In some plans, this is actually a net negative. Laclede serves as a private street for SLU with a TON of pedestrian traffic across it. Adding traffic from the interchange into there via Theresa would be a very BAD addition. I'm also very suspicious that this will make traffic worse getting into this highly desirable area. Most people access this area by car, and that needs to remain prioritized. I get that there's a ton of land used for the current 64/FPP interchange, but it makes getting into and out of that area very very nice. I know the plan is to make the FPP/Grand interchange an at grade one, and this is an example of a very bad idea pushing more traffic onto a grade crossing for pedestrians. You think its bad now, wait until the through FPP traffic has to go there. Please reconsider separations such as this if possible.	General positive sentiment	At-grade Forest Park Parkway/Grand; bike-ped accessibility; SLU connectivity; Theresa extension							
I gathered a few neighbors (from the Forest Park SE neighborhood) to discuss the alternatives, on Sunday, Jan. 29. All of us were concerned about the congestion between Compton and Grand, particularly wondering how the loss of Compton's west-bound entrance		Traffic congestion on Compton and Grand; Chaifetz accessibility; Grand Arts Center accessibility							

ramp onto I-64 would alleviate traffi c congestion after SLU's Chaifetz arena lets out after a game. The same for Fox Theatre and SLSO. after these events, many drivers use Compton going south to I-64 and the access ramp onto it.									
They meet a lot of them and will be a huge improvement over current conditions, but I would prefer keeping bike lanes on the Grand Bridge and making them protected. Bus lanes is a nice idea but also creates a lot of lanes for pedestrians to cross in Grand. Also please build the Theresa bridge over the train tracks.	General positive sentiment; Theresa bridge addition; bus-only lanes	Create protected bike lanes on Grand; bike-ped safety on Grand							
I am unsure. I am interested in the alternative that helps people who work in the community most easily access highway 40 and 44 to get home. For example, all 3 plans appear to make it more diffi cult for people who are leaving Chaifez Arena events, and SLU employees leaving the Olive/Compton garage to get on highway 40 west to go home. Making it more diffi cult to access highway 40 west just means more clogged streets, traffi c jams and frustrated people. Please include a summary on future proposals that clarify how easily/diffi cult it will be for people to leave parking garages for area employers and get on 40 west.		On-ramp accessibility; commuter accessibility; Chaifetz accessibility; SLU accessibility; traffic congestion							
Alternative 2 is preferred. My main concern is the proposed dangerous		Lane widening; Clayton lane widening;			Best results				

widening of local roads (by the city) such as Clayton Ave and Boyle Ave. This is unsafe and unnecessary.		Boyle lane widening; bike-ped safety							
Overall, yes. I most prefer Alternative 1. Direct access to Grand Blvd from the east bound lanes is a necessity. Also this alternative utilizes a simple intersection at Theresa and Bernard St rather than a traffic circle. Traffic circles aren't preferred as they are stressful and difficult to cross on foot.		Roundabout bike-ped safety	Best results; EB Grand access; bike-ped accessibility						
I like closing Tower grove to to bike/peds. I like a new bridge over the rail yards at Theresa, that is brilliant. I don't think issues on grand between 40 and laclede have been addressed, that is a lot of lights and curb cuts. It looks like more lanes (turn lanes) will only make pedestrian crossing at Forest Park Parkway will be harder and more dangerous. That is a LOT of lanes to cross. Right now, with separated grade, at least the total distance a pedestrian crosses at one time is shorter.	Tower Grove Ave bike-ped accessibility; Theresa Ave bridge; separated grade	Stoplight additions; curb cuts; lane additions; bike-ped accessibility; Forest Park Parkway bike-ped accessibility							
Somewhat. The alternatives do not do enough to advance solutions that counteract our worsening climate future. More needs to be done to shift people out of cars to walking, biking, rolling, and transit riding. Ways to achieve these aims is to turn all interstate and limited access highways into toll roads or managed lanes, add bus lanes		Solutions for ecological concerns; prioritizing multimodal transportation; protected bike-ped lanes; land use strategies; redevelopment opportunities							

and signal priority, and turn signalized intersections into Dutch style with protected facilities for bicyclists and pedestrians through intersections. Land use strategies include maximizing land for redevelopment occupied by highway ramps and connecting bike/ped paths across railroad tracks.									
I live in the Central West End and commute through study zone regularly by car, sometimes by bicycle, and on rare occasions by rail. I was particularly interested in the plans Alternatives 2 and 3 provided for safer pedestrian and cyclist navigation, especially at the Boyle-Clayton intersection with the removal of the right-turn bypass lanes, as well as the alternate plans for improving the Tower Grove-I-64EB exit interchange presented by Alternative 3. I also greatly appreciated the overhaul of the Grand-Forest Park interchange area as laid out by Alternatives 2 and 3. When I drive east to cross over to Illinois, the left-hand on-ramp onto I-64EB is confusing, I see many lines of traffi c converging, mixing, and diverting in a very short space, and after that I am dropped right into the dangerous, highspeed left lane on I-64. I also just saw how converting the Kingshighway-Forest Park	Grand-Forest Park interchange plans; bike-ped safety; bike-ped accessibility; at-grade intersections				Bike-ped accessibility; Boyle-Clayton intersection plans; Grand-Forest Park interchange plans; removal of right-turn bypass lanes		Bike-ped accessibility; Grand-Forest Park interchange plans		

intersection to an at-grade intersection several years ago completely changed the feel of the streets north of the hospital district. I am excited to see how a similar treatment can improve the Grand-Forest Park intersection, hopefully making it feel safer to travel south from the St. Louis University campus, especially on bicycle.									
Sure man	General positive sentiment								
Anything to reduce the tremendous barrier effect of I-64 (especially the east interchange) is good and will help the community grow together.	General positive sentiment; reduce barriers to community accessibility								
After further reading and discussion no I do not approve of this. If there are not explicitly defined and protected bicycle lanes and pedestrian facilities then I entirely oppose this development.		Protected bike-ped lanes; bike-ped accessibility							
I don't like that all three alternatives get rid of the westbound access to 64 from Compton. This will force me and many others to more congested roads, Jefferson and Grand to enter the highway which I feel will add congestion not decrease it to those roads.		Removal of WB access from Compton; WB Compton traffic congestion							
I like the "No Build" plan that provides pedestrian and cycling facilities. I think alternatives like this will benefit us the most. I hope to live	No Build plan; bike-ped accessibility								

around there in the coming years because better walkability draws me to the city.									
Sadly, no. 1) MODOT completed major repairs and upgrades in this area in 2013: https://www.stlouis-mo.gov/government/departments/public-safety/news/modot-delays-I-64-closure-until-February-1-to-4.cfm Why would this work need to be repeated so soon? The great cost seems outsized to the expected benefit, and funds would be better spent on repairing existing infrastructure. For example, repainting the exit ramps at Kingshighway, which are faded and very dangerous. Broken guardrails, etc. 2) It seems like most, if not all of the improvements will make it easier for drivers to get on and off the highway. How does this benefit nearby residents? It will only encourage more speeding and increase danger for bikes and peds trying to cross over the highway, which is already difficult but necessary to go from neighborhoods to BJC and the CWE. Our common goal should be to calm traffic, not speed it up. The proposed changes don't benefit area residents - instead they will make it easier for transients to come in and get away more quickly. We are already living with the massive increase of the size of interchanges at Kingshighway and	On/off ramp improvements; bike-ped safety; bike-ped accessibility	Right of way; community connectivity; barriers to community accessibility; bike-ped safety; vehicle speeding							Repair existing infrastructure

Jefferson, which are extremely dangerous to navigate on foot or bike, mainly due to the high speeds of drivers that are a result of the wide roads and ramps that encourage higher speeds. 3) The project materials state the improvements will add bike and ped safety, but it's unclear how. A separate bike-ped crossing every mile or less along 64 in the city of STL would be a clear improvement, and could be realized for much less than any of the options presented. These are densely populated areas in need of more crossings (which used to exist, and were torn down by MODOT). 4) left entry ramps, while not typical, are prevalent in STL. Is it really worth such a giant spend to change this? Is there any evidence that getting rid of these entrances at huge cost, will actually reduce crashes? 5) The proposals call for increased right of way. What are the impacts on existing businesses in these areas? MODOT has already negatively impacted so many parcels and areas of the central corridor. Communities have been disconnected. Why further damage the economy of these areas by adding more right of way, just to speed up highway access? Thank you.									

All the alternatives have strong points and it's clear a lot of thought went into the alternatives. I'm a south city resident who uses 64 as a daily commuting route AND uses Tower Grove Ave. as a primary biking route for north/south connection to reach transit and other destinations on the central corridor. I have previously been a car-free commuter who used bike, bus, and metrolink for transportation. Overall I like model 2 best, but the biggest strengths across all models seem to be: - Alt. 1's vision for the eastern corridor ramp cleanup. It seems the clearest and makes the most intuitive sense. - Alt. 2's vision for the western corridor cleanup that removes the Papin Ave ramps and moves them to Boyle. This, again, consolidates and makes sense. - Alt. 2's dedicated bus lanes on Grand. As 1-car household and a formerly no-car household, the Grand bus has been a crucial north/south connection. Ideally, it would be fantastic to see those dedicated bus lanes extended north and south even beyond the scope of this project. - Extending Theresa and providing an additional N/S corridor for bikes/pedestrians. Grand is too fast-moving for safe biking without protections on the bike lanes.	General positive sentiment	Boyle Ave bike-ped safety	On/off ramp reduction		Best results; on-off ramp consolidation; bus-only lanes; Theresa Ave extension				

I am concerned about: - Turning Tower Grove Ave. into a bike/pedestrian crossing seems like a good idea, and would definitely be used. However, does this come at the cost of making Boyle more dangerous/unfriendly to pedestrians? Residents of FPSE shouldn't be neglected.									
We should prioritize the locals' ability to bike, walk, and use transit in this area. We're giving too much power to commuters and motorists. I think we can build urban St. Louis up if we show a unique love for the local population that can't be matched by the county. Letting people have their streets back for walking and riding should be a priority. Letting people exercise the use of transit should be major. We need to cut down on car dependency, and we need to be wary of our aesthetic choices.		Barriers to community connectivity; barriers to community accessibility; bike-ped accessibility; prioritizing multimodal transportation; aesthetic choices							
For the most part, yes	General positive sentiment								
Somewhat. I think all of these still prioritize to much car speed at the Forest Park Parkway and Grand intersection. The area has a lot of pedestrians crossing FPP on Grand to get to SLU, the restaurants on the east side of grand, and the housing on the west side of Grand. I would prefer less lanes at FPP at the intersection to increase pedestrian		Vehicle speeding; bike-ped safety; intersection safety; Forest Park Parkway lane additions					Best results		

safety. I lean to option 3.									
I think this represents a good step in the right direction for a very car dependent city. I think Forest Park going at grade and eliminating the Forest Park Market / I64 ramps is a big improvement. From analysis 2, I LOVE bus lanes, the Theresa Ave railroad pedestrian bridge, and the Tower Grove bridge updates. In Analysis 3, the elimination of "Bernard" and the addition of pedestrian facilities sets up some really great potential infill in that area as well. I would please hold strong on dedicated bus lanes. They work when the buses have built in enforcement measures like ticketing cameras, and are a giant step in the right direction for Grand street. In general, a big fan of DEDICATED bike and pedestrian space.	At-grade Forest Park Parkway; on/off ramp reductions				Bus-only lanes; Theresa Ave pedestrian bridge; Tower Grove bridge improvements		Bike-ped accessibility; Bernard removal		
Thank you so much to take the time to address improvements for all road users on this project, including for those that walk, bike, use wheelchairs, push strollers, and take transit. This process is valuable, and I appreciate that you are taking the comments of area transportation users into account for the Future 64 Vision. My preferred alternative for reconnecting the north and south of I-64 would be to	General positive sentiment				Best results; prioritizing community accessibility		Best results; prioritizing community accessibility		Develop public transportation

remove the interstate entirely, and focus the roughly $200 million in available funding exclusively on developing a transportation system that works for the most people for the most efficient cost. Alternatives such as a highway-to-boulevard conversion, which could incorporate a BRT line and bike/ped facilities, would meet the project mandates of carrying more people more safely, more sustainably, and for a lower cost. Furthermore, Interstate 44 runs a mile south--we do not need a duplicative interstate taking space away from the economic engine of our region. Some of the goals for the proposed project are contradictory: to reduce safety and reduce the barrier effect, a removal of the interstate would meet these needs. However, this project also requires 'maintaining interstate function, operations, and capacity for future use.' It simply isn't possible to have it both ways. In an age where other communities and other states are fighting hard to remove and redevelop damaging interstates that destroyed our cities (e.g., Rochester, NY's Inner Loop; Milwaukee, WI's Park East Freeway; Oklahoma City's Crosstown Expressway), we need to consider all the consequences of									

investing $200 million to perpetuate a system that works for some, and harms others. Overall, of the proposed alternatives offered by MoDOT, Alternatives 1 and 2 come the closest to meeting this vision because they have attention to vulnerable transportation users' needs.									
The intersection of Grand & Forest Park Parkway is a complete disaster and needs a complete overhaul that includes safer pedestrian crossings, improved signage/signals, and traffic-calming infrastructure. Forest Park Parkway needs fewer, not more traffic lanes. This intersection is the gateway to SLU's campus and its current condition is extremely dangerous, confusing and ugly.		Grand/Forest Park Parkway intersection; bike-ped safety; intersection safety; lane additions; SLU connectivity							
Yes, of the three alternatives, #2 definitely seems to be the best one all around for both cars and bikes/pedestrians/transit users. It'll make it less confusing as a car driver to enter/exit the highway from local streets, and I like the addition of bus lanes on Grand and the new Theresa Ave. bridge. It might be a bit expensive, but ultimately I think it'll be worth it.					Best results; bike-ped accessibility; bus-only lanes; Theresa Ave pedestrian bridge				
If the solution prioritizes enhancement of bicycle friendly lanes and paths it will meet my needs.	Prioritize bike-ped accessibility								

I liked Alternative 2 because of the land it is giving back to the city for development, along with the grid reconstruction of Theresa Ave along side proper bike lane additions. Please make sure that bike infrastructure is protected as that area is typically horrible to navigate on a bike.					Best results; redevelopment opportunities; Theresa Ave bike-ped bridge; bike-only lanes				
I think increasing pedestrian access around Grand, with the addition of the Armory and City Foundry, is important to make the area safer and make going to these places easier on foot. I also think more on/off access to cars on tower grove Ave would be helpful									Grand bike-ped accessibility; on/off ramps on Tower Grove Ave
This project seems like it is doing to much business as usual in regards to the way things have been done and done wrong for 70+ years. Looking to the future we need to look to more pedistrian and bike friendly infrastructure as well as public transportation especially in what is arguably the heart of city the forest park area.		Prioritizing bike-ped accessibility; prioritizing multimodal transportation							
No. I would prefer to see even greater focus on public transit, pedestrian and bike connectivity, and re-establishing the street grid. Department of transportation should prioritize moving people and not cars.		Prioritizing bike-ped accessibility; prioritizing multimodal transportation							
Right now I- 64 is a really significant barrier to crossing between south city and downtown on foot or bike. I think portions of the plans that improve		Barriers to bike-ped accessibility; barriers to South City; barriers to Downtown; bike-ped							

pedestrian and cyclist safety and improve metrolink access while keeping the highway flowing smoothly will have a huge positive benefit for everyone who moves through this portion of the city.		accessibility; bike-ped safety; prioritize multimodal transportation; public transportation accessibility							
None of these alternatives propose significant changes for bettering safety for pedestrians and cyclists. Out of the three, plan 3 seems to have the best management of future traffic, but could use further traffic calming/pedestrian safety measures. Would also be great to see some roundabouts		No significant changes for bike-ped accessibility					Best results		Utilize roundabouts
I'm very excited at the prospect of changing Forest Park Ave. at Grand into an at-grade crossing. The current intersection is a monster. That's a huge step toward improving it. I'm strongly against the idea of adding a lane to Clayton Ave at Boyle. This makes no sense, and it's antithetical to efforts to improve bike and pedestrian access to Cortex etc. Please don't do that! I've driven at that intersection plenty of times, and I hardly think the traffic situation is bad.	Forest Park/Grand at-grade intersection	Lane addition to Clayton Ave; Cortex bike-ped accessibility							
Most of it does, I appreciate the hard work put into the options. The main thing that does not is the large intersection at Forest Park and Grand. As a current city resident, lifelong St. Louisan (from North County), and SLU Alum my chief		Forest Park Ave/Grand intersection; lane additions; lane widening; SLU accessibility; bike-ped safety; bike-							

concern is walkability. The large intersection plays against that, up to 8 lanes. I remember when grand used to be 5 lanes to cross at west pine for SLU students. It was moved down to 4 and it is such a better experience. Not only does it look better for the driver, it feels better and safer for the walker. It was a great upgrade for our city. I would like to think that every lane less counts and although even I might be slowed down sometimes by more traffic, I'd rather a more cohesive and safer walking experience given it is a city intersection meant to be walked. Please consider the walkability of that intersection to a serious degree.		ped accessibility							
Any alternative that prioritizes pedestrian/bike/public transportation connectivity as well as their safety and convenience is an improvement. According to MoDOT's research, the people living in the east section of the project zone are both the least likely to be able to drive (for age, health, and income reasons) as well as the most poorly served by the present non-driving infrastructure. This should be rectified.	Prioritize multimodal transportation; prioritize bike-ped accessibility; prioritize public transportation accessibility								
I would like to see better emphasis on alternative transportation methods suck as pedestrian, bike, or		Prioritize bike-ped safety; prioritize multimodal transportati							

bus routes through the region. Even in proposals where separated bike or bus lanes are implemented they come with additional car lanes that never truly reduce or reprioritize away from a car centric model of movement in the area. Less car lanes push more people into sustainable and safer modes of transportation! That should be a goal for climate and community safety.		on; prioritize eco-friendly solutions; lane additions							
No, the widening of local surface streets such as Boyle and Clayton will only create a more hostile environment for pedestrians and cyclists. While there are several great aspects to each proposal, they continue to prioritize cars over actual people. As currently presented, this does not feel like positive step forward, but rather a recommitment to the automobile and a prioritization of the suburban commuter over city residents.		Lane widening on Boyle; Lane widening on Clayton; bike-ped accessibility; prioritize multimodal transportation							
Not necessarily. We are still looking at 8 lane wide arterial roads running through the heart of the city. This is the busiest bus line in the city and connects residents from Shaw, Tower Grove to major employers. I think more emphasis must be put on transit-first infrastructure. I have lived in this area. It only becomes hyper car centric during major events at the Fox, Chaifetz and Symphony. We		Lane widening in central corridor; prioritize multimodal transportation; prioritize public transportation; Grand Arts District traffic congestion; prioritize bike-ped accessibility							

should not build for events that happen infrequently. Also. I would like to seize the opportunity to reconnect as much of the old grid of the street network as possible. More tight, orderly square blocks that encourage future development. Think about how humans walk and bike between places. Swoopy, beautiful curved roads look nice for cars, buti are impractical, especially for students walking between campus.									
I think these alternatives are a significant improvement over what is existing but I believe they could be improved even more to promote a cohesive urban environment that prioritizes the community that lives there and safe travel options besides a personal vehicle. I was hoping for a more significant focus on healing the divide caused by the highway and promoting improved land use, and improving the safety and reliability of walking biking and transit.	General positive sentiment	Prioritize bike-ped safety; prioritize multimodal transportation							
Yes but have one suggestion !	General positive sentiment								
The first alternative does not meet an ideal vision for this section of I-64. The makeshift tiny diamond style offramp on the westbound side of the interstate would not be adequate for the flow of traffic. Graduation and				Least favorable results; SLU accessibility	Best results; alleviate traffic congestion		Grand plans	Vandeventer traffic congestion; dead-end streets	

move-in weekends at SLU would be a nightmare. The second alternative seems most likely to work for all parties involved. The outlets and crossings would alleviate traffic and still allow for Grand to work well as one of the city's largest corridors. The third alternative looks great on the grand side but could worsen traffic on the Vandeventer side. We should not be including dead end streets near major entry and exits to interstates. This would also not help facilitate the heavy flow commerce over and under the interstate.									
I64 doesn't support my community. It's a necessary evil because the state and region have spent a hundred years encouraging car dependency and the spreading out of the region so too many are dependent on it to get to/from work and other destinations nearby. What it does to Forest Park is really bad, but that's not in the study area. Add the ped/bike facilities to Tower Grove as shown in Alt 1. Leave Boyle as it is now. Remove the Papin ramp. Put the WB ramp from Vandeventer under so it merges on the right as shown in Alt 3. Add a ramp from Sarah to EB I64.	Separated bike-ped lanes	Lane widening; bike-ped safety	Bike-pedestrian accessibility; on/off WB ramps at Grand		Theresa/Bruce/Spring plans; WB off-ramp Forest Park Parkway		WB Vandeventer ramp		Remove Papin Ave ramp; no changes to Boyle; add ramp from Sarah to EB I64; no left turn from WB Forest Park Ave to SB Grand; no right turn for WB offramp to NB Grand

Add a bike/ped bridge for Spring. Line up the WB exit and on ramps at Grand as shown in Alt 1 Separate bike lanes from car traffic on Grand. Do the Theresa/Bernard/Spruce configuration shown in Alt 2. Keep the WB off ramp to FPA as shown in Alt 2 Maybe WB traffic that wants to go west on FPA or north on Grand gets off via the FPA off ramp, while WB traffic wanting to go south on Grand gets off at the off ramp at Grand. So no left turn from WB FPA to SB Grand (two fewer lanes) and no right turn from the WB offramp to NB Grand, do two left turn lanes. Local traffic from developments east of Grand can use EB FPA/Theresa/Bernard to access SB Grand. I hope the city doesn't take any of the recommendations to widen any of its streets. I realize the consultant had to make intersections that didn't fail from a level of service perspective, but intersections that wide are failure for anyone outside of a car.									
Kind of. They're all a step in the right direction but none of them are perfect or seem to solve all of the issues. They individually solve some problems better than others but where one excels the others fall short and vise versa. The goal of this project should be	Step in the right direction; separate bike-ped lanes; protected bike-ped lanes								Minimize highway footprint; prioritize multimodal transportation

to equally balance both pedestrian, car, and neighborhood needs while trying to minimize negative impacts from cars. Improving and prioritizing the pedestrian's experience and making car free transportation just as much of a priority as cars is the key to success here. The best way to do this would be to keep cars and people separate where possible. Cars should blend into the background and be as unnoticeable as plumbing or electricity. Necessary but tucked away out of sight and mind.									
The benefits of Alternative 2 appear to present the greatest positive impact & opportunity for nearby residents and those who utilize the local street network most often with additional & enhanced options for crossing north-south over I-64 and RR tracks, opportunity for more robust Metro service on Grand, elimination of the on-ramps from Papin to allow greater redevelopment opportunity.					Best results; community connectivity; redevelopment opportunities				
They do not. Too much is emphasized on car traffic, not enough on bicycle, pedestrian, and public transit. There should be dedicated, protected bike and bus lanes. Reduce the number of cars on Grand. Reduce the number of car lanes.		Bike-ped accessibility; public transportation accessibility; reducing car lanes							
Alternative #1: The western interchange best balances costs with automobile, ped and bike traffic. The			Bike-ped accessibility; prioritiz		Bus-only lanes; shared-use paths; Theresa		Bike-ped only Tower Grove		Bike-ped only paths; prioritize bike-ped

inclusion of a new parallel bike bridge along Tower Grove Ave is a great idea. Alternative #2: The Grand Blvd bus lanes, and double shared-use paths in the east interchange are a top priority. As well as the overall traffic calming of the roundabout and Theresa traffic lights. The bus lanes would serve to reduce air pollution, and improve equity for transit riders. Alternative #3: Bike/ped only TG Ave bridge is a nice concept, but we shouldn't take away focus from Sarah as the future premier biking connection, especially when it comes at the cost of rebuilding Boyle into a 6 lane stroad. Alternatives 1 and 2 already give good space to pedestrians and cyclists. In all alternatives, the safety of pedestrians and cyclists should be top of mind, with the inclusion of pedestrian refuge islands and exclusion of slip lanes. Where space allows, dedicated cycle paths would be preferred over shared-use paths, especially in high pedestrian activity areas. The intersection of Grand and Forest Park Parkway must be designed with bus riders and pedestrains in mind. Solutions should include slowing down cars with all means available traffic signal			ing multimodal transportation; Tower Grove Ave bike-ped bridge		stoplights; roundabout; bike-ped accessibility		Ave bridge		safety; Grand/Forest Park Parkway prioritize bike-ped safety
Happy to see 64 being rethought rather than just replaced! I'm usually in this area using my power	General positive sentiment; Boyle/C	Crossing distances; wide intersections							Add Theresa Ave sidewalks; retain EB

wheelchair, sometimes driving. Before getting into specific areas I need to say the number of lanes, thus crossing distances, is totally excessive. This is a walkable urban area, not Wentzville. Fewer lanes, no double lefts, no dedicated right turns, no slip lanes, beg buttons. Need COMPACT intersections!!! Drivers can wait a few more seconds. This is balancing ped/bike/car. All 3 alternatives are still far too auto oriented. - Boyle & Clayton currently has the right scale. It'll be awful if you do what's shown by blowing up the size of the intersections. - keep EB on ramp where located. However, make on ramp one lane perpendicular to Papin, tight radius. This will not force pedestrians to cross long distances between speeding cars. - Yes to bringing Forest Park up to grade with Grand! Again, keep the number of lanes to a minimum. No double lefts, no dedicated rights, no slip lanes, no beg buttons — none of this is appropriate anywhere in pedestrian-friendly walkable urban areas. Do opposite of what modot installs in suburbia. - Yes to WB 64 ramp directly to Grand. Thankfully not enough room for excessive lanes. - Yes to Theresa Ave bridge over train tracks — needs	layton plans; Forest Park at-grade; Grand WB ramp; Theresa Ave bridge								on-ramp; create Papin 1-lane ramp

sidewalks on both sides.									
Repair bridges as necessary. Make only one change to 64 - fix eastbound Kingshighway entrance ramp/Tower Grove/Vandeventer exit lanes.									Repair bridges; fix EB Kingshighway on-ramp; fix Tower Grove exit; fix Vandeventer exit
My view of i64 is that it serves people who do not live in saint Louis at the expense of those who do live here. I64 bisects our communities and makes short distance travel within our city difficult so that people who live 15 miles away from city center can have easy access. Overall i64 is not a Good Thing for our city, and development to it cannot be considered a Good Thing either unless it addresses the severe barrier effect that it imposes and reduces traffic to make it safer for locals. Unfortunately many of the proposals I see here do the opposite by building more roads, entrances, and exits to this highway. That said, I do see some positive proposals here. Pedestrianizing the tower grove bridge strikes me as a fantastic development that I am in full support of. Building more bike and pedestrian infrastructure is a brilliant way to minimize the negative impacts of I64 by reconnecting our neighborhoods and enhancing the communal feeling of our city.	Tower Grove Ave bridge; bike-ped accessibility; neighborhood connectivity	Bike-ped accessibility; barriers to community accessibility							

Comments by segment: - Tower Grove/Boyle: Prefer Alternative 2. While I see the benefits of simplifying the Boyle interchange to a standard diamond, I think the current configuration with the distributor roundabout on Tower Grove does a decent job of calming traffic as it enters the neighborhood. Current traffic volume doesn't seem to merit the additional cost of land acquisition and reconstruction to create a full diamond. In either case I support removing the Papin Ave ramp. - Grand/Market/Compton: Prefer Alternative 2. I think accommodating bus lanes is absolutely essential. Traffic movement seems more intuitive in Alternative 2 because it maintains the Bernard St. connection to Grand, allowing for more direct movement between EB 64 and SB Grand. Connecting Theresa Ave across the RR tracks is a great idea and will help connect the new Steelcote residential development to the MetroLink station. I like that Theresa intersects at a right angle in Alternative 2 as that should make it easier to develop adjoining land (if it's sold off). The main advantage of Alternative 3 is that it eliminates the long ramp from WB 64 to Forest Park Ave - if that could be					Best results; cost-effective; Papin Ave ramp reduction; bus-only lanes; Grand connectivity; Theresa Ave connectivity; redevelopment opportunities		WB ramp reduction		

incorporated into Alternative 2's design, you'd have the best of both worlds.									
Alternative 3 would be my preferred choice.							Best results		
Need to widen I-64 to FOUR LANES from I-170 to Kingshighway (both directions)									Lane widening I64 from I170 to Kingshigh way
Positive • East Exit to Boyle and east entrance from Boyle onto I 64 shown on Alternative 3. Simple, safer and saves land. • Simple connection from Terresa extension to Forest Park shown in Alternate 2. Helps restore city grid and supports future development in the area south and north of the highway. • Dedicate bike lanes in all plans if protected and not just painted lines on the pavement. • Grand / Bernard changes shown in Alternative 2. Relatively simple and keeps Terresa and Spruce closer to "normal" city streets. • Getting rid of the "spaghetti" at the end of Forest Park. Simpler and safer connection to Market Street and city regains land. • Bus only lanes if not just painted lines on pavement • Incorporating the Brickline wherever possible. Negative • Lack of the study of I -64 east of Jefferson. • Relocation of I-64 as shown in Alternate 2. Too disruptive and too costly for minimal benefit	Shared-use paths; bus-only lanes; Brickline incorporation; redevelopment opportunities; Market St connectivity	Protected bike-ped paths; no study east of Jefferson; Market St. connectivity; Spring Ave not reconnected; Bernard not connected to Grand; Armory and Foundry connectivity			Theresa Ave connectivity; Grand plans; Bernard plans	Not cost-effective; disruptive	Boyle Ave plans		

• Lack of an easy way to get from Market to I-64. • Lack of a reconnection of Spring Avenue south under the highway to Spring north to Forest Park Avenue. • Lack of connection of new Bernard to the west side of Grand to more directly access development in that area around the Armory and other development in that area which is sure to follow. • Money – I understand you have the money for this. If so, it is well spent on these improvements. However, I hope it isn't at the expense of improvements to I-70 from here to KC.									

Appendix 30: Online Question 2, Data Table and Verbatim Other Comments

Question 2: Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values. Select your TOP 3 goals from the list below.

Goal	Count
Integrate bicycle and pedestrian facility design best practices into project designs	129
Support improved land use near transit stations and trails	90
Right-size I-64 to reuse available space to benefit the community	68
Coordinate with regional partners to enhance the location transportation network	45
Improve equitable outcomes for disadvantaged communities	40
Integrate improved aesthetics and visual environment into project designs	30
Consolidate access points from interstate to local system	27
Integrate ecology best practices into project designs and right-of-way use	25
Invest in projects that provide good cost benefit improvements	22
Other	11

Other:

- Car access into and through the area
- Connect I64 with I44 and I55
- Fix Hampton and Kingshighway daily nightmare.
- Improve traffic safety in the corridor and reduce back up and accidents during rush hours
- Minimizing further expansion of MODOT right of way, which has already negatively impacted the City of St. Louis over many decades.
- Minimizing infrastructure liabilities by reducing the number of car lanes and paved surfaces in favor of other modes of transportation that move more people and cost less to maintain such as light rail and protected bike lanes. For example, turning a 4 lane road into a 2 lane road with a protected bike path and parking so there's less wear and tear to maintain
- Reduce congestion
- Reduce crashes using Data Driven Safety and focus on congestion mitigation.
- Repair and maintain crumbling concrete
- Stop designing a transportation network that encourages car only transportation
- Winter road conditions safety issues.

Appendix 31: Online Question 3 – Full Tables Separated by Sentiment

Question 3: What else would you recommend improving in this area of I-64 and why?

Positives	Count
Bike-ped safety	3
At-grade intersections	2
Bike-ped accessibility	2
Bus-only lanes	2
Alternative 1 Grand intersection	1
Alternative 1 Greenway crossing	1
Alternative 2 best results	1
Alternative 2 Greenways	1
At-grade Forest Park Parkway/Grand	1
Bernard removal	1
Lane consolidation	1
Lane expansion	1
Left lane on-ramp removal	1
Open house format	1
Pedestrian bridges	1
Positive on Alternative 2	1
Positive on bike-ped accessibility	1
Prioritize multimodal transportation	1
Protected bus lanes on Grand	1
Redevelopment opportunities	1
Reduce traffic congestion	1
Roundabouts	1
Separated bike lane	1
Separated bus lanes on Grand	1
Shared-use paths	1
Shoulder widenings	1

Concerns	Count
Bike-ped accessibility	6
Lane additions	5
Bike-ped safety	3
Lane expansion	3
Public transportation accessibility	2

Alternative 2 Sarah connection	1
Alternative 2 Vandeventer connection	1
Alternative 3 intersection improvements	1
At-grade intersections	1
Bike-ped infrastructure cost	1
Congestion on Grand	1
Construction impact on community	1
Disconnecting Forest Park Parkway from I-64	1
Grand/Forest Park Parkway at-grade	1
Greenways on Grand	1
Narrow lanes	1
Pedestrian light at Clayton and Newstead	1
Pedestrian safety	1
Positive on Alternative 1 Grand intersection	1
Prioritize multimodal transportation	1
Protected intersections	1
Public transportation access cost	1
Ramps	1
Removal of WB ramp in Alternative 3	1
Right-sizing	1
Shared use path maintenance	1
Shared-use paths	1
Signage placement	1
SLU access	1
Stoplight placement	1
Stoplight timing	1
Vehicle safety	1

General Recommendations	Count
Prioritize multimodal transportation	18
Bike-ped accessibility	15
Prioritize bike-ped accessibility	11
Prioritize redevelopment opportunities	8
Prioritize bike-ped safety	7
Minimize highway footprint	6
Protected bike lanes	6
Prioritize public transportation accessibility	5

Pedestrian bridge connecting The Foundry and the Armory	3
Pedestrian bridge from The Foundry to the Armory	3
Redevelopment opportunities	3
No changes needed	2
Prioritize aesthetic improvements	2
Public transportation accessibility	2
Reduce lanes	2
Reduce slip lanes	2
Reduce vehicle speeds	2
Widen sidewalks	2
Add public transportation routes	1
Add roundabouts	1
Add self-driving car lanes	1
Add sound walls	1
Address traffic congestion	1
Aesthetic improvements	1
At-grade Forest Park Parkway intersection	1
Bike-ped accessibility in Forest Park	1
Bike-ped safety	1
Bike-ped underpasses	1
Bus lane additions to Grand	1
Bus rapid transit	1
Bus-only lanes	1
Central corridor accessibility	1
Changes not needed	1
Chouteau Lake Greenway Plan	1
Climate-controlled walkway between Armory and the Foundry	1
Collaborate with other entities	1
Collaborate with St. Louis City	1
Combine Alternatives 2 and 3	1
Commerce accessibility	1
Connect Market and Forest Park Parkway	1
Consider street capping	1
Consolidate exit ramps	1
Consolidate highway	1

Consolidate on/off ramps	1
Consolidate ramps	1
Consult with SLU	1
Coordinate with community partners	1
Coordinate with Greenways	1
Dutch-style intersections	1
Express lane on Grand to I44	1
Extend study East of Jefferson	1
Forest Park Parkway valuable higher-speed throughway	1
Grade separation at Grand	1
Grade separation Forest Park Parkway	1
Hampton exit traffic congestion	1
Improve Compton accessibility	1
Improve Forest Park Parkway	1
Improve Grand	1
Improve road maintenance	1
Improve westbound Vandeventer vehicle safety	1
Include pedestrian islands	1
Include public art	1
Integrate technology	1
Lane reductions on I-64	1
Lane widening on I64 from I270 to Kingshighway	1
Microcrystalline ceramic bead pavement markings	1
Neighborhood connectivity	1
North-south connectivity	1
Pedestrian access from The Foundry to the Armory	1
People-first design	1
Pickup-dropoff parking at public transportation hubs	1
Prioritize bike-ped safety	1
Pothole improvements	1
Prioritize equity	1
Prioritize eco-friendly options	1
Prioritize bike-ped best practices	1

Prioritize eco-friendly improvements	1
Prioritize Newstead Bridge plans	1
Prioritize North-South connectivity	1
Prioritize protected bike-ped lanes	1
Prioritize right-sizing	1
Prioritize vehicle safety	1
Protected bicycle lanes	1
Protected bike lanes on Grand	1
Protected crosswalks	1
Redevelopment opportunities on bridges	1
Reduce highway footprint	1
Reduce lanes at Forest Park/Grand	1
Reduce pollution	1
Reduce signalized intersections	1
Remove interchanges Hampton and Clayton	1
Remove ramps in Cortex	1
Remove roundabout at Tower Grove exit	1
Remove Vandeventer on/off ramp	1
Remove westbound off-ramp Forest Park Ave	1
Repair Jefferson	1
Retain Vandeventer EB ramp	1
Separated paths	1
Single point interchange Forest Park Parkway	1
Single point interchange Grand	1
Sound walls	1
Theresa bridge to Chouteau roundabout	1
Theresa reconnect with Forest Park	1
Traffic calming	1
Traffic signals should be similar to Boyle	1
Vandeventer pedestrian improvements	1

Appendix 32: Question 3, Verbatim Comments, Coded

Question 3: What else would you recommend improving in this area of I-64 and why?

Verbatim Comment	General Positive	General Concerns	General Recommendations
Please see recommendations above regarding having protected bike lanes more or less distinct from shared use paths. Shared use paths are better than ordinary sidewalks, but still not great for bike commuters like myself. Also, if there can be some aspect of having the city agree to add bus lanes along the rest of grand, that can really help too. I really like bus only lanes, and some extra political pressure to add this along the rest of grand would be great too!	Shared-use paths; bus-only lanes		Protected bicycle lanes; bus lane additions to Grand
Remove interchanges at hampton and clayton because they cause traffic jams.			Remove interchanges Hampton and Clayton
I'd like to see the number of lanes on 64 reduced. We need to move St. Louis away from such a car-centric transportation system.			Lane reductions on I-64; prioritize multimodal transportation
I would recommend leaving it the way it is because it is the access for people who live in the area who use it every day and just leave it alone			Changes not needed
Allow development to expand on the bridge like the one in Columbus. As long as the interstate remains disconnecting from the urban fabric, it will be a barrier for the community. https://www.cnu.org/publicsquare/bridge-becomes-retaildestination			Redevelopment opportunities on bridges
traffic congestion during rush hour needs to be resolved. One of the goals above includes "Right sizing" 64 for better community use, which makes it seem like 64 would shrink in lanes, rather than expand. This would be detrimental to traffic flow and safety.		Right-sizing	Address traffic congestion
Having any carless stretches through the city would be INCREDIBLE. There have			Prioritize multimodal

been some improvements made for cyclists over the years, but it's still super dangerous and the driving in St. Louis has to be some of the worst in the country. My idea would be to shut West Pine down to local traffic only between Forest Park(the actual park!) and City Park Stadium down town, and/or Pine between City Park Stadium and the Arch Grounds. Maybe remote barriers could be put in for movers, residents, they do this in Madrid and other major cities where they've turned roads into pedestrian/bike ways. That would keep bikers away from this busy I-64 corridor a bit more. North-South between the Forest Park and Tower Grove is tougher, maybe 39th or Thurman could go down to bikers/pedestrians only but any improvements for cyclists is already greatly appreciated!			transportation; bike-ped accessibility
Make the intersection of FP Pkwy and Grand at grade.	At-grade intersections		
Remove all ramps in the cortex area. Remove all ramps on Grand. Bring back the big roundabout idea for a combined on/off ramp area at FPP/Market/Compton. Tower Grove Ave bridge should be ped/bike only with matching HIGH QUALITY cycling facilities, not shared use paths, connecting TGA to Cortex. City streets should NOT be widened during a climate crisis!	Roundabouts	Shared-use paths; lane expansion	Remove ramps in Cortex
Keep the existing four-lane Forest Park Ave in Alternative 2.	Positive on Alternative 2		
A big component to pedestrian and bike safety needs to be protection from cars. Bike lanes should not be a painted strip. They need to be a smooth, wide surface that is separate from cars with a barrier.	Bike-ped safety		protected bike paths
Replace all lane markings with long-lasting, highly reflective microcrystalline ceramic bead pavement markings for better visibility and safety			microcrystalline ceramic bead pavement markings; vehicle safety
Lower 64s impact to the surrounding community in any way possible up to and including 64s tunneling or demolition.		Concerns on construction	

		impact on community	
I cannot help but wonder about the true metrics and priorities of this study. If MODOT is actually serious about re-prioritizing bike and pedestrian experiences in St. Louis, then it needs to shrink the number of lanes throughout the plans, especially on the exit ramps. For instance, has anyone at MODOT actually tried walking across the intersection of the new Jefferson Ave exit ramps? They are four lanes wide and completely hostile to any pedestrian. People are less likely to walk across that bridge than ever before. The design and execution doesn't encourage anything but the efficient movement of cars - it's embarrassing. St. Louis (and Missouri) do not have enough traffic to justify designs like that. If MODOT's metric say otherwise, then the metrics need reevaluation. Those exit ramps will rarely, if ever, back up and when they do it will be for the odd St. Louis City SC match. We cannot make design choices based on events that happen once in a while - we need to make choices to encourage every day behaviors. I spent seven years living in New York and these MODOT plans call for more lanes on the highway exit ramps than anything in that city and the traffic pales in comparison, it's absurd. Be serious. While I appreciate the overall intentions of these plans, I know they will not have the intended impact. For instance, in option 3, I think the new off/on ramps with a signalized intersection at Grand is certainly an improvement but it should be two lanes at most. (Correctly sized in Option 1) A three lane exit ramp, here? Why? You certainly don't need 3 lanes because you don't have a Forest Park Ave/Grand westbound exit anymore. Has anyone actually gotten off at Grand/64 before? There are never enough cars exiting/entering anywhere in this vicinity to justify three lanes, and each superfluous	Alternative 1 Grand intersection	Concerns on lane expansion; concerns on ramps; concerns on bike-ped accessibility; positive on Alternative 1 Grand intersection; concerns on SLU access	prioritize bike-ped accessibility; prioritize multimodal transportation

lane that's added makes it less likely that SLU students will walk to the Metrolink and cross this moat of an intersection. Why would you want to spend money on things that are rarely used? These little decisions make a big difference. All this to say, if you want to improve this study and area, then MODOT needs to think like a pedestrian or cyclist and actually move around these spaces. Lanes should be the absolute minimum width, sidewalks should be wider than car lanes, get rid of highway entrances/exits entirely (Vandeventer), etc. It needs to reflect the pedestrian experience above all else, while cars (and the complaints of people who drive them) should be a minor consideration- that's how you actually improve this area. Overall, I really do appreciate the work that's being done here, but as always in St. Louis (and Missouri), we can do so much better.			
Pedestrian and bike connections between the Foundry and Armory.	Positive on bike-ped accessibility		Pedestrian access from The Foundry to the Armory
Lengthen the auxillary lanes and make safely improvements and call it done. Needless waste of taxpayer money for little used bicycle and pedestrian (and Metrolink for that matter). If other entities are making that their mission, let them and concentrate on the roadways. MoDOT has many other places to be spending the money, rather than aesthetics.		Concerns on bike-ped infrastructure cost; concerns on public transportation access cost	
In Alternative 2 the main thing I would like to see (as shown in alternative 3) is the removal of the long west bound off ramp to Forest Park Ave and consolidate that off ramp to either Grand (shown in Alt 3) or simply to Compton. This will allow for better pedestrian usable land near Chaifetz Arena.			Combine Alternatives 2 and 3; remove westbound off-ramp Forest Park Ave; consolidate ramps; bike-ped accessibility
I would recommend improving the pedestrian, bicycle and transit access. I believe this makes transportation more equitable, encourages healthy and more eco friendly transportation choices while			Bike-ped accessibility; prioritize multimodal transportation;

reducing the vehicle traffic burden. Bus lanes, separated bike and pedestrian paths and traffic calming measures go a long way in making everyone feel safer.			prioritize equity; prioritize eco-friendly options; separated paths; traffic calming
Work with partners to make sure the bike/pedestrian improvements are consistent with the design and feel of the Brickline. Consult with SLU And Grand Center on any changes to Grand and Forest Park Pkwy. Encourage development of adjacent lands that are freed up by this redesign			Bike-ped accessibility; coordinate with Greenways; redevelopment opportunities; consult with SLU
Better timing of stoplights. USE SENSORS. I sit on Spring Ave for 2-3 minutes waiting for a green to turn left onto Forest Park Parkway. Also, that intersection should not have the cars on Spring having a green at the same time. It is not big/wide enough for that, and if cars facing each other (one facing north and one south) both want to turn left, you have to decide if you're going to go to the left of the car coming toward you, or the right. In most cases both drivers go left of the oncoming car, but it's always risky, as that is not how left turns are usually done.		Concerns on stoplight timing	
Consider self driving car lanes.			Add self-driving car lanes
Widen interstate 64	Lane expansion		
I believe this portion of 64, being partially below grade already makes it a prime candidate for capping. This would allow the street grid on the surface to be reconnected between the grove and the Cortex, two fast growing, walkable, and growing areas of our city. The current highway is a massive barrier between the two areas. With multiple other successful cap projects around the country, we could take a page out of their book and repair our grid in the process.			Consider street capping
In all honesty, the entire approach of this study needs to be turned on its head. The two areas that were the main focus of this study are transit rich, and none of these		Concerns on lane additions; concerns on lane expansion	prioritize multimodal transportation;

proposals prioritized transit in any way, if anything making it harder for people to access it. The MoDot policy of throwing more traffic lanes at any problem is antiquated, especially in these two areas, and needs to abandoned. To improve areas around 64, approaches should start and end with improving pedestrian and bike access and safety. These areas are very walkable and have all types of places that should be accessed by alternative forms of transportation - and the people that live, work, and play here should be able to do those things with ease. There are multiple areas where MoDot either recommends more lanes or proposes more lanes, but in reality, much of the existing space should be transformed to either include BRT lanes, protected cycle tracks, sidewalk expansions, and/or greenery/bioswales. Forest Park Parkway is a mess because there are so many lanes, how does it get better with more? Cortex is an areas that is unsafe for pedestrians and bikers, how does adding more lanes solve anything for the people that live around here? There is no reason why someone who lives in the CWE should have to get in a car to get to the Grove. There's no reason why a SLU student should feel unsafe walking from their dorm to the new Target going in on Grand. This plan is making it easier for cars to navigate an urban environment, when it should be making it easier for people to live and live well. MoDot should be working to right the wrongs of the urban highways that cut this city up, not deepen those wounds. In short, I'm disappointed in the results of this study so far.			bike-ped accessibility
While it must be improved, I would not change the Grand/Forest Parkway intersection to be at grade. The current under pass is much more traffic flow efficient. Switching this to be at grade will just result in more flow issues and waste investment dollars.		Concerns on Grand/Forest Park Parkway at-grade	

More public transit, more walkable communities			Prioritize multimodal transportation; bike-ped accessibility
If the Theresa bridge is to be built, there needs to be a light or roundabout where it intersects with Chouteau or I don't see the point. I hope if they connect Market and Forest Park that the connection is built like an actual street and not a mini highway so development can happen along it. Consolidate I-64 as much as possible to reduce its footprint.			Theresa bridge to Chouteau roundabout; connect Market and Forest Park Parkway; consolidate highway
My most significant transit of this area is for two reasons: commuting from my home in Affton to SLU for class, then from SLU to the Saint Louis Downtown Airport in Cahokia for my flight classes. Going to SLU, I exit I-44E at Grand and make my way north to SLU's Olive-Compton parking garage near Chaifetz. Going to KCPS Airport from SLU, I exit the Olive- Compton garage westbound on Lindell, south on Grand, then East on Forest Park to merge on I-64E. The Grand intersections from I-64 to Forest Park Ave are often congested and drivers are going too fast, especially considering the pedestrian usage in this area. Drivers turning from Forest Park onto Grand are often confused by the stoplights overhead the intersection/overpass. Even though there are signs that say "do not block," drivers making the turn onto Grand will often mistake those traffic signals as directions aimed at them. They will stop in the intersection, causing chaos for at least a signal cycle or two. Driver and pedestrian safety must be improved. I would love to see roads designed to persuade drivers to slow down such as Natural Bridge has been in North St. Louis. Road usage ought to be intuitive for all modes of transportation. Thanks for taking my thoughts on this busy and critical piece of our road infrastructure.		Congestion on Grand; bike-ped accessibility; stoplight placement; signage placement	

Providing better access to the central corridor to south city and south county residents is best short and long term solution for the region. This will have the biggest impact for decades and increase opportunities for growth, development and impact the most amount of citizens.			Central corridor accessibility
More north south connectors for cyclists and pedestrians - including safe connections where the threat of cars is not omnipresent.			North-south connectivity; bike-ped accessibility
The biggest negative I see are the proposals for disconnecting Forest Park Parkway from I-64, without creating any viable alternatives. The other, more-minor changes, all seem to make good sense.		Disconnecting Forest Park Parkway from I-64	
The highway needs to take up less space. Highways have destroyed too much of the city already. Give the land back to the city to build up and develop.			Redevelopment opportunities; reduce highway footprint
Improved 64 access from Compton			Improve Compton accessibility
Oops, mostly wrote that in the first box. Walking and biking on Grand and Forest Park Parkway is miserable. It's unsafe and desolate. Doubling-down on car-oriented infrastructure will exacerbate the issue, in addition to being more expensive. Let's lower our car dependency and invest in walking and biking. Plus, the more people that walk, the less traffic for drivers!			Bike-ped accessibility; bike-ped safety; prioritize multimodal transportation
Please add protected bike lanes, especially on grand. The traffic is too fast and the drivers are too erratic to have a glorified rain gutter painted bike lane on the side of the road.			Protected bike lanes
I don't know what to say other than that I hope the City and Metro will "buy in" as much as possible.			Collaborate with St. Louis City
I-64 is fine the way it is. Minimizing costs and closures due to construction ought to be prioritized.			No changes needed; minimize costs

In additional to minimizing the footprint of the highway, I would also hope that the final design would simplify the on-ramp/offramp configuration for this section. It seems to me like there are way too many off-ramps eastbound for instance from Kingshighway to Vandeventer.			Reduce highway footprint; consolidate ramps
West direction at Vandeventor , as pavement rises in elevation, freezes quickly. I once encountered a massive pile up of vehicles that was hidden from drivers' sight, until you were right upon it, too late to use evasive action.			Improve westbound Vandeventer vehicle safety
The lanes need to be kept up with paint and repairs. we don't always need something different. MoDot needs to get out there and clean the highway and keep them clean instead of worrying about another highway project that really doesn't need. we have one right now with 55 and that is taking way to long to finish.			Improve road maintenance
Identify technology that can assist in modernizing the infrastructure. Identify opportunities with other entities that are funded to provide access to transit and bike/ped to bring those resources to the project from their allocations and maximize the road and bridge allocations to asset management items.			Integrate technology; collaborate with other entities
Regardless of what happens, I hope the roundabout bypass lane at the Tower Grove exit can be removed. It is unnecessarily complicated and encourages faster driving, which is the opposite of what we want in the neighborhood.			Remove roundabout at Tower Grove exit; slow traffic
You need to widen the sidewalks to allow more pedestrian circulation between neighborhoods- you've still got big roads like Vandeventer and Grand acting as moats, and adding lanes to Boyle would just add another moat. At night, there's a ton of ped traffic going between SLU, the Grove, the Armory, and the Foundry- the sidewalk on Market to the Armory is packed full of young people trekking down there. If Vandeventer were a safer place to			Widen sidewalks; bike-ped accessibility; Vandeventer pedestrian improvements; commerce accessibility

walk, instead of a traffic sewer, it would activate all the neighborhoods around it and make them even more popularpeople could live in the Grove and walk to work in Midtown. Any plan that doesn't enhance pedestrian access to Vandeventer is a waste.			
Every single pothole because it is unsafe. I have to look down while driving instead of out to look for potholes and drivers weave all over the place to avoid them. Some were “fixed” on Jefferson and they actually managed to make them worse due to very substandard work.			Pothole improvements
More cycling, walking, and alternative transportation improvements. Particularly with the growth and development in the area, having best in class infrastructure for other modes of transport will improve access to all users. Especially within cities, we do not need to prioritize cars. Roads should be designed with its most vulnerable users in mind first. Roads should be designed so that the cognitive load of driving is increased thus making drivers more attentive and more careful particularly around areas where all road users may cross paths.			Prioritize multimodal transportation
As long as you coordinate with Trailnet and GRG to make sure various bike trails and greenways happen you really shouldn't need to install your own. Coordination with partners is essential for longevity. Also tell the city to spend that Kroenke money to fix Grand and Forest Park Ave.			Coordinate with community partners; improve Grand; improve Forest Park Parkway
Increasing walkability and redevelopment opportunities are must-haves to support new growth in the City of St. Louis.			Bike-ped accessibility; redevelopment opportunities
I would like to see sound walls and separated bike lanes.			Sound walls; separated bike lanes
Roundabouts for access points and beyond (i.e additional roundabout at Tower Grove and Choteau because the flow of the roundabout off ramp is impeded by an			Consolidate exit ramps; add roundabouts

immediate stop at Choteau) - shown to reduce stop/go traffic, safer for pedestrians. Consolidate exit ramps. Having exits at Tower Grove/Boyle as well as Vandeventer and Grand seems unnecessary. Pick one and eliminate the other. Remember the Tower Grove/Boyle exits are essentially in residential neighborhoods, focus on redirecting traffic TO the med campus and away from the residential areas. Maybe a southbound diverter to restrict off ramp travel into FP SE neighborhood.			
I would like to see even more opportunities for pedestrianization and connectivity between major activity areas like the cortex and grand stations. Especially with the development of the Foundry as well as the armory, this area of St Louis needs to capitalize on accessibility without the use of cars.			Bike-ped accessibility; commerce accessibility
Better bike infrastructure.			Bike-ped accessibility
I'd encourage the team to take a look back at the Chouteau's Lake / greenway plan from the early 2000s. There is a great article on nextstl.com right now that discusses the potential for integrating that plan into the existing work that has been accomplished with the Great Rivers Greenway, and the benefits it could have for bike / pedestrian movement through this same corridor.			Chouteau Lake Greenway Plan; prioritize multimodal transportation
I-64 truly needs to have a "lid" similar to what the city of Boston did with their interstate or like what we did near the arch grounds. We should be able to create new valuable real estate on top of 64 to minimize visual and acoustic impact of 64.			Redevelopment opportunities; reduce highway footprint
Something to reduce vehicle speed and enhance bike ped experience on Grand between Chouteau and Tower Grove is important. Cars regularly travel in excess of 65mph through that stretch. It makes using Metro by bus about the only option.			Bike-ped accessibility; reduce vehicle speeds

I hope the bus-only lanes happen. I would love to see our mass transit system made more accessible			Public transportation accessibility; bus-only lanes
calming speeds of drivers when they leave the exit ramp.			Reduce vehicle speeds
Please focus on improving the bike and metrolink infrastructure, including adding opportunities for density along metrolink in the central corridor.			Public transportation accessibility; redevelopment opportunities
I'm for all improvements combined as follows: All proposed traffic signals are fine so long as they are programmed similar to the one at Boyle--64 ramps with detectors that are quick to change the lights the only time these intersections are full is during work hours all other times the signals need to be quick changing and synced better, current people bypass the Boyle--Clayton signal takes too long. I'm for all the proposed shoulder widenings where applicable. Boyle--Clayton: A1/A3 has Greenway crossing Boyle, that is needed, A2 does not but has it run down Clayton that is a waste unless it connects across Vandeventer, but since Sarah is for future the Greenway, A2 in part at least put some down Clayton to connect to the future Sarah for sure. Vandeventer--FP Blvd: A3 This intersection definitely needs updating, A3 is the only plan for this so include that too. Grand--FB Blvd: A1-3: definitely raise intersection to grade, A2 make Greenway on both sides extend up and down grand, it is needed on both sides are very different and it is too large an expanse to change sides so easily, one gets trapped to one side or the other and so needs to be able to get down either. A2 Greenways are mostly the best and all needed. Grand--Metrolink: A2: make the Greenway but as noted prior, the Metrolink does not currently have an option for car pickup and drop off and NEEDS an option (ie. up to 4 parking spaces or the same space as provided for one bus currently be signed	Shoulder widenings; Alternative 1 Greenway crossing; Alternative 2 best results; Alternative 2 Greenways	Alternative 2 Sarah connection; Alternative 2 Vandeventer connection; Alternative 3 intersection improvements; at-grade intersections; Greenways on Grand;	Traffic signals should be similar to Boyle; pickup/dropoff public transportation parking;

legally designated for car pickup and drop off, this is one of the most desired stations and it doesnt function well at all. Dont listen to crap about cars vs buses sharing pickup drop off issues, currently cars sometimes violate and use the bus slot to pickup and drop off anyway, that is the issue not providing car spots is the problem. There is a conflict of use, fix it! I want the Metrolink system to be useful since the bus system is not until it becomes free.			
Focus on greenery and placing more plants on the medians.			Prioritize aesthetic improvements
Have actual greenways not just on street bike paths. There CWE metro station is difficult and inadequate for vehicle pick up and drop off and civic center metrolink pickup drop off is also difficult to understand since there is none unless you go to the opposite side where the bus and train is. Union Station had several parking spots but they were taken away and given to USPS. There needs to be up to 4 parking spots for cars to drop off and pickup metrolink users at the Grand location, the current space on the Grand bridge is merely for 1 bus. Please fix the Grand station. Since the bus system is not free and nobody wants to use it but are willing to use the metrolink, there needs to be a way people can be picked up and dropped off without violating the bus spots. Make Forest Park blvd up to grade and figure out a way to get pedestrians and bikes safely across this intersection.		Public transportation accessibility; bike-ped safety; bike-ped accessibility	Pickup-drop-off parking at public transportation hubs; at-grade Forest Park Parkway intersection
MODOT should seriously consider demolishing interstates within the city. I64 is a barrier that makes it dangerous and inconvenient for me to bike or walk to my work. It's upsetting that hundreds of millions are spent to save drivers a few seconds on the highway, when important bus routes only come once or twice an hour when they aren't delayed by traffic. Thank you for your hard work and service to our community. I appreciate your		Bike-ped safety; bike-ped accessibility; public transportation accessibility	

commitment to accepting feedback from St. Louisians on this impactful project.			
Don't do anything.			No changes needed
Full removal of I-64 West Bound at Grand to allow for the redevelopment of current Reinert Hall site. New vehicular connection along Prospect Street, as bridge over I-64 to lessen traffic directed at Vandeventer, where interstate traffic will be redirected once I-64 West from Grand is removed. Reverse the vacation of Laclede to allow for a new connection with Theresa, giving students of Harris Stowe and SLU and Brickline users direct access to Target and other amenities.Position Boyle and Papin for residential redevelopment to increase density in this high-demand area, maintain current location of on ramp to I-64 East. Improve bike/pedestrian experience at Vandeventer and I-64 ramp. BRT infrastructure on Grand is a main priority.			Prioritize redevelopment opportunities; prioritize multimodal transportation; bike-ped accessibility
Do not increase available car lanes at intersections as this makes bike and pedestrian safety worse than the existing lane onfiguration. This area of the city does not need improved car flow and this project should seek to incentivize people NOT to use vehicles by not increasing the size of intersections that are already too large.		Lane additions; bike-ped accessibility	
One intersection that is dangerous and confusing, especially for left-turning vehicles from Grand Blvd. onto Forest Park Parkway and peds walking along Grand where there are blind spots and are sometimes hard to see, as well as peds walking against traffic signals. Making this an at-grade intersection is a good idea to address the current vehicle confusion, but I suggest this needs some additional "thinking out of the box" to address ped/cyclist safety. Can the crossings have some pedestrian refuge islands and buffers since it is so wide? Do you need that many lanes of traffic at this point? With red-light	At-grade intersections	Bike-ped accessibility; lane additions; protected intersections	

running rampant in the region, I have serious concerns about accidents in this intersection, along with others. With the existing elevation of Grand over FPP, can a pedestrian / bike underpass be installed to separate fast moving vehicles from the large # of peds that traverse this area with SLU campuses, MetroLink, Foundry, Grand Center, Chaffetz and other shopping and businesses nearby? From my perspective and almost daily use, not making a protected ped tunnel under Kingshighway at FPP was a greatly missed opportunity to improve ped and cycling safety in and around the BJC / WUSTL Medical campus, Forest Park and the CWE and Grove neighborhoods. Would community partners in the area consider investment in a protected ped / cycling crossings at the intersection? Like SLU, GRG, Trailnet?			
I only have one suggestion; somehow, there needs to be a climate controlled enclosed walkway between the Armory and the Foundry. both entities need the access to each other to make sure they have the foot traffic			Climate-controlled walkway between Armory and the Foundry
In combining the different alternatives, please prioritize pedestrian and bicycle safety and experience when crossing or intersecting with I-64. The current conditions of the sidewalks do not encourage foot traffic (wide vehicular lanes and fast traffic next to narrow sidewalks are not comfortable to walk) - access to these streets needs to accommodate the actual experience of walking through them.			Prioritize multimodal transportation; bike-ped accessibility
I live on Maryland in the CWE and I like to go to the Grove for various events and restaurants. Some parts of that journey are easier to do than others. Crossing 64 on a bike is not the worst experience, but it's not pleasant either, and it is mostly okay just because Newstead is closed and that bridge doesn't get any traffic at the moment. A separated bike lane on one of the bridges would be a real boon. As a driver, while the interesection of Boyle and	Separated bike lane; Bernard removal; left lane on-ramp removal; lane consolidation		

Clayton is a mess, expanding it is not what I want; I'd rather just have an easy way to get to the 64W ramp coming South on Boyle, without having to merge with the people coming E on Clayton. But more lanes to Clayton isn't what I want. Removing Bernard street appeals to me> I don't want to lose the Tower Grove traffic circle south of 64. I am lukewarm on the ramp to 64E from Papin street; it's convenient, but short and hard to merge sometimes, so it might be best to lose it. Removing the branch of Forest Park Ave that goes directly onto 64E is a good idea; there are other ways to get east on 64 IMO, and merging from the left causes a lot of problems there. In general, the fewer lanes you have on these roads, the better, IMO			
The light at Clayton Ave and Newstead does not give pedestrians time to across ahead of cars making a left turn. It gives the walk signal as cars get the left turn signal. During morning rush hour when hospital staff is coming in it is impossible for a pedestrian to safely get across because all the cars are making a left. I wonder if there will be a way to clean the shared use path similar to street cleaning. Sadly people sometimes break glass which makes it hard to utilize these paths.		Pedestrian safety; pedestrian light at Clayton and Newstead; shared use path maintenance	
It is clear that MoDOT's focus is on highways to the exclusion of everything else. Despite the word "transportation" being in the name it is clear that the department does not give the care or thought to other means of getting around that it does to cars nor to the safety or experience of anyone not driving. If MoDOT would like to improve this area I suggest that they look at designing a transportation network and not just wider roads. This kind of archaic design hurts communities, hurts the city, and is a detriment to anyone nearby this project		Prioritize multimodal transportation	
I *love* the idea of dedicated bus lanes on Grand! Thank you! And thank you for	Separated bus lanes on Grand;		

hosting the Open House—I know MoDOT gets a lot of criticism (from myself as well), but I am hoping this turns out well. All of my other thoughts and comments have already been submitted at the Open House via paper, so please check those as well. (I am writing here as I have had now more time now to look at and reflect on your plans.)	open house format		
On the Eastern Complex. I lean towards 3 for that subpart of the project. What I don't understand is on 3 the removal of the ramp from westbound I-64 to Forest Park Ave. The highway is going to lose a lane with or without the ramp. Keep the ramp. Find a better way to join in the new extension of Theresa Ave to allow for the ramp to stay. On the Western Complex. I like 3, but with a major change. Keep the ramp direct to Vandeventer from I-64 eastbound. The lane drop off is more natural. Don't build the access from Boyle to Vandeventer and keep the current ramp from I-64 to Vandeventer. Turning Boyle into a proper interchange and the various closings of Tower Grove and the removal of the connection between Palin and Boyle I all really like. Much safer. Do some of those things from model 2. Walking trail work along Clayton Ave. Connect Theresa Ave over the railroad tracks for cars and walkers. All of which would be good things.		Removal of WB ramp in Alt. 3	retain Vandeventer EB ramp; improve Boyle interchange
Raising Forest Park Parkway at Grand would be a great improvement. It would open up opportunity for better development near the intersection and vastly improve that. intersection for pedestrians. I ride by bike there fairly regularly and I think it would make for a safer experience. It will look better and the infrastructure is old.	At-grade Forest Park Parkway/Grand; redevelopment opportunities; bike-ped accessibility; bike-ped safety		
Lanes are narrow and dangerous. The area near IKEA and Cortez at Vandeventer is ugly and unsafe and dangerous. Downtown is awful.		Narrow lanes; bike-ped safety; vehicle safety	
Keep grade separation of FPP and Grand, but convert it to a Single point interchange.			Grade separation Forest Park

Understand that FPP is a very valuable higher speed throughway, and having that has made slower traffic on Lindell and other streets possible. Relegating it to a grade crossing at grand will force more traffic on to streets like Olive and Lindell. Consider putting a 'through/express' lane on Grand from Laclede through to 44. I'm not sure how this would work, but there is a lot of people who just have to get through this corridor to get to and from work.			Parkway; grade separation Grand; Single point interchange Forest Park Parkway; single point interchange Grand; Forest Park Parkway valuable higher-speed throughway; express lane on Grand to I44
Make traveling along 40/64 as effectively, effi ciently & safe as possible. Everything else is secondary. Least amount of congestion, least amount of uncertainty for drivers unfamiliar with immediate area, and lessen chance of accidents while passing through.			Prioritize vehicle safety; reduce traffic congestion
The area between Kingshighway and Jefferson Ave., north and especially south of I-64, is on the verge of a population explosion, with all the new housing and industry being developed (e.g., WUSL/Barnes complex and surrounding medical facilities, Cortex, SLU and the Grove). We want to urge this study to be thorough, projecting into the next couple of decades, in response to this anticipated growth. Ideally there will be more convenient access to Metrolink and Metro bus to ease car traffi c congestion and, of course, dedicated bike lanes. Other cities are doing this and it's proven to be successful. "If you build it they shall come." (Field of Dreams movie)			Prioritize redevelopment opportunities; prioritize public transportation accessibility; prioritize bike-ped accessibility; prioritize multimodal transportation
Protected bike lanes on Grand and as many other streets as possible. Wider sidewalks for pedestrians. More safely marked places to cross the street.			Prioritize protected bike-ped lanes; widen sidewalks; protected crosswalks
Any MoDot land no longer needed should be sold to private developers (via RFP with specific requirements and deed restrictions to encourage density) so that we can start to rebuild the urban fabric of the Mill Creek			Prioritize redevelopment opportunities

Valley rather than having wide open fields along the highway.			
This is a great start and I think these alternatives address the goals I selected above. Pedestrian and bicycle facility design best practices is also a high priority, but making the area safe and comfortable for pedestrians will come down to the details and how any chosen options are carried out. I look forward to seeing how these plans develop.			Prioritize bike-ped best practices; prioritize bike-ped safety
Do not induce demand by adding more lanes! Anywhere! Come on!		Lane additions	
- Bus rapid transit - bike/ped underpasses like Forest Park ones under the Parkway and under Hampton - Dutch style intersections - Aesthetic enhancements of highway bridges and walls and lighting			Dutch-style intersections; aesthetic improvements; bus rapid transit; bike-ped underpasses
I have no thoughts to add.			
Bro fix Jefferson north of 64. Please. Also the Hampton exit congestion. More ways to get to forest park on bike or foot also.			Repair Jefferson; Hampton exit traffic congestion; bike-ped accessibility in Forest Park
Work with other agencies to identify a use for the land reclaimed at the to be demolished market/grand exit north of I-64. This map only addresses transportation, so it looks like it will be the creation of another "no-man's land".			Prioritize redevelopment opportunities; collaborate with partner agencies
Real non-car infrastructure. The last thing the city needs is wider roads and faster traffic they inevitably bring			Prioritize multimodal transportation
1) As stated above, add pedestrian-only crossings over the highway and put a moratorium on rebuilding interchanges that increase speeds and danger for peds and bikes. 2) Put bikes and peds first and design around them. 3) Make this movie required watching for MODOT engineers and consultants! https://www.thestreetproject.com/			Pedestrian-only highway crossings; prioritize bike-ped safety; prioritize bike-ped accessibility; prioritize multimodal transportation

Protection for the Grand bike lane. Grand is a key N/S corridor, but traffic is often too fast to make good use of the bike lane. Adding a physical barrier to the bike lane would significantly improve safety AND usage. A curb would be ideal, but even the same barriers that are on Union north of Forest Park would be a huge improvement.			Protected bike lanes on Grand
I would like to see a pedestrian bridge connecting area by the The Foundry to area by The Armory, over I-64, between Vandenventer and Grand.			Pedestrian bridge connecting The Foundry and the Armory
I think consolidating access points to the interstate should be the main goal of a redesign. We have too many of them currently. It makes it dangerous on the interstate while driving and it leads to cars driving too fast when they come off of the interstate and immediately are in neighborhood streets.			Minimize highway footprint; consolidate on/off ramps; reduce vehicle speeds
I love the focus on pedestrian bridges, but didn't see one near Vandeventer to accommodate connecting The Foundry and The Armory. It's pretty silly people have to drive around the highway there, and you're cutting The Foundry off from the grand metro link stop bit as well.	Pedestrian bridges		Pedestrian bridge connecting The Foundry and the Armory
Induced demand, but for transit ridership and active transportation, will alleviate traffic congestion. Frequent, reliable transit service and safe bicycle and pedestrian connections can get us there over time. Unfortunately, with the prospect of spending nearly a billion dollars to widen small portions of Interstate 70, our state needs to seriously evaluate what we want the future of our transportation system to look like. With communities worldwide recognizing that car-only infrastructure does not benefit them in the long term, Missouri needs to reflect on where we are now, and where we could be in the future.			Prioritize multimodal transportation; prioritize bike-ped safety; prioritize redevelopment opportunities
There's way too much vacant and underutilized land surrounding this section of 40/64. Dense urban development along this corridor should be a priority for the			Include public art; prioritize redevelopment opportunities

region. Public art should figure into this revamp as well-- there are many opportunities to incorporate art.			
If I could change a few things, I'd improve the pedestrian connection between the Armory and the City Foundry on both sides of I-64. I'd also add a traffic island for pedestrians in the middle of the newly widened Forest Park on its intersection with Grand, since crossing an 8-lane avenue all in one go can be a bit daunting when walking.			Pedestrian bridge connecting The Foundry and the Armory; traffic island on Forest Park/Grand
I would not recommend adding lanes in the project. Adding lanes only temporarily reduces traffic.		Lane additions	
I think its important to add as much ecology and landscaping to improve the visual front door to anyone driving through or visiting our city. The current lawns are so bland and especially horrid when covered with trash. Please consider evergreen bushes which at the very least cover up the trash during the winter. There is no need to mow the grass if the right amount and mix of landscaping is done properly.			Prioritize eco-friendly improvements; prioritize aesthetic improvements
Even those this is an interstate project, we need to look outside of car centric solutions, to often we do these car centric projects and realize after the fact they have made things worse as they have not accommodated pedestrians, bike users, public transportation and the needs of the local community.			Prioritize multimodal transportation; prioritize bike-ped accessibility; prioritize public transportation accessibility
Safer pedestrian crossings are my top priority. It feels really unsafe to get across the highway at present.			Prioritize bike-ped safety
More pedestrian and cyclist priority throughout the area. There are tons of cool things to do around here, but all of the plans seem to prioritize traffic from people not living in the area over us who live in the area.			Prioritize bike-ped accessibility

Longterm plan should be to bury the highway between Hampton and Skinker, so that the park is reunited with its "lost" parcel and reconnected to Dogtown			Minimize highway footprint
Walkability is everything, so as I said in the first section of my answer: reducing lanes or seeking other solutions for the forest park and grand intersection would be appreciated.			Reduce lanes at Forest Park/Grand; prioritize bike-ped accessibility
Currently sidewalks that cross on and off ramps feel very unsafe, especially where slip lanes are used. Slip lanes encourage cars to blow through crosswalks without looking and I have almost been hit several times. Bike lanes that aren't separated from the road with a physical barrier also feel unsafe. Drivers use them to pass and a cyclist was killed on Grand this way. Paint is not infrastructure.			Prioritize bike-ped safety; protected bike lanes; reduce slip lanes
Upcoming developments in the area will be increasing foot traffic and connections between these areas and the surrounding neighborhoods should be of high importance to emphasize reaching close destinations by walking, biking, or busing while avoiding car caused injuries or deaths. Reducing lanes and taking more street area for pedestrians first is necessary to build a forward looking transportation design into the area. Forest Park Parkway, Boyle, and Grand need less lanes to encourage safe mobility and calm reckless and aggressive driving habits			Prioritize multimodal transportation; prioritize bike-ped accessibility; prioritize public transportation accessibility; reduce lanes; minimize highway footprint
The Central West End has one of St Louis' best pedestrian experiences out of all our neighborhoods. However, it feels confined and disconnected. While the neighborhoods streets north of Forest Park Parkway aren't perfect, they offer plenty of space for cycling without feeling to crowded with cars. However, most the area south of FPP feels like hostile to anyone outside a car. I fail to see how any part of this plan is doing			Neighborhood connectivity; reduce slip lanes; prioritize right-sizing; prioritize bike-ped accessibility

anything to address the fact that the area between FPP and 40 is not built for people. Wide multi-lane roads and massive parking garages make it obvious that you do not belong here. It separates the CWE from FPSE and forces those who must cross to risk their life as they navigate dangerous slip lanes and wide streets. I understand that this is not the correct project to fix a lot of these issues, but all I ask is for this project to not make reducing our dependency on cars more difficult than it already is. This is not a "right-sizing" of 64, this is a recommitment to the authority of the automobile. I would love if this plan thought more to the future and asked how can we rebuild our city in a way that doesn't require car ownership. Either we will solve this issue, or we'll kill ourselves through our inability to change.			
I avoid this area because it is so difficult to be in unless you are in a car. Simple design changes can fix this. I would make Theresa reconnect due north with Forest park between the two existing buildings. (I can send photos if it helps). Also. I would like to seize the opportunity to reconnect as much of the old grid of the street network as possible. More tight, orderly square blocks that encourage future development. Think about how humans walk and bike between places. Swoopy, beautiful curved roads look nice for cars, but are impractical, especially for students walking between campus.this is most important where market and forest park connect. Please do not build 8 lane intersections. If necessary, divert more traffic into other roads on the grid such as Olive, Lindell, Compton, Chouteau, Vandeventer. There is no reason it needs to be funneled all to			Prioritize bike-ped accessibility; prioritize multimodal transportation; Theresa reconnect with Forest Park; prioritize redevelopment opportunities; people-first design; reduce lanes; minimize highway footprint; prioritize North-South connectivity

Grand. There is the potential for good development in the corridor between 64 and chouteau, please consider this when discussing North-South connectivity and how people will move around this. Future corridor. I would prefer it to be more navigable by foot or bike. Creating street connections between both sides of 64 will make the area more likable, liveable, and developable.			
I was hoping for more focus on multimodal transportation but I am glad to see there was a serious effort to incorporate transit, walking, and biking and I hope it can be expanded. I hope the final solution can include pedestrian islands at intersections to create a safer environment, and protected bike lanes which could be concrete barriers or rain gardens. I hope the final solution can include engineered solutions to encourage calmer traffic, such narrow streets, avoiding dedicated turning lanes that flare out, and speed bumps once entering the urban environment. I really appreciated the bus only lanes and hope that can be expanded upon.	Bus-only lanes		Prioritize multimodal transportation; include pedestrian islands; protected bike lanes
I-64 definitely needs as many protected bike crossings as possible. However all three studies recommend using the Tower Grove Bridge for such a purpose. I don't like this because Tower Grove dead ends at Clayton almost right away and Clayton is entirely unsafe for bikers through that area so there is no where for bikes to go. The Newstead Bridge just to the west makes a LOT more sense for any protected bike lanes for the following reasons: 1.) Newstead doesn't dead end immediately and continues on into the Cortex allowing easier access to the area. 2.) Newstead allows bikers to more easily get to the main worker parking lots for Barnes Jewish Hospital and Children's Hospital. 3.) Newstead has less traffic overall so it's safer for bikes.			Protected bike lanes; prioritize Newstead Bridge plans; prioritize bike-ped safety; prioritize bike-ped safety

4.) Newstead has four (or more) lanes for car traffic once you cross the bridge - which is wholly unnecessary - so it would be easy to add a protected bike lane on Newstead. 5.) Newstead also allows bikers to more safely access Stix Elementary - during pick up and drop off times Tower Grove is dangerous and full of cars. 6.) The Tower Grove Connector which is being implemented by Trailnet will eventually cross under 64 on Sarah Street - so it makes sense to push another crossing farther west. The Tower Grove corridor is the most biked pathway in the city so we need as many I-64 crossings as possible - I just don't think Tower Grove Avenue makes very much sense.			
Build a pedestrian bridge connecting the Armory and the Foundry ASAP!!!			Pedestrian bridge from The Foundry to the Armory
If the partners are seriously interested in fixing the traffic concerns in the area incorporating protected bike lane will be essential. The developments around the specified areas should be connected thoroughly with walking and biking options. Furthermore, the plan should include guidelines for possible expansions of public transportation(rapid bus lines, expanded metro, street cars, light rail) routes through these areas.			Protected bike lanes; prioritize redevelopment opportunities; prioritize bike-ped accessibility; prioritize public transportation accessibility
Reduce the amount of air, noise, light, and fine particulate pollution from the highway. Use low noise pavement surface. Remove those really tall lights that shine into nearby buildings. Get rid of the billboards. Reduce the amount of pavement as much as possible. Encourage more residences nearby so that the highway is used by fewer people. Remember much of the benefit of the highway is felt by people who live			Reduce pollution; minimize highway footprint

elsewhere while most of its negatives are borne by those living close to it.			
Pedestrian/ bike access to Metro-link and across I-64. If we can get people out of cars and onto local transit then it will help to ease the burden on our local highway and road systems, improving traffic, and extending their useful lives since they won't become outdated.			Prioritize multimodal transportation; prioritize public transportation accessibility; prioritize bike-ped accessibility
Reduce number of signalized intersections near interstates through consolidation & coordination, in general.			Reduce signalized intersections
Best ideas: Grand Ave bus lanes. Multi-use paths adding safer spaces for bicyclists and pedestrians across many routes. More of this. Also any change roadways like Grand, Forest Park Parkway - should be looking to provide safe access for people on foot and bike / outside of cars- physical separation.	Protected bus lanes on Grand; bike-ped safety		Prioritize bike-ped safety; separated bike-ped lanes
Running out of time to submit feedback so trying to wrap up: - no new right of way, such as Boyle & Clayton. My husband will soon use that intersection to get to work at BJC…I still don't want it expanded to move cars faster. He and others can/should take transit instead of driving. - reduce amount existing right of way, to help support development. Get professional input on size/shape to create good parcel(s) at the east interchange. - make the area more convenient for pedestrians & cyclists, not speed up cars though massively overblown intersections.			Prioritize multimodal transportation; minimize highway footprint; prioritize redevelopment opportunities; prioritize bike-ped safety; prioritize bike-ped accessibility
I understand that MODoT is primarily a highway infrastructure entity, but it is not our highway that needs the work. There is NOT currently over-congestion on 64 and will not be in the foreseeable future. There is not significant congestion in the entire St. Louis highway system, when compared with other major cities. If possible, use funds to minimize the effect of highway on			Minimize highway footprint; prioritize multimodal transportation

corridor arteries, improving multi-modal transportation. People will use alternative forms of transportation if given the opportunity, especially in the city of St Louis.			
I love the idea of improving pedestrian and bicycle infrastructure in this part of town. These overlooked aspects of mobility and make life more pleasant for the people in the communities by reducing vehicular congestion and enhancing the sense of togetherness. Let's take the money that would be used for road improvements to run more bus routes in this part of town, and pay the drivers more so that they show up for work.	Bike-ped accessibility; prioritize multimodal transportation; reduce traffic congestion		Add public transportation routes
- The Vandeventer spur is an unfortunate, unpleasant intrusion into an otherwise vibrant neighborhood - I'd like to see it removed someday. - I think it's unfortunate that this section of 64 doesn't have sound walls while other segments in St. Louis County do. I know evidence suggests walls don't actually do much to mitigate freeway noise, but it'd be a nice aesthetic improvement. - A pedestrian bridge at Spring Ave connecting the Foundry to the Armory and Grand MetroLink is essential. I know that's being considered as part of Brickline Greenway, but anything to speed up that particular project would be great.			Remove Vandeventer on/off ramp; add sound walls; prioritize aesthetic improvements; pedestrian bridge from The Foundry to the Armory
Need to widen I-64 to FOUR LANES from I-170 to Kingshighway (both directions)			Lane widening on I64 from I270 to Kingshighway
Extend the study east of Jefferson. Consider restoring lost connections south of I-64			Extend study East of Jefferson; restore I64 South connectivity

Appendix 33: Additional Comments and Questions, Verbatim, Coded

Question or Comment	Gen Pos	Gen Concern	Gen Comment/Recommendation/Question
Hi Jen. Thanks for your important work on this project. Looking over the 3 alternatives is somewhat daunting for a novice like me. I'd like to be able to make a recommendation, but I'm not clear what's at stake in choosing one option over the other two. The main question I have right now regards funding. Who pays for this project? Is the money already available? If alternative 3 (the most costly) is chosen, will money be taken away from other vital projects? If so, what?	General positive sentiment		MoDOT; Funding
Hi Chandra! Thank you for all the work you do. I am excited to see that you all have created this website for feedback. It evident you have all been doing the work! I want to comment on the 40 project, I just need more time to process because the maps are difficult for me to understand without	General positive sentiment		VCC; EB off-ramp Jefferson; comment period

having a on street visualization, the aerial confuses me a little. My question is, regarding the exit ramp off of 40 at Jefferson going eastbound. The lanes on Jefferson in combination with the 40 off ramp are hazardous. It is right in front of the UPS store and the Residence Inn. Unfortunately if there was a comment period I was unaware. Is this a project that you all are still open on or who would be the appropriate person to speak to?			
Hi Shaun, First I want to say that I greatly appreciate your team for addressing this section of highway and for having so much community input. To me, option 2 is the best of the options as I believe it provides much safer intersections, bike lanes, and connections to Theresea Ave. across the railroad. I also love getting rid of the sprawling on and off ramps where we could see better land use in form of housing, business	General positive sentiment; Alternative 2 best results; bike-ped safety; Theresa Ave connectivity; on/off ramp consolidation; redevelopment opportunities		MoDOT

or school developments, or even just a green park space would be better than the wasteland it currently is. I'm all for better land use and consolidating this part of the highway. Hope to see a great plan come to fruition soon!			
If am reading the diagrams and analysis correctly, does Alternative 3 make the tower grove bridge over 64 exclusively a bike and pedestrian bridge? (ie: no 64 access eastbound or westbound)? If so, will there still be a street that goes over the highway there? Has there been any analysis done (or will there be) about how removing that highway access would impact traffic along manchester in tower grove? I know that during busy times the manchester/kingshighway intersection gets backed up (especially the cars going westbound on machester on the east side of the manchester/kingshighway intersection).			Alternative 3; Tower Grove Bridge bike-ped only; over-highway street; Manchester traffic congestion; traffic analysis

Is there a way to connect The Foundry and The Armory at grade so that pedestrians could easily access them at grade level. Is there a way to elevate 64 eastbound or to re-route it to be elevated to the south of the the to Armory?... Like what was done with Manchester road west of 270? Air rights over the railroad tracks. I realize this complicates the solution, it's a way to maximize the railroad track real estate and free-up valuable land ripe for helping the success of both of these developments.			The Foundry/Armory connection at-grade; The Foundry/Armory connectivity; redevelopment opportunities
Hi. The exit ramp from East bound 64-40 to Grand Ave is diffi cult and dangerous. It should be ameliorated. Thanks Joe Allen Contact Jen			MoDOT; EB exit ramp to Grand removal
Hello! I was curious what the planned width of mixed use paths would be and if there would be a barrier to protect pedestrians from cars? I am thrilled that better pedestrian access will come of this project. I'm hoping that the planned paths will be wide enough that that people using motorized wheelchairs, people pushing double strollers, and bike riders will all be able to comfortably use the path concurrently without traffi c jams. I'm not sure how wide the sidewalk is on Lindell in front of the Cathedral Basilica is, but that is my favorite sidewalk width because you can walk without having to negotiate how to pass people going the opposite			Shared-use path width; protected bike-ped paths; motorized wheelchair accessibility; double stroller accessibility; protected bike-ped paths; weather protected bike-ped paths; heated bike-ped paths; aesthetic improvements

direction. This would be especially tricky on bridges since there's no where to pull over. Additionally, if any lamp posts, trash cans, security boxes are installed I ask that the width of the sidewalk take those carve outs into account. Regarding barriers, please add barriers between the car lanes and the pedestrian lanes. When it snows and plows come through on Kingshighway over 64, snow completely blocks the sidewalk and it becomes unusable. If there is a way to engineer the paths to keep at least a portion protected from snow and ice that would be a dream come true! I know wealthy residential homes sometimes heat their driveways. If there's any leftover grant money, and it wouldn't violate building standards, having a heating element added for snowy or icy weather would also be very helpful. Lastly, do you all have plans to make any aspect intentionally pretty? Obviously having safe walkways being undecorated and utilitarian is far better than none at all, but it would be so exciting if there was a public art aspect in any and all of the projects that go forward. Related, if any lights are added to these structures, may I request a fi lter making them warm white			

rather than bright blue based prisonyard white? We have so many blue-white lights in the city now and I think it makes an impact on the mood of the neighborhood. Thank you!			
Hi Shaun, Overall, I'd say option #2 is the best. The Theresa Avenue bridge over the tracks makes sense withe the continued development of that area. At Grand & Forest Park, having 5 lanes on Forest Park coming into the intersection from each direction seems excessive and would create more of a physical and psychological barrier to crossing. It seems 2 through lanes and one turn lane each direction (4 lanes instead of 5) would be adequate.	Alt 2 best results; Theresa Ave bike-ped bridge	Forest Park lane additions; bike-ped accessibility	Forest Park 4 lanes
re-do the intersection at Grand at Forest Park It is a cluster mess of buses pedestrians scooters cars trucks For example: There is little to NO signage as to where is 40E In addition example and where do I stop my car for the traffic lights? Its a crumbling confused DANGEROUS mess You know what I am writing about. It is LONG overdue for a re-do No more wasteful 'studies' Get with SLU or whatever you all have to do to fix this mess but JUST DO IT! Contact		Grand/Forest Park intersection; lack of signage; vehicle safety	
hi Shaun - my family owns 4011 papin st. this potential work will impact us greatly! please give me a call when you can! thank you choltzman@stlcre.com			MoDOT; contact resident

Forest Park : Market Connection. Would it be possible to tighten this up by having it intersect 50 ft north of proposed intersection? I understand that is HSSU property, but it will allow for more development on both sides of the street, and it will be more navigable by all modes of transportation.			Forest Park/Market move 50 ft north; redevelopment opportunities
Shaun We just responded to the online place for comments on the I 64 study. We may have missed the deadline. If so here are my thoughts. Thanks for the follow ups. C bill Positive • East Exit to Boyle and east entrance from Boyle onto I 64 shown on Alternative 3. Simple, safer and saves land. • Simple connection from Terresa extension to Forest Park shown in Alternate 2. Helps restore city grid and supports future development in the area south and north of the highway. • Dedicate bike lanes in all plans if protected and not just painted lines on the pavement. • Grand / Bernard changes shown in Alternative 2. Relatively simple and keeps Terresa and Spruce closer to "normal" city streets. • Getting rid of the "spaghetti" at the end of Forest Park. Simpler and safer connection to Market Street and city regains land. • Bus only lanes if not just painted lines on pavement • Incorporating the Brickline wherever possible.	Shared-use paths; bus-only lanes; Brickline incorporation; redevelopment opportunities; Market St connectivity; Alt 2 Theresa Ave connectivity; Alt 2 Grand plans; Alt 2 Bernard plans; Alt 3 Boyle Ave plans	Protected bike-ped paths; no study east of Jefferson; Market St. connectivity; Spring Ave not reconnected; Bernard not connected to Grand; Armory and Foundry connectivity Alt 2 Not cost-effective; Alt 2 disruptive	

Negative • Lack of the study of I -64 east of Jefferson. • Relocation of I-64 as shown in Alternate 2. Too disruptive and too costly for minimal benefit • Lack of an easy way to get from Market to I-64. • Lack of a reconnection of Spring Avenue south under the highway to Spring north to Forest Park Avenue. • Lack of connection of new Bernard to the west side of Grand to more directly access development in that area around the Armory and other development in that area which is sure to follow. • Money – I understand you have the money for this. If so, it is well spent on these improvements. However, I hope it isn't at the expense of improvements to I-70 from here to KC.			
Please see link for formal feedback to Future I-64 project. Thank you, Michael Powers ***See attached content below.***	Aesthetic improvements; Alt 2 Best results; Alt 3 Best results; Armory and Foundry connectivity; Bike-ped accessibility; Bike-ped safety; Brickline connectivity; Bus-only lanes; EB On-ramp addition; EB Ramp removal; Land reclamation; On/off ramp consolidation; Public meeting format; Public transportation accessibility;	Alt 2 EB On ramp at Grand; Armory and Foundry connectivity; Community connectivity; Community input; Prioritizing multimodal transportation; No study east of Jefferson; Redevelopment opportunities; Reduce billboard signage	Citizen advisory committee

	Redevelopment opportunities; SLU connectivity; Theresa Ave plans		

Michael Powers Comment Presentation Attachment:

KINGSHIGHWAY TO JEFFERSON

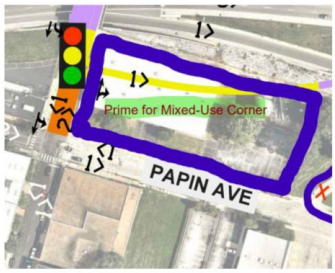
FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

A RESIDENT'S FEEDBACK / INPUT

Prepared by:
Michael Powers - UNO, MURP / SLU, BA Urban Affairs
Affordable Housing Developer, City of St. Louis resident, Business Owner
michaeljamespowers@gmail.com

1. PAPIN AND BOYLE - NO NEW ON RAMP





Density on either side of I-64 will **bridge the neighborhoods and improve bike/ped conditions**;

Positive development at highly visible sites **improves the image** of the central corridor;

The parcel at 4245 Papin is 365ft wide,would accommodate a **multi-story, mixed use residence or offices**-- possible souther expansion of CORTEX;

The City's Strategic Land Use Map identifies this as **"OA" or "Opportunity Area"** (see below), *"Key underutilized locations where the use of the land is in transition. Location and site characteristics of these areas offer particular challenges/opportunities that could be advantageous to a range of development activity;"*

Tthis site has the potential of attracting other investment establish this intersection with four active corners.



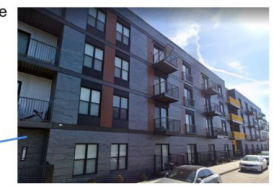
2. PAPIN TO SARAH - REMOVE EXISTING RAMP





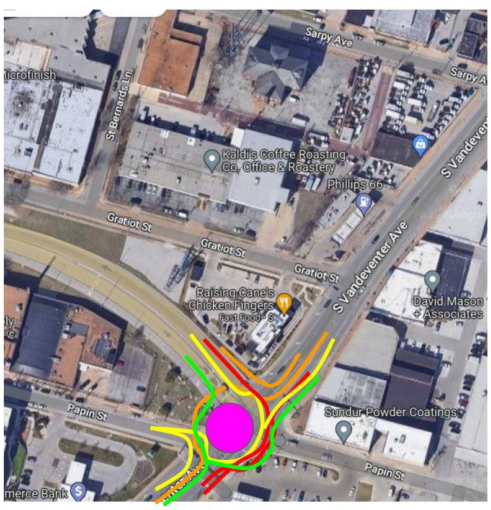
Ramp removal allows MODOT to **sell land opportune for development**, and to accommodate an **east-bound I-64 ramp from Vandeventer.**

This land would accommodate three "HUE by Chroma" developments, adding **400+ new residents** to the neighborhood. **Think about loger-term land use.**



HUE STL

3. VANDEVENTER - CREATING THE VANDY CIRCLE



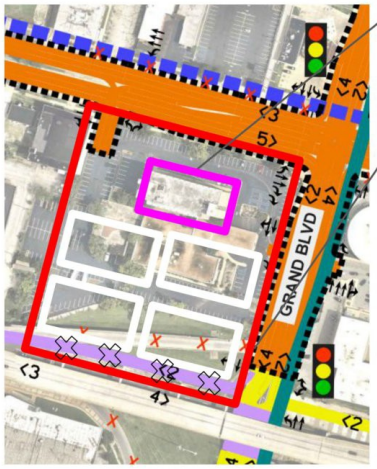
The Vandy Circle becomes a safe and attractive entry and exit point to Midtown, the Grove and the Central West End.

"Alternative 3" plan for a **new on ramp from Vandeventer to East Bound I-64** is adopted, **b**congestion Grand and the need for an East Bound ramp on Papin and Grand.

Bike/ped safety in this area is dramatically improved. **Sarpy/Vandeventer/Bernard/Gratiot square block becomes opportune for redevelopment**, along with commercial properties fronting Vandeventer, **connecting to The Foundry, SLU and beyond.**



4. GRAND EB RAMP- PRIORITIZE REMOVAL



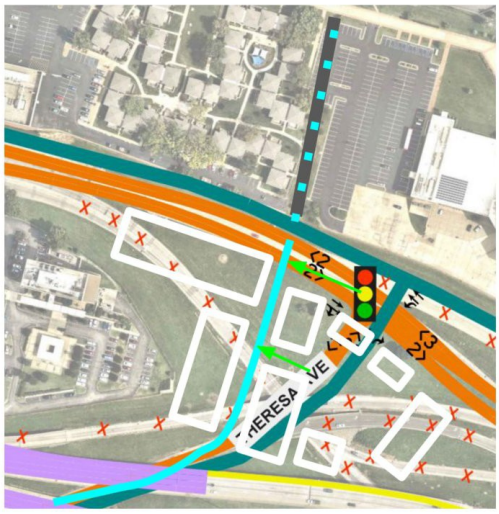
The Reinter Hall site is higly underutilized. The purple rectangle shows the residential tower on the site, which houses some 500 students, many attending class on the southern medical campus, due to proximity. **Removal of the interstate on-ramp would allow for the development of four buildings the size of Reinter --** symbolized by the white rectangles.

Currently the EB I-64 on ramp is dangerous at Grand and at the point of merging. **Removal would allow for development to close the gap between SLU, the Armory and the Metrolink** -- making it safer for all roadway

While the "Alternative 2" plan *is preferred over others* in the treatment of this planning area, the **recommendations to rebuild a ramp at this location are unwise and don't align with the mission and purpose of Future I-64.**



5. THERESA - PLAN FOR FUTURE LAND USE



Where have Future I-64 proposals fallen short? They take into account or project traffic usage through 2050, but fail to take into account future land uses.

Take the **Theresa Avenue cut through**. If the "Alternate 3" proposal, which is the best of those presented, placed the intersection to the west, SLU's pedestrian promenade along Lacelede could **directly connect to new infrastructure** planned at Forest Park Parkway and Theresa.

Long-term, Grand Forest Apartments will be redeveloped. At that time SLU would have the option of **reestablishing the street grid for vehicular traffic**, thereby connect campus to the amenities (existing and planned) south of I-64.

Straightening Theresa will also establish parcels that better accommodate infill. See white rectangles for a vision of "Downtown Brickline," the central point between the Arch and Forest Park.

Reestablishing connections between public infrastructure and SLU should be a priority.

OTHER INSIGHTS:

- **BRT on Grand Boulevard** could jumpstart a smart transit alternative for St. Louis;
- A **Citizen Advisory Committee** could guide the design phase of this project;
- If 2050 traffic estimates project dramatic increases in vehicular traffic in this footprint, that is counter to other forecasts around population and job growth -- ***overestimating roadway usage is a major factor in the decades of decline St. Louis is challenged by***;
- It should be encouraged for MODOT expansions to **eliminate billboard signage** in this study area. The frequency of signage and evolution of billboards to digital has caused dangerous distractions for drivers;
- **Leaving the Jefferson to Mississippi River segment out of this planning area was likely a mistake** that should be rectified -- these segments are too interconnected and vital to the movement of cars and people through the heart of the region to not be considered together;
- Feedback from institutions and major employers **should not outweigh** that of residents;
- A vehicular road **connecting The Foundry and The Armory** was one expectation many had for this project;
- Finally -- **the MODOT team is doing and incredible job**, hopefully with a fully engaged City Hall. **Alternative 2 offers the best opportunity to transform this segment of interstate and the neighborhoods adjacent;**
- Please feel free to contact me directly if further input is desired.

Appendix 34: Responses to Additional Comments/Inquiries Directly Submitted to Future64 Project Team

[MoDOT Response to Joseph Allen: Missing as of February 9, 2023]

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Fwd: Future64 - Jordan Ceglinski comment

2 messages

Chandra Taylor <ctaylor@vectorstl.com> Tue, Jan 31, 2023 at 3:29 PM
To: Gabriela Bloom <gbloom@vectorstl.com>

---------- Forwarded message ---------
From: **Shaun E. Tooley** <Shaun.Tooley@modot.mo.gov>
Date: Fri, Jan 27, 2023 at 12:09 PM
Subject: Future64 - Jordan Ceglinski comment
To: jceglin4@gmail.com <jceglin4@gmail.com>
Cc: Andrew.Potthast@hdrinc.com <Andrew.Potthast@hdrinc.com>, Jennifer A. Wade <Jennifer.Wade@modot.mo.gov>, Chandra Taylor <ctaylor@vectorstl.com>

Thank you for reaching out!

Matter One: Alternative two & Theresa crossing railroad tracks

Thank you for the supportive comments. This study was unique in examining potential benefits to the community. The rationale behind the Theresa crossing was to reconnect the community with north-south connectivity, pair potential local investments in transportation with MoDOT investment such that the overall benefit to the community is greater than MoDOT's investment alone, and support improved land use near transit stations and trails. However, the Theresa railroad crossing would not be a MoDOT investment to make but City of St. Louis.

Matter Two: Better land use

The Future64 study incorporated goals and analyzed economic development for benefiting the community. The potential for trail and transit oriented development was calculated based on (a) releasing existing land occupied by interstate ramps as well as (b) activating higher and best use land adjacent to released that could also be redeveloped. The result was potentially as much as 1,800 housing units, 250 hotel rooms, and 58,000 square feet of commercial space. A technical report on Community Benefit will provide more details when ready for publishing on the Documents tab of Future64.com in the coming months. The advisory group presentations from December 2022 display the economic development potential as seen below in the chart and map.

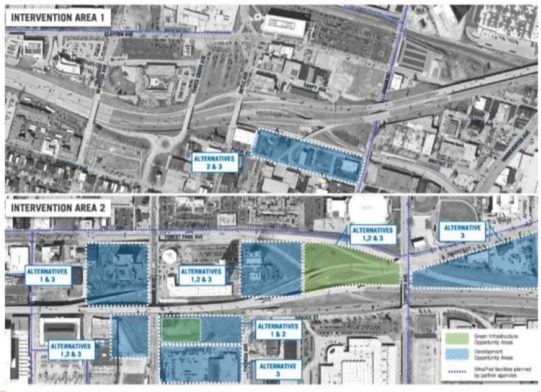
Goal – Right-size I-64 to Reduce Highway Footprint

	NB	Alt1	Alt2	Alt 3
Performance Rating	**N/A**	**Moderate**	**Moderate**	**High**
Potential Released Acreage		6.5	7.1	10.7
Potential Redevelopment Acreage		14.7	14.8	30.8
Potential Residential Units		700	600	1800
Potential Commercial SQFT		25,000	12,000	58,000
Potential Developments with Transit Access		3	4	5
Potential Developments with Trail Access		3	4	6

Goal – Community Benefits of Alternatives

DEVELOPMENT & GREEN INFRASTRUCTURE OPPORTUNITY AREAS

OPPORTUNITY AREAS RELEASED BY ALTERNATIVES



Sincerely,

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Sent: Thursday, January 19, 2023 9:20 AM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Subject: FW: Future64 - Shaun

From the contact page…

ANDREW GATES
Communications Specialist

MISSOURI DEPARTMENT OF TRANSPORTATION
St. Louis District – Communications
1590 Woodlake Dr.
Chesterfield, MO 63017
(314) 453-1808
(314) 223-8003 (mobile)
www.modot.org/stlouis

"Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri."

From: Jotform <noreply@jotform.com>
Sent: Thursday, January 19, 2023 9:19 AM
To: jessica.hochlan@hdrinc.com; ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Subject: Re: Future64 - Shaun

Future64 - Shaun

Name Jordan Ceglinski

How would you like to be contacted?	Email
Email	jceglin4@gmail.com
Comment or Question	Hi Shaun, First I want to say that I greatly appreciate your team for addressing this section of highway and for having so much community input. To me, option 2 is the best of the options as I believe it provides much safer intersections, bike lanes, and connections to Theresea Ave. across the railroad. I also love getting rid of the sprawling on and off ramps where we could see better land use in form of housing, business or school developments, or even just a green park space would be better than the wasteland it currently is. I'm all for better land use and consolidating this part of the highway. Hope to see a great plan come to fruition soon!
Contact	Shaun

You can edit this submission and view all your submissions easily.

--
Chandra Z. Taylor
Consultant
(c) 314.853.5047
(fax) 314.621.5599
ctaylor@vectorstl.com
http://www.vectorstl.com

VECTOR COMMUNICATIONS
1998 25 YEARS 2023

[MoDOT Response to Michael Folk: Missing as of February 9, 2023]

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

FW: Future64 - Corey Grejtak comments

1 message

Shaun E. Tooley <Shaun.Tooley@modot.mo.gov> Fri, Feb 3, 2023 at 1:00 PM
To: "gbloom@vectorstl.com" <gbloom@vectorstl.com>
Cc: "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Shaun E. Tooley
Sent: Friday, February 3, 2023 11:24 AM
To: Coreyrgh@gmail.com
Subject: Future64 - Corey Grejtak comments

Hello and thank you for the comment! Also thank you for the time to review the study materials and give comments. We appreciate it because less than 10% of the combined in-person and online public meeting attendees provided comments and these comments help shape decisions.

Matter One: Width of non-vehicular paths

All proposed bike, pedestrian, etc paths were displayed on the alternatives in teal. The shared use paths (bike & pedestrian sharing the same path like a greenway or trail) were given a baseline width of 10 feet. Sidewalks were given 5 feet width when separated from the street and 6 feet when assumed adjacent to the street curb. These widths align with MoDOT minimum standards for sidewalks and shared use paths and are compliant with Americans with Disabilities Act of 1990. In the current stage these baseline assumptions were used to develop conceptual costs, designs, and scope.

As projects are funded and advance to preliminary and final engineering stages, then further examination with the City of St. Louis and Great Rivers Greenways will take place to refine the width for the non-vehicular paths. The possibility of wider paths was noted in the design criteria which is the document used to catalogue the assumptions made in the development of the alternatives. That note reads: “Future detailed design shall meet minimum standards from references above with the goal of exceeding these standards by applying NACTO Guidelines when possible.” This statement is unique for MoDOT projects in being added with the intention of helping influence future more refined design decisions to be open to going beyond minimum agency standards.

Matter Two: Protecting pedestrians

For the development of proposed pedestrian paths in the alternatives, the designs assume all facilities would be vertical barrier separated. As projects are funded and advance to preliminary and final engineering stages, then further design will take place to fill in the type and quality of the vertical protection elements. During those engineering stages at least one more round of public involvement will take place where the public can comment on the design of the project(s).

Matter Three: Aesthetics

The matter of "pretty" which is referred to as aesthetics and visual environment is a supplemental goal in the federally approved Purpose and Need document. The specific goal is to "integrate improved aesthetics and visual environment into project designs." As projects are funded and advance to preliminary and final engineering stages, then further examination will take place to explore the matter of aesthetics. During those engineering stages at least one more round of public involvement will take place where the public can comment on the design of the project(s).

Matter Four: Lighting

Your comment is noted about preference for warm white not blue-white and will be taken into consideration when projects are funded and continue in design.

Sincerely,

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Jotform <noreply@jotform.com>
Sent: Monday, January 30, 2023 8:09 AM
To: jessica.hochlan@hdrinc.com; ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Subject: Re: Future64 - Shaun

Future64 - Shaun

Name	Corey Grejtak
How would you like to be contacted?	Email
Email	Coreyrgh@gmail.com
Comment or Question	Hello! I was curious what the planned width of mixed use paths would be and if there would be a barrier to protect pedestrians from cars? I am thrilled that better pedestrian access will come of this project. I'm hoping that the planned paths will be wide enough that that people using motorized wheelchairs, people pushing double strollers, and bike riders will all be able to comfortably use the path concurrently without traffic jams. I'm not sure how wide the sidewalk is on Lindell in front of the Cathedral Basilica is, but that is my favorite sidewalk width because you can walk without having to negotiate how to pass people going the opposite direction. This would be especially tricky on bridges since there's no where to pull over. Additionally, if any lamp posts, trash cans, security boxes are installed I ask that the width of the sidewalk take those carve outs into account. Regarding barriers, please add barriers between the car lanes and the pedestrian lanes. When it snows and plows come through on Kingshighway over 64, snow completely blocks the sidewalk and it becomes unusable. If there is a way to engineer the paths to keep at least a portion protected from snow and ice that would be a dream come true! I know wealthy residential homes sometimes heat their driveways. If there's any leftover grant money, and it wouldn't violate building standards, having a heating element added for snowy or icy weather would also be very helpful. Lastly, do you all have plans to make any aspect intentionally pretty? Obviously having safe walkways being undecorated and utilitarian is far better than none at all, but it would be so exciting if there was a public art aspect in any and all of the projects that go forward. Related, if any lights are added to these structures, may I request a filter making them warm white rather than bright blue based prisonyard white? We have so many blue-white lights in the city now and I think it makes an impact on the mood of the neighborhood. Thank you!
Contact	Shaun

[MoDOT Response to Cathy Hartrich: Missing as of February 9, 2023]

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

FW: Future64 - Paul Hohmann comment

1 message

Shaun E. Tooley <Shaun.Tooley@modot.mo.gov> Fri, Feb 3, 2023 at 1:01 PM
To: "gbloom@vectorstl.com" <gbloom@vectorstl.com>
Cc: "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Shaun E. Tooley
Sent: Wednesday, February 1, 2023 4:13 PM
To: phohmann@eplusa-arch.com
Subject: Future64 - Paul Hohmann comment

Thank you for reaching out!

Matter One: Alternative two & Theresa crossing railroad tracks

Thank you for the supportive comments. This study was unique in examining potential benefits to the community. The rationale behind the Theresa crossing was to reconnect the community with north-south connectivity, pair potential local investments in transportation with MoDOT investment such that the overall benefit to the community is greater than MoDOT's investment alone, and support improved land use near transit stations and trails. However, the Theresa railroad crossing would not be a MoDOT investment to make but City of St. Louis.

Matter Two: Forest Park & Grand intersection

Thank you for sharing about concerns of the number of travel and turning lanes at Forest Park and Grand intersection. The total number of lanes recommended at this intersection was based on MoDOT's policy on level of service for motor vehicles, which concerns delays to motorists. Future travel demand was developed to project additional users from added housing, office, retail, and entertainment. These results establish the maximum potential capacity for moving vehicles at peak times. Similar to the Theresa crossing the railroad tracks, the number of lanes at the Forest Park & Grand intersection and the design for people walking and biking across is not a MoDOT decision but a City of St. Louis decision. You are welcome to pursue these concerns further with the City.

Regarding the psychological distance felt by people walking, I have seen the supportive research that agrees in academic journals. We have heard residents echo these concerns without knowing about the theoretical concepts and scientific studies. However, supportive actions such as urban design or streetscaping are beyond the level of analysis MoDOT conducts and are best led by local governments or community redevelopment organizations.

Sincerely,

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Jotform <noreply@jotform.com>
Sent: Monday, January 30, 2023 1:06 PM
To: jessica.hochlan@hdrinc.com; ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Subject: Re: Future64 - Shaun

Future64 - Shaun

Name	Paul Hohmann
How would you like to be contacted?	Email
Email	phohmann@eplusa-arch.com
Comment or Question	Hi Shaun, Overall, I'd say option #2 is the best. The Theresa Avenue bridge over the tracks makes sense withe the continued

development of that area.

At Grand & Forest Park, having 5 lanes on Forest Park coming into the intersection from each direction seems excessive and would create more of a physical and psychological barrier to crossing. It seems 2 through lanes and one turn lane each direction (4 lanes instead of 5) would be adequate.

Contact Shaun

You can edit this submission and view all your submissions easily.

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

FW: Future64 - Corbin Holtzman request for contact

1 message

Shaun E. Tooley <Shaun.Tooley@modot.mo.gov> Fri, Feb 3, 2023 at 1:01 PM
To: "gbloom@vectorstl.com" <gbloom@vectorstl.com>
Cc: "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

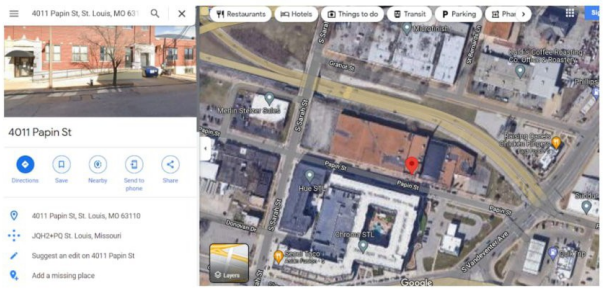
From: Shaun E. Tooley
Sent: Tuesday, January 31, 2023 4:53 PM
To: Jennifer A. Wade <Jennifer.Wade@modot.mo.gov>; Aaron J Groff <Aaron.Groff@modot.mo.gov>; andrew.potthast@hdrinc.com
Cc: Hochlan, Jessica <Jessica.Hochlan@hdrinc.com>; Chandra Taylor <ctaylor@vectorstl.com>
Subject: Future64 - Corbin Holtzman request for contact

I called Mr. Holtzman as requested through the virtual public meeting site.

He is interested in replacing the eastern section of the property with a coffee shop and roasting facility, which is bordered by Vandeventer ramps on the north. I shared with him details from the presentation to the community advisory group from December and the slide on economic development, news about bike/ped projects funded through East-West Gateway (Brickline Greenway and Tower Grove Connector) which impact his property, and findings on commuter trip behavior in the area (he asked about parking). I shared that the bridges over Vandeventer will be rehabbed or replaced starting in the next five years but that the interchanges are not funded yet. Lastly, I shared that future public engagement would happen as part of funded projects and invited him to sign up to hear about those projects when they happen.

His property is not impacted directly meaning that it would not be acquired in any of the three alternatives. However, the infrastructure changes may effect highest and best use for the property owner and the ability to redevelop for greater intensity. This property has formerly proposed for redevelopment that did not materialize: https://www.cityscene-stl.com/post/warehouse-in-the-grove-could-be-converted-to-office-and-retail

However, there is precedent for redevelopment of properties like his in the area as demonstrated by Commerce Bank becoming Chroma and Hue apartments: https://nextstl.com/2012/07/commerce-bank-to-sell-4-5-acres-in-the-grove-demo-and-replace-existing-branch/



SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Sent: Tuesday, January 31, 2023 3:41 PM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Cc: Chandra Taylor <ctaylor@vectorstl.com>
Subject: FW: Future64 - Shaun

Good afternoon –

For you.

ANDREW GATES
Communications Specialist

MISSOURI DEPARTMENT OF TRANSPORTATION
St. Louis District – Communications
1590 Woodlake Dr.
Chesterfield, MO 63017
(314) 453-1808
(314) 223-8003 (mobile)
www.modot.org/stlouis

"Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri."

From: Jotform <noreply@jotform.com>
Sent: Tuesday, January 31, 2023 3:40 PM
To: jessica.hochlan@hdrinc.com; ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Subject: Re: Future64 - Shaun

Future64 - Shaun

Name	corbin holtzman
How would you like to be contacted?	Phone
Phone Number	(314) 409-3292
Comment or Question	hi Shaun - my family owns 4011 papin st. this potential work will impact us greatly! please give me a call when you can! thank you choltzman@stlcre.com
Contact	Shaun

You can edit this submission and view all your submissions easily.

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

FW: Future64 - Odell comments

Shaun E. Tooley <Shaun.Tooley@modot.mo.gov> Wed, Feb 8, 2023 at 10:23 PM
To: "gbloom@vectorstl.com" <gbloom@vectorstl.com>

FYI

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Shaun E. Tooley
Sent: Thursday, February 2, 2023 12:38 PM
To: William Odell <bill.odell@outlook.com>
Subject: Future64 - Odell comments

Thanks for sending. I will forward them so that they are captured.

[Quoted text hidden]

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Future64 PEL - Michael Powers comments

4 messages

Shaun E. Tooley <Shaun.Tooley@modot.mo.gov> Fri, Feb 3, 2023 at 3:17 PM
To: "michaeljamespowers@gmail.com" <michaeljamespowers@gmail.com>

Thank you Michael for sharing comments via Google Drive about the Future64 alternatives. Your comments have been captured and logged in the public input records for level two alternatives. These comments will be considered as the Future64 study leads to future projects.

Great job on the Vandy circle concept! Roundabouts are a proven to improve safety and are increasingly being considered by MoDOT when evaluating intersections and highway interchanges.

Remaining matters:

- Your comment on page two recommends removal of proposed I-64 eastbound on-ramp from Boyle. What are your thoughts about how to give vehicle traffic access to eastbound I-64 from the BJC, Cortex, Washington University Medical campus, and Grove area?
- Your comment on page five recommends removal of the proposed redesign I-64 westbound on-ramp from Grand at Reinert Hall. What are your thoughts about how to give vehicle traffic access to westbound I-64 from the Midtown, Grand Center, St. Louis University & Hospital area?

- Response: On page 6 you commented that the study did not consider future land use. The Future64 study included the St. Louis City future land use map to guide development of potential redevelopment. This involves both released land from MoDOT ownership and immediately adjacent land that would directly benefit through highest and best use. If by future land use one implies the potential for redevelopment of the larger area, then the study did not estimate redevelopment potential. Although as planners we care deeply about facilitating future-oriented decisions that benefit communities, the exploration of land use redevelopment scenarios is both beyond the scope of the study and MoDOT's area of responsibilities. This responsibility is better aligned with local government through the City of St. Louis Planning or Development Agency as land use scenarios, area redevelopment plan, or updating the municipal comprehensive plan.

Sincerely,

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

St. Louis District – Planning and Local Programs

1590 Woodlake Drive, Saint Louis, MO 63017

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Future64 PEL - Michael Powers comments

Shaun E. Tooley <Shaun.Tooley@modot.mo.gov> Mon, Feb 6, 2023 at 10:01 AM
To: "Jennifer A. Wade" <Jennifer.Wade@modot.mo.gov>, "Andrew.Potthast@hdrinc.com" <Andrew.Potthast@hdrinc.com>
Cc: "Hochlan, Jessica" <Jessica.Hochlan@hdrinc.com>, Chandra Taylor <ctaylor@vectorstl.com>, "gbloom@vectorstl.com" <gbloom@vectorstl.com>, ANDREW M GATES <Andrew.Gates@modot.mo.gov>

Please add this email from Michael Powers to his previous comments to complete the set.

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Michael Powers <michaeljamespowers@gmail.com>
Sent: Friday, February 3, 2023 7:10 PM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Subject: Re: Future64 PEL - Michael Powers comments

Remaining matters:

- **Question 1: Your comment on page two recommends removal of proposed I-64 eastbound on-ramp from Boyle. What are your thoughts about how to give vehicle traffic access to eastbound I-64 from the BJC, Cortex, Washington University Medical campus, and Grove area?**
- **Answer 1**: The access point becomes the Vandy Circle, one city block east of the current eastbound I-64 ramp. The current configuration of Papin as a no left turn limits connections to I-64 in either direction, as currently configured. The desire to add an eastbound ramp on Boyle is orderly and likely more legible for vehicular users, it's easy to see why traffic engineers would prefer that option. But the biggest challenge facing this area is safe connections between neighborhoods that have been diced up by major roadways. Re-establishing Papin as a residential block is key to bridging the Grove, Midtown and the CWE/Cortex.

- **Question 2: Your comment on page five recommends removal of the proposed redesign I-64 westbound on-ramp from Grand at Reinert Hall. What are your thoughts about how to give vehicle traffic access to westbound I-64 from the Midtown, Grand Center, St. Louis University & Hospital area?**
- **Answer 2a**: **Grand Blvd. has always been an unsafe route to access I-64.**
  - The elevation above grade of the deck and the sight lines combined with the allowance of lighted billboards makes merging Grand traffic eastbound at this ramp a danger.
  - This doesn't take into account how the ramp impacts users of Grand Blvd. Because of SLU's on-campus traffic calming measures to the north, drivers cross Laclede and rapidly accelerate to get through multiple lights and onto the interstate.
  - From the South, cars abruptly stop as cars yield to southbound traffic as they attempt to enter the on-ramp.
  - Poor signage, installed to the side of the interstate, gives too little notice of there being an eastbound ramp, causing drivers to frantically merge last minute.
- **Answer 2b: Thoughts about how to give vehicle traffic access to westbound I-64 from the Midtown, Grand Center, St. Louis University & Hospital area:**

- If you look at SLU parking, Grand is not the best point of entry or exit. From the Olive/Compton garage, the Jefferson eastbound ramp is just 0.9 miles, or less than a three minute drive. Olive is oversized for current traffic load. Jefferson improvements make it the safest entry and exit to SLU, Harris Stowe, Grand Center and Midtown for those parking on the east side of campus. For comparison, accessing Grand Blvd from this same parking garage takes 4 minutes despite it being a slightly shorter distance at 0.7 miles. For accessing Westbound I-64 for those parking on the west side of SLU, including the Laclede Garage, the new Vandy Circle becomes a safe entrance to both directions of I-64.

- Response: On page 6 you commented that the study did not consider future land use. The Future64 study included the St. Louis City future land use map to guide development of potential redevelopment. This involves both released land from MoDOT ownership and immediately adjacent land that would directly benefit through highest and best use. If by future land use one implies the potential for redevelopment of the larger area, then the study did not estimate redevelopment potential. Although as planners we care deeply about facilitating future-oriented decisions that benefit communities, the exploration of land use redevelopment scenarios is both beyond the scope of the study and MoDOT's area of responsibilities. This responsibility is better aligned with local government through the City of St. Louis Planning or Development Agency as land use scenarios, area redevelopment plan, or updating the municipal comprehensive plan.
- **Answer 3**: Will engage local government on this.

[Quoted text hidden]

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Fwd: Future64 - Jay Reiter comment

2 messages

Chandra Taylor <ctaylor@vectorstl.com> Tue, Jan 31, 2023 at 3:27 PM
To: Gabriela Bloom <gbloom@vectorstl.com>

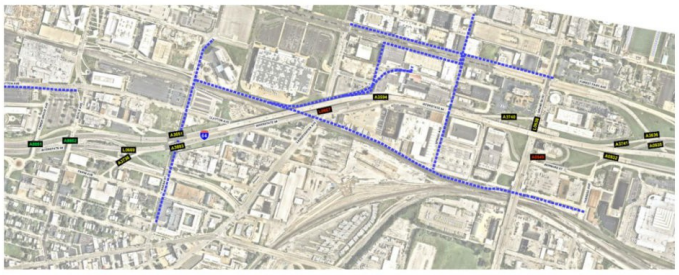
---------- Forwarded message ---------
From: **Shaun E. Tooley** <Shaun.Tooley@modot.mo.gov>
Date: Fri, Jan 27, 2023 at 11:57 AM
Subject: Future64 - Jay Reiter comment
To: jayreiter@charter.net <jayreiter@charter.net>

Thank you for reaching out!

Matter One: Connecting Armory & Foundry

In response to your inquiry about connecting Foundry and Armory the answer is affirmative – Future64 study supports connecting these two locations. However, it is not shown as a recommendation in any of the three alternatives because it is located in the "no build" alternative. The "no build" alternative is what can reasonably be assumed to happen over the next 25 years by all governments in the study area. For MoDOT, our responsibility as agency is to at least maintain roads, bridges, signals, and other mobility technology and infrastructure items for approximately $100 million in the study corridor over the next 25 years. For other governments such as City of St. Louis and Great Rivers Greenway the Future64 study developed the "no build" alternative with reasonable assumptions that a bike and pedestrian bridge will be built between the Armory and Foundry in the next 25 years.

These "no build" alternative bike and pedestrian trails, bridges, sidewalks, and paths are displayed as dashed blue on the maps. The connection between the Armory and Foundry are displayed on the "no build" alternative map in the picture below as the dashed blue line parallel to Grand and west of Grand. FYI Great Rivers Greenway has studied this connection with a feasibility study recently and now has a conceptual cost, which means the bridge may be funded and built in the coming years.



Matter Two: Relocating Interstate 64 over railroad tracks

The Future64 study did not examine this option as an alternative due to concerns of practicality and potentially significant impact to the community. Examples of challenges include cost to build and maintain, coordination with railroads, right-of-way acquisition, loss of homes and businesses, and physical complications. The coordination with railroads would be significantly challenging due to meeting railroad requirements such as vertical clearance and location of support structure elements.

The Future64 study incorporated goals and analyzed economic development for benefiting the community. The potential for trail and transit oriented development was calculated based on (a) releasing existing land occupied by interstate ramps as well as (b) activating higher and best use land adjacent to released that could also be redeveloped. The result was potentially as much as 1,800 housing units, 250 hotel rooms, and 58,000 square feet of commercial space. A technical report on Community Benefit will provide more details when ready for publishing on the Documents tab of Future64.com in the coming months. The advisory group presentations from December 2022 display the economic development potential as seen below in the chart and map.

Goal – Right-size I-64 to Reduce Highway Footprint

	NB	Alt1	Alt2	Alt 3
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Potential Redevelopment Acreage		14.7	14.8	30.8
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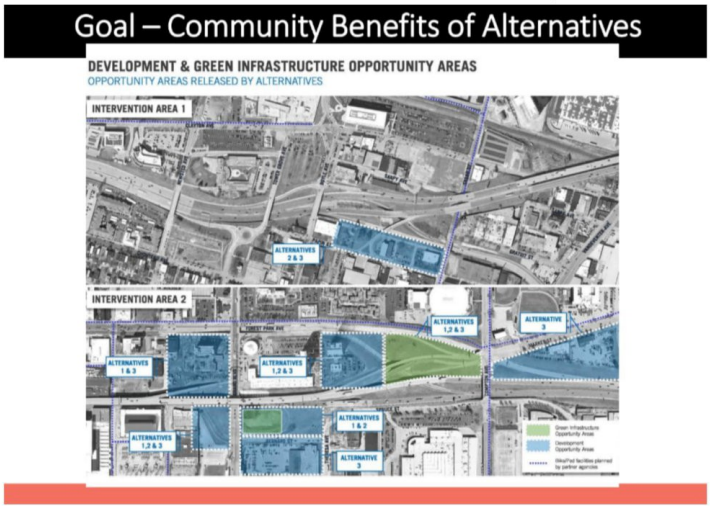
Potential Commercial SQFT		25,000	12,000	58,000
Potential Developments with Transit Access		3	4	5
Potential Developments with Trail Access		3	4	6



Sincerely,

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Jotform <noreply@jotform.com>
Sent: Thursday, January 26, 2023 3:34 PM
To: jessica.hochlan@hdrinc.com; ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Subject: Re: Future64 - Shaun

Future64 - Shaun

Name	jay Reiter
How would you like to be contacted?	Email
Email	jayreiter@charter.net
Comment or Question	Is there a way to connect The Foundry and The Armory at grade so that pedestrians could easily access them at grade level. Is there a way to elevate 64 eastbound or to re-route it to be elevated to the south of the the to Armory?... Like what was done with Manchester road west of 270? Air rights over the railroad tracks. I realize this complicates the solution, it's a way to maximize the railroad track real estate and free-up valuable land ripe for helping the success of both of these developments.
Contact	Shaun

You can edit this submission and view all your submissions easily.

--

[MoDOT Response to Emma Sable-Smith: Missing as of February 9, 2023]

From: **Potthast, Andrew** Andrew.Potthast@hdrinc.com
Subject: Future64 - Ian VanDam comment
Date: February 2, 2023 at 2:13 PM
To: Ian@fieldtheory.us

AP

Thank you for your input and submitting a question.

I'm responding to your inquiry related to the intersection of Forest Park Avenue and Market Street. You are correct; normally, it is best for intersections to be aligned perpendicularly. However, in an urban environment such as this, there are often engineering and environmental constraints that have to be considered which may affect intersection placement and geometry. The current alignment/angle of Market Street and the close proximity of Harris-Stowe State University are two such constraints at this particular location. In order to correct the alignment and move the intersection to the north there would have to be a significant portion of Market Street reconstructed and it would have a great deal of impact to HSSU, including acquiring and demolishing the building in the north east quadrant of the intersection. This building is on the National Register of Historic Places, and as such at this time we have chosen to avoid this impact. We will note your suggestion in the final documentation of the report to be reconsidered during the environmental clearance phase of the project.

Regards,

Andrew Potthast, PE
St. Louis Office Principal
Vice President
HDR
401 S. 18th Street, Suite 300
St. Louis, MO 63103-2267
D 314.425.8314 M 314.495.4027
andrew.potthast@hdrinc.com

hdrinc.com/follow-us

From: Jotform <noreply@jotform.com>
Sent: Tuesday, January 31, 2023 8:31 AM
To: jessica.hochlan@hdrinc.com; ANDREW M GATES <Andrew.Gates@modot.mo.gov>
Subject: Re: Future64 - Andrew

Future64 - Andrew

Name	Ian VanDam
How would you like to be contacted?	Email
Email	Ian@fieldtheory.us
Comment or Question	Forest Park : Market Connection. Would it be possible to tighten this up by having it intersect 50 ft north of proposed intersection? I understand that is HSSU property, but it will allow for more development on both sides of the street, and it will be more navigable by all modes of transportation.
Contact	Andrew

VECTOR COMMUNICATIONS

Gabriela Bloom <gbloom@vectorstl.com>

Fwd: Future64

1 message

Chandra Taylor <ctaylor@vectorstl.com> Wed, Feb 8, 2023 at 9:29 AM
To: Gabriela Bloom <gbloom@vectorstl.com>

---------- Forwarded message ---------
From: **Chandra Taylor** <ctaylor@vectorstl.com>
Date: Thu, Jan 19, 2023 at 2:54 PM
Subject: Future64
To: <wiegand.katrina@gmail.com>

Katrina,

The ramps you referenced were part of our 22nd Street interchange project, and that project is finished; however, the city has some work along Jefferson. There was a comment period on our project, as part of the city's project connect outreach – it was probably about three years ago. Let me know if you have further questions

--
Chandra Z. Taylor
Consultant
(c) 314.853.5047
(fax) 314.621.5599
ctaylor@vectorstl.com
http://www.vectorstl.com

VECTOR COMMUNICATIONS
1998 25 YEARS 2023

--
Chandra Z. Taylor
Consultant
(c) 314.853.5047
(fax) 314.621.5599
ctaylor@vectorstl.com
http://www.vectorstl.com

VECTOR COMMUNICATIONS
1998 25 YEARS 2023

Appendix 35: Compiled Comment Summary Zip Codes, Full Table

Zip Code	Count
63110	34
63108	28
63104	26
63118	19
63116	16
63139	13
63109	9
63112	9
63103	8
63102	5
63101	4
63105	4
63122	3
63143	3
63304	3
63376	3
63106	2
63123	2
63130	2
63132	2
N/A	2
62034	1
62040	1
62269	1
63010	1
63021	1
63023	1
63114	1
63117	1
63119	1
63126	1
63129	1
63144	1
63146	1
63303	1
63366	1
63367	1
80128	1
6301-	1

Appendix 36: Compiled Alternative 1 Feedback, Full Tables, Separated by Sentiment

Alternative 1 Compiled Positives	Count
Best results	11
Bike-ped accessibility	10
Theresa Ave connectivity	6
Access ramp improvements	5
Grand WB ramp consolidation	5
At-grade intersection	2
EB interchange	2
Best for Grand improvements	2
Bus-only lanes	2
No exit ramp lane additions	2
Redevelopment opportunities	1
Theresa Ave bridge	1
Sidewalk expansion	1
Forest Park Parkway ramp plans	1
Grade-separated bike-ped lanes	1
Least disruptive	1
Separated bike-ped lanes	1
Vehicle access	1
Spring St. Pedestrian bridge	1
Bike-ped safety	1
General positive sentiment	1
Protected bike-ped lanes	1
Public transportation accessibility	1
Prioritizing multimodal transportation	1

Alternative 1 Compiled Concerns	Count
Bike-ped accessibility	7
Lane additions	4
Least favorable results	3
Lane widening	3
Redevelopment opportunities	2
Public transportation accessibility	2
SLU accessibility	2
Bernard-Theresa off-ramp	2
Boyle Ave lane additions	2
Underwhelming	1
Separated bike-ped lanes	1
Clayton ramp changes	1
Lack of westbound on-ramp from market	1
Commerce accessibility	1
Brickline connectivity	1
City-county accessibility	1

Bernard lane additions	1
Residential development	1
Bike-ped safety	1
Slowing traffic	1
Westbound exit at grand	1
Theresa Ave connectivity	1
Not responsive to community needs	1
Confused	1
Prioritize multimodal transportation	1
Local school accessibility	1

Appendix 37: Compiled Alternative 2 Feedback, Full Tables, Separated by Sentiment

Alternative 2 Compiled Positives	Count
Best results	26
Bike-ped accessibility	21
Bus-only lanes	13
Public transportation accessibility	9
Redevelopment opportunities	9
Theresa Ave pedestrian bridge	6
Boyle/interstate improvement	5
Grand-Forest Park interchange plans	5
Theresa Ave plans	5
At-grade intersection	4
Roundabout	4
Bike-ped safety	3
Cost-effective	3
Ramp reduction	3
Theresa Ave connectivity	3
Bernard plans	2
Compton Ave access	2
Congestion improvement	2
Eastbound interchange	2
WB off-ramp Forest Park Parkway	2
Accessibility	1
Bike-only lanes	1
Changing flow of traffic	1
Clayton Ave plans	1
Community connectivity	1
East-bound on-ramp removal	1
Favorite plan	1
Grand plans	1
Land reclamation	1
On-off ramp consolidation	1
Papin Ave ramp reduction	1
Prioritizing community accessibility	1
Removal of on-off ramps	1
Removal of right-turn bypass lanes	1
Separated bike-ped lanes	1

Shared-use paths	1
Theresa and Chouteau connection	1
Theresa Ave bridge	1
Theresa Ave extension	1
Theresa stoplights	1
Theresa/Bruce/Spring plans	1
Tower Grove bridge improvements	1

Alternative 2 Combined Concerns	Count
Lane additions	9
Bike-ped accessibility	7
Disruptive	2
Shared-use paths	2
Bike access on Vandeventer	1
Bike-ped safety	1
Bus lanes on Grand	1
Congestion	1
EB On ramp at Grand	1
Grand/Market accessibility	1
Lack of barriers	1
Limited intersection visibility	1
Need ramp from Theresa Ave to WB I-64	1
No change WB Grand on-ramp	1
No westbound on-ramp from Market	1
Not cost effective	1
Not cost-effective	1
Reduce highway footprint	1
Roundabout	1
Roundabout accidents	1
Separated bike-ped lanes	1
Shared-use path vs. bike lanes	1
SLU accessibility	1
Spruce on-ramp	1
Stoplight at Spruce/Theresa	1
Theresa Ave bridge	1
Theresa Ave connectivity	1
Tower Grove Ave plans	1
Traffic congestion	1
Traffic congestion at Bernard/Spruce/Theresa	1
WB offramp to Grand/Forest Park Parkway	1

Appendix 38: Compiled Alternative 3 Feedback, Full Tables, Separated by Sentiment

Alternative 3 Compiled Positives	Count
Best results	17
Bike-ped accessibility	15
Public transportation accessibility	5
WB interchange	4
Bus-only lanes	3
Cost-effective	3
Bike-ped safety	2
Boyle Ave plans	2
Congestion improvements	2
Grand-Forest Park interchange plans	2
Ramp reductions	2
Redevelopment opportunities	2
Separated bike-ped paths	2
Tower Grove bridge changes	2
WB ramp reduction	2
At-grade intersections	1
Bernard removal	1
Bike-ped only Tower Grove Ave bridge	1
Bike/ped accessible	1
Changing flow of traffic	1
Community connectivity	1
Compton bridge	1
Forest Park consolidation	1
Grand on-ramp	1
Grand/I64 access	1
Land reclamation	1
No changes to EB lanes	1
On/off ramp consolidation	1
Prioritizing community accessibility	1
Remove Westbound ramp	1
Safety improvement	1
SLU/Harris Stowe connectivity	1
Support at-grade intersection	1
Tower Gove Ave roundabout	1
Tower Grove Ave roundabout	1
Traffic reduction	1
WB exit ramp reduction	1
WB Vandeventer ramp	1

Alternative 3 Compiled Concerns	Concern
Lane additions	7
Bike-ped accessibility	6
Lane widening	5
Not cost-effective	3
Roundabout removal	3
Theresa Ave plans	3
bike-ped safety	2
Tower Grove Ave plans	2
Bernard exit	1
Commerce accessibility	1
Compton traffic congestion	1
Dead-end streets	1
Direct route to Chouteau	1
EB vehicle access to North Grand	1
Exit removal	1
Forest Park Parkway exit	1
Grand not at-grade	1
Grand to Spruce connectivity	1
Lane reductions	1
Least favorable results	1
Least favorite	1
Left lane merge	1
Need to enlarge Spruce St.	1
No Market WB on-ramp	1
Papin Ave plans	1
Public transportation accessibility	1
Ramp additions	1
Redevelopment opportunities	1
Retain Forest Park Parkway exit	1
Shared-use path vs. bike lanes	1
Spruce at-grade	1
Theresa at-grade	1
Too many changes	1
Traffic congestion	1
Vandeventer traffic congestion	1
Westbound 64/Grand exit	1

Appendix 39: Compiled General Positives, Full Table

Compiled General Positives	Count
Bike-ped accessibility	35
General positive sentiment	20
Bus-only lanes	15
Bike-ped safety	13
Public transportation accessibility	8
Redevelopment opportunities	8
Forest Park Parkway at-grade	7
Bike-ped only lanes	6
Roundabout	5
Tower Grove Ave bike-ped accessibility	5
Alternative 2	4
At-grade intersections	4
On/off ramp consolidation	4
On/off ramp improvements	4
Ramp consolidation	4
Shared-use paths	4
Brickline connectivity	3
Does meet vision	3
Grand interchange improvements	3
Prioritize multimodal transportation	3
Public meeting information	3
Separate bike-ped lanes	3
SLU connectivity	3
Step in the right direction	3
Grand/Forest Park/I64 intersection	2
Market St connectivity	2
Protected bike-ped lanes	2
Separated bus lane	2
Shoulder widening	2
Theresa Ave bridge	2
Theresa Ave plans	2
Aesthetic improvements	1
Alternative 1 Grand intersection	1
Alternative 1 Greenway crossing	1
Alternative 2 Greenways	1

Alternative 2 ramps	1
Alternative 2 redevelopment opportunities	1
Alternative 3 on/off ramps	1
Armory and Foundry connectivity	1
Bernard removal	1
Bernard/Grand roundabout	1
Bike-ped connectivity to parks	1
Boyle lane widening	1
Boyle plans	1
Boyle/Clayton plans	1
Bridge demolition	1
Bridge improvements	1
Commuter equity	1
Congestion improvements	1
Connectivity	1
Cost-effective	1
EB On-ramp addition	1
EB Ramp removal	1
Forest Park Ave lane additions	1
Forest Park Parkway/Grand interchange	1
Forest Park/Grand at-grade intersection	1
Grand accessibility	1
Grand at-grade	1
Grand WB ramp	1
Great potential	1
Helpful project team	1
Improved traffic flow	1
Improving bike-ped access	1
Improving connections	1
Intersection consolidation	1
Land reclamation	1
Lane consolidation	1
Lane expansion	1
Left lane on-ramp removal	1
Market/Grand EB exit removal	1
Minimize highway footprint	1
Neighborhood connectivity	1
No Build plan	1

North-South connectivity	1
North/South connectivity improvements	1
Open house format	1
Pedestrian bridges	1
Prioritize public transportation accessibility	1
Protected bus lanes on Grand	1
Public meeting format	1
Public meeting presenters	1
Public transportation access	1
Reduce barriers to community accessibility	1
Reduce traffic congestion	1
Removal of Grand loop	1
Removal of left-entry on/off ramp	1
Removing on-ramps	1
Separated grade	1
Signage updates	1
Signals on WB Grand on-ramp	1
Single bus lane	1
SLU accessibility	1
Theresa and SLU connectivity	1
Theresa Ave bike-ped only lanes	1
Theresa Ave connection	1
Theresa Ave extension	1
Theresa Ave plans	1
Theresa Ave redevelopment opportunities	1
Traffic consolidation	1
Vehicle accessibility	1
Vehicle accessibility through central corridor	1
WB on-ramp on Market	1
WB on-ramp removal	1

Appendix 40: Compiled General Concerns, Full Table

Compiled General Concerns	Count
Bike-ped accessibility	33
Bike-ped safety	23
Lane additions	19
Traffic congestion	13
Lane widening	11
Prioritize multimodal transportation	11
SLU accessibility	6
Public transportation accessibility	5
Vehicle safety	5
Barriers to community accessibility	4
Chaifetz accessibility	4
Lane expansion	4
Armory and Foundry connectivity	3
No study east of Jefferson	3
Speeding	3
Bernard not connected to Grand	2
Community connectivity	2
Concerns on lane expansion	2
Congestion on Grand	2
Grand not at-grade	2
Intersection safety	2
Lack of bike-ped access	2
Market St. connectivity	2
Prioritize bike-ped safety	2
Protected bike-ped lanes	2
Protected bike-ped paths	2
Redevelopment opportunities	2
Shared-use paths	2
Spring Ave not reconnected	2
Vehicle speeding	2
Access difficulty	1
Access issues for Midtown redevelopment	1
Accurate forecasting	1
Aesthetic choices	1
Alt 2 disruptive	1

Alt 2 EB On ramp at Grand	1
Alt 2 not cost effective	1
Alternative 2 Sarah connection	1
Alternative 2 Vandeventer connection	1
Alternative 3 intersection improvements	1
At-grade Forest Park Parkway/Grand	1
At-grade intersection Grand & Forest Park	1
At-grade intersections	1
Barriers to bike-ped accessibility	1
Barriers to Downtown	1
Barriers to South City	1
Bike accessibility at Tower Grove and Theresa	1
Bike-ped access on Boyle and Clayton	1
Bike-ped infrastructure plans	1
Bike-ped not best practice	1
Bike-ped safety on Grand	1
Boyle alternatives	1
Boyle Ave bike-ped safety	1
Boyle lane widening	1
Boyle offramp expansion	1
Boyle ramps	1
Bridge safety	1
Bridge traffic	1
Clayton lane widening	1
Community input	1
Commuter accessibility	1
Concerns on bike-ped accessibility	1
Concerns on bike-ped infrastructure cost	1
Concerns on construction impact on community	1
Concerns on Grand/Forest Park Parkway at-grade	1
Concerns on lane additions	1
Concerns on public transportation access cost	1
Concerns on ramps	1
Concerns on SLU access	1
Concerns on stoplight timing	1
Confusing maps	1
Confusing meeting	1
Connectivity	1

Cortex bike-ped accessibility	1
Create protected bike lanes on Grand	1
Crime on Metrolink	1
Crossing distances	1
Crowded public meeting	1
Curb cuts	1
Decreasing Eastbound access from Midtown/Grand/Forest Park Parkway	1
Differentiating plans	1
Disconnecting Forest Park Parkway from I-64	1
Downtown STL interstate	1
Ecological best practices	1
Economic barriers	1
Elevated bridges	1
Focus on vehicle access	1
Forest Park at-grade	1
Forest Park Ave lane expansions	1
Forest Park Ave/Grand bike-ped accessibility	1
Forest Park Ave/Grand bike-ped safety	1
Forest Park Ave/Grand intersection	1
Forest Park Ave/Grand intersection safety	1
Forest Park Ave/Grand vehicle safety	1
Forest Park congestion	1
Forest Park Parkway bike-ped accessibility	1
Forest Park Parkway lane additions	1
Funding	1
General Concern	1
General Concerns:	1
Grand Arts Center accessibility	1
Grand Arts District traffic congestion	1
Grand at-grade	1
Grand exit not grade-level	1
Grand off-ramp	1
Grand/Forest Park Parkway intersection	1
Greenways on Grand	1
Hampton/Kingshighway interchanges	1
Implicit biases in redevelopment	1
Intersection visibility	1

Kingshighway traffic congestion	1
Lack of barriers	1
Lack of freight prioritization	1
Lack of medians	1
Lack of modernization	1
Lack of regional planning	1
Lack of safety	1
Land use and zoning controls	1
Land use strategies	1
Lane addition to Clayton Ave	1
Lane widening in central corridor	1
Lane widening on Boyle	1
Lane widening on Clayton	1
Minimizing impact	1
Minimizing infrastructure	1
Narrow lanes	1
Nearby schools	1
Need wider lanes	1
Neighborhood access	1
Neighborhood connectivity	1
No improvements	1
No significant changes for bike-ped accessibility	1
Noise	1
Not enough changes to Vandeventer	1
On-ramp accessibility	1
Overpass maintenance	1
Parallel Grand lanes	1
Park accessibility	1
Pedestrian light at Clayton and Newstead	1
Pedestrian safety	1
Pollution	1
Positive on Alternative 1 Grand intersection	1
Presentation of information	1
Prioritize bike-ped accessibility	1
Prioritize eco-friendly solutions	1
Prioritize public transportation	1
Prioritizing redevelopment	1
Prioritizing vehicle access	1

Protected intersections	1
Public meeting accessibility	1
Public meeting not well-advertised	1
Public transportation infrastructure	1
Ramp widening	1
Ramps on Grand	1
Redevelopment btwn Theresa/I64/Forest Park	1
Reduce billboard signage	1
Reducing car lanes	1
Reducing incoming traffic	1
Reevaluate Kingshighway entry lane	1
Regional connectivity	1
Removal of WB access from Compton	1
Removal of WB ramp in Alt. 3	1
Remove I-64 from city center	1
Removing Compton to I64 access	1
Right of way	1
Right-sizing	1
Roundabout bike-ped safety	1
Safety	1
SB on-ramp near Boyle	1
Separated bike-ped lane	1
Shared use path maintenance	1
Shared use paths	1
Signage placement	1
Skinker exit traffic congestion	1
Small font visuals	1
Solutions for ecological concerns	1
Stop light additions	1
Stoplight additions	1
Stoplight placement	1
Street expansion	1
Target coded as grocery store	1
Tax liability	1
Theresa extension	1
Traffic backups	1
Traffic congestion on Compton and Grand	1
Traffic on Jefferson	1

Vandeventer improvements	1
Vandeventer improvements not cost-effective	1
Vandeventer ramp retention	1
Walkability	1
WB Chaifetz traffic	1
WB Compton traffic congestion	1
West county accessibility	1
Wide intersections	1

Appendix 41: Compiled General Recommendations, Full Table

Compiled General Recommendations	Count
Prioritize multimodal transportation	30
Bike-ped accessibility	23
Prioritize redevelopment opportunities	17
Prioritize bike-ped accessibility	14
Prioritize bike-ped safety	11
Minimize highway footprint	9
Public transportation accessibility	9
Pedestrian access from The Foundry to the Armory	6
Prioritize public transportation accessibility	5
Protected bike lanes	5
Prioritize aesthetic improvements	3
Reduce highway footprint	3
Reduce vehicle speeds	3
Commerce accessibility	2
Consolidate ramps	2
No changes needed	2
Reduce lanes	2
Reduce slip lanes	2
SLU connectivity	2
Widen sidewalks	2
Add public transportation routes	1
Add ramp from Sarah to EB I64	1
Add roundabouts	1
Add self-driving car lanes	1
Add sound walls	1
Add Theresa Ave sidewalks	1
Address traffic congestion	1
Aesthetic improvements	1
Armory connectivity	1
At-grade Forest Park Parkway intersection	1
At-grade intersection at Grand/Forest Park	1
Bike-ped access City Foundry	1
Bike-ped access Forest Park SE	1
Bike-ped accessibility in Forest Park	1
Bike-ped only paths	1

Bike-ped safety	1
Bike-ped underpasses	1
Bus lane additions to Grand	1
Bus rapid transit	1
Bus-only lanes	1
Central corridor accessibility	1
Chaifetz accessibility	1
Changes not needed	1
Chouteau Lake Greenway Plan	1
Citizen advisory committee	1
Climate-controlled walkway between Armory and the Foundry	1
Collaborate with New Compton Street Bridge	1
Collaborate with other entities	1
Collaborate with partner agencies	1
Collaborate with St. Louis City	1
Combine Alt 1/Alt 3 Grand and Boyle interchanges	1
Combine Alternatives 2 and 3	1
Combine plans	1
Concerned with connecting I64/44/55.	1
Connect Market and Forest Park Parkway	1
Consider street capping	1
Consolidate exit ramps	1
Consolidate highway	1
Consolidate on/off ramps	1
Consult with SLU	1
Coordinate with community partners	1
Coordinate with Greenways	1
Create Papin 1-lane ramp	1
Develop public transportation	1
Dutch-style intersections	1
Eastbound connection Vandeventer to I-64	1
Eliminate Forest Park Ave east on-ramp	1
Express lane on Grand to I44	1
Extend study East of Jefferson	1
Fix EB Kingshighway on-ramp	1
Fix potholes	1
Fix Tower Grove exit	1
Fix Vandeventer exit	1

Forest Park Parkway valuable higher-speed throughway	1
Forest Park pedestrian refuge median	1
Forest Park/Market connectivity	1
Foundry connectivity	1
General Recommendations:	1
Grade separation Forest Park Parkway	1
Grade separation Grand	1
Grade-separated lanes	1
Grand bike-ped accessibility	1
Grand exit onto Compton	1
Grand/Forest Park Parkway prioritize bike-ped safety	1
Hampton exit traffic congestion	1
Improve Boyle interchange	1
Improve Compton accessibility	1
Improve Forest Park Parkway	1
Improve Grand	1
Improve intersection at Spruce/Compton	1
Improve road maintenance	1
Improve westbound Vandeventer vehicle safety	1
Include pedestrian islands	1
Include public art	1
Integrate technology	1
Lane reductions on I-64	1
Lane widening I64 from I170 to Kingshighway	1
Lane widening on I64 from I270 to Kingshighway	1
Microcrystalline ceramic bead pavement markings	1
Minimize costs	1
N/A	1
Neighborhood connectivity	1
No changes to Boyle	1
No changes to North Theresa	1
No changes to Papin	1
No changes to Vandeventer on-ramp	1
No left turn from WB Forest Park Ave to SB Grand	1
No right turn for WB offramp to NB Grand	1
North-south connectivity	1
Off-ramp roundabout EB to Bernard Grand	1

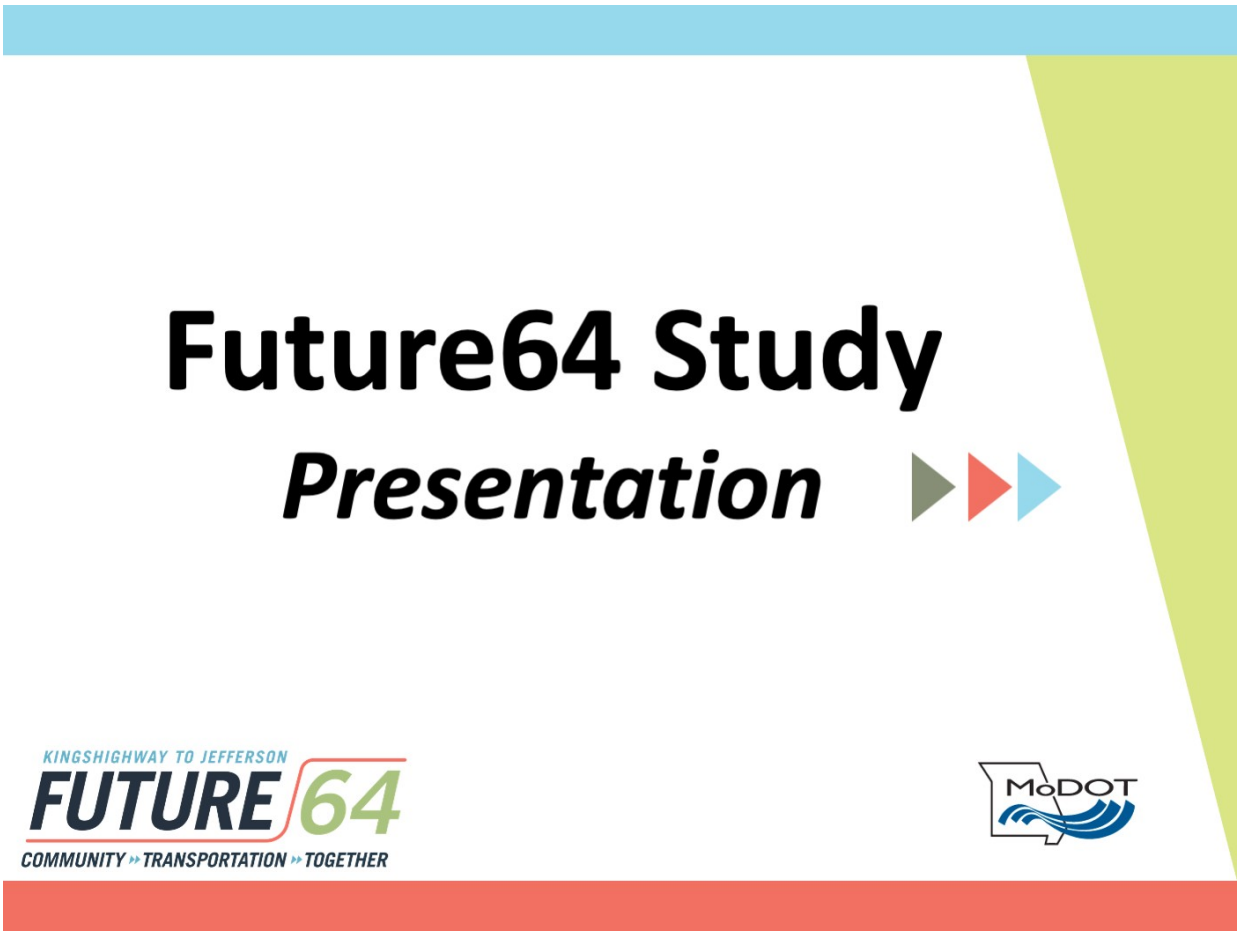
On/off ramp signage on Boyle	1
On/off ramps on Tower Grove Ave	1
Pedestrian signage	1
Pedestrian-only highway crossings	1
People-first design	1
Pickup-drop-off parking at public transportation hubs	1
Pickup/drop-off public transportation parking	1
Pothole improvements	1
Prioritize bike-ped best practices	1
Prioritize eco-friendly improvements	1
Prioritize eco-friendly options	1
Prioritize equity	1
Prioritize green infrastructure	1
Prioritize minimizing construction	1
Prioritize minimizing costs	1
Prioritize Newstead Bridge plans	1
Prioritize North-South connectivity	1
Prioritize protected bike-ped lanes	1
Prioritize right-sizing	1
Prioritize vehicle safety	1
Protected bicycle lanes	1
Protected bike lanes on Grand	1
Protected bike paths	1
Protected bike-ped lanes	1
Protected crosswalks	1
Rapid bus transit Kingshighway and Grand	1
Redesign Kingshighway on-ramp	1
Redesign Skinker off-ramp	1
Redevelopment opportunities on bridges	1
Reduce lanes at Forest Park/Grand	1
Reduce left-turn merge ramps	1
Reduce pollution	1
Reduce signalized intersections	1
Reduce traffic congestion	1
Remove interchanges Hampton and Clayton	1
Remove Papin Ave ramp	1
Remove ramps in Cortex	1
Remove roundabout at Tower Grove exit	1

Remove Vandeventer on/off ramp	1
Remove westbound off-ramp Forest Park Ave	1
Repair bridges	1
Repair existing infrastructure	1
Repair Jefferson	1
Repave Forest Park Parkway	1
Repave Kingshighway	1
Repave South Grand	1
Restore I64 South connectivity	1
Retain EB access to Spruce St./Compton South	1
Retain EB on-ramp	1
Retain Vandeventer EB ramp	1
Right-merge lane SB Theresa	1
Separated bike lanes	1
Separated bike-ped lanes	1
Separated paths	1
Single point interchange Forest Park Parkway	1
Single point interchange Grand	1
Slow traffic	1
Sound walls	1
Theresa bridge to Chouteau roundabout	1
Theresa reconnect with Forest Park	1
Traffic calming	1
Traffic island on Forest Park/Grand	1
Traffic signals should be similar to Boyle	1
Underground on and off-ramps	1
Utilize roundabouts	1
Vandeventer pedestrian improvements	1
Vehicle safety	1

Appendix 28: Neighborhood Meetings Schedule

Meeting Date	Organization	Contact Name
Tuesday, April 19, 2022	Forest Park Southeast Neighborhood Association	Dan Doelling
Thursday, May 12, 2022	Covenant Blu – Grand Center Neighborhood Association	Audrey Ellermann
Wednesday, April 20, 2022	Central West End North CID	Erica Lembo
Wednesday, April 20, 2022	Gate District West Neighborhood Association	Patrick Adegboyega
Monday, May 2, 2022	JVL Neighborhood Association	Miguel & Carla Alexander
Monday, June 6, 2022	Shaw Neighborhood Improvement Association	Brandon Robnett
Monday, May 23, 2022	Botanical Heights Neighborhood Association	Bob Hilgemann
Wednesday, June 1, 2022	Central West End Association	Kate Walter

Appendix 29: Neighborhood Meeting Presentation



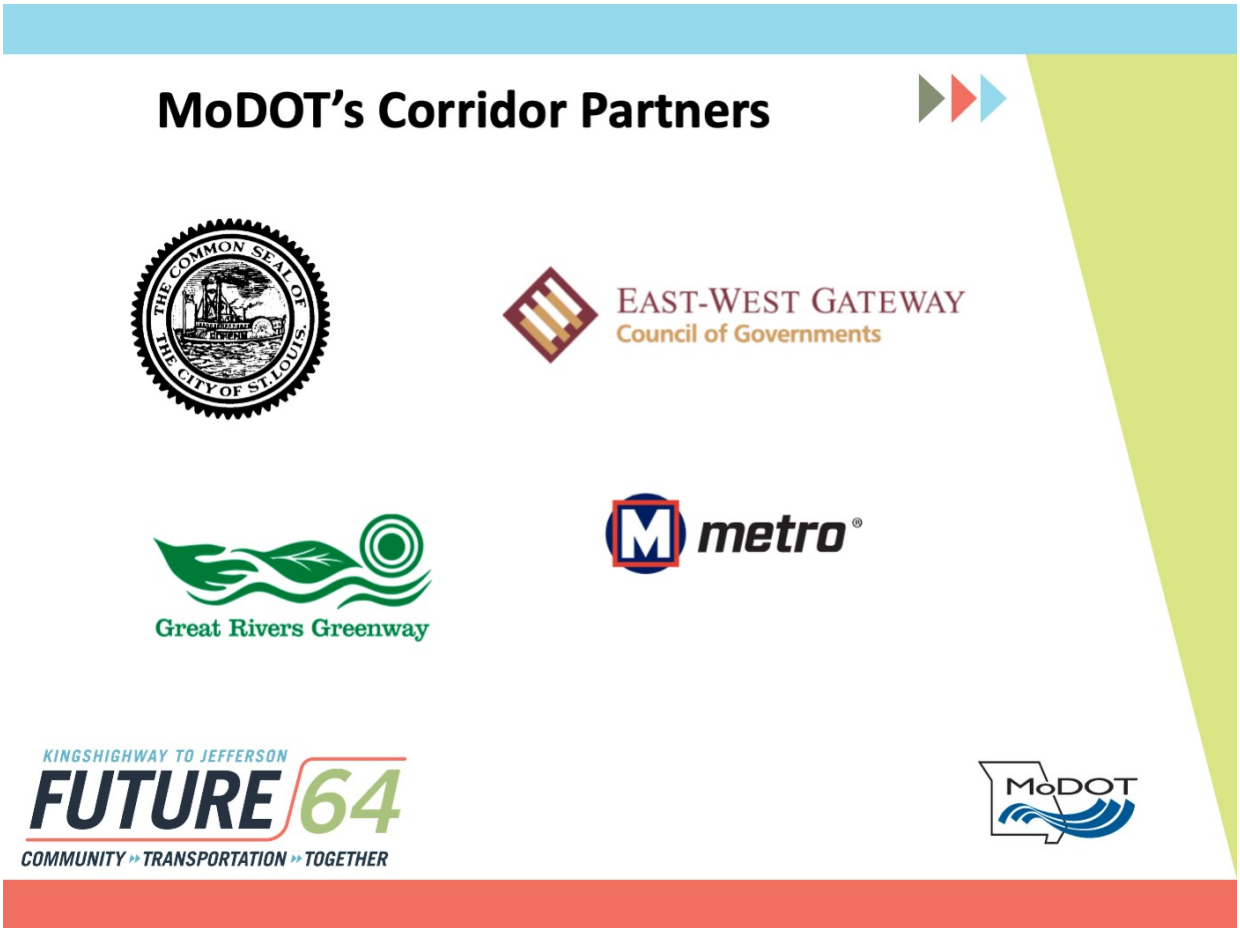
Why Future64 Study

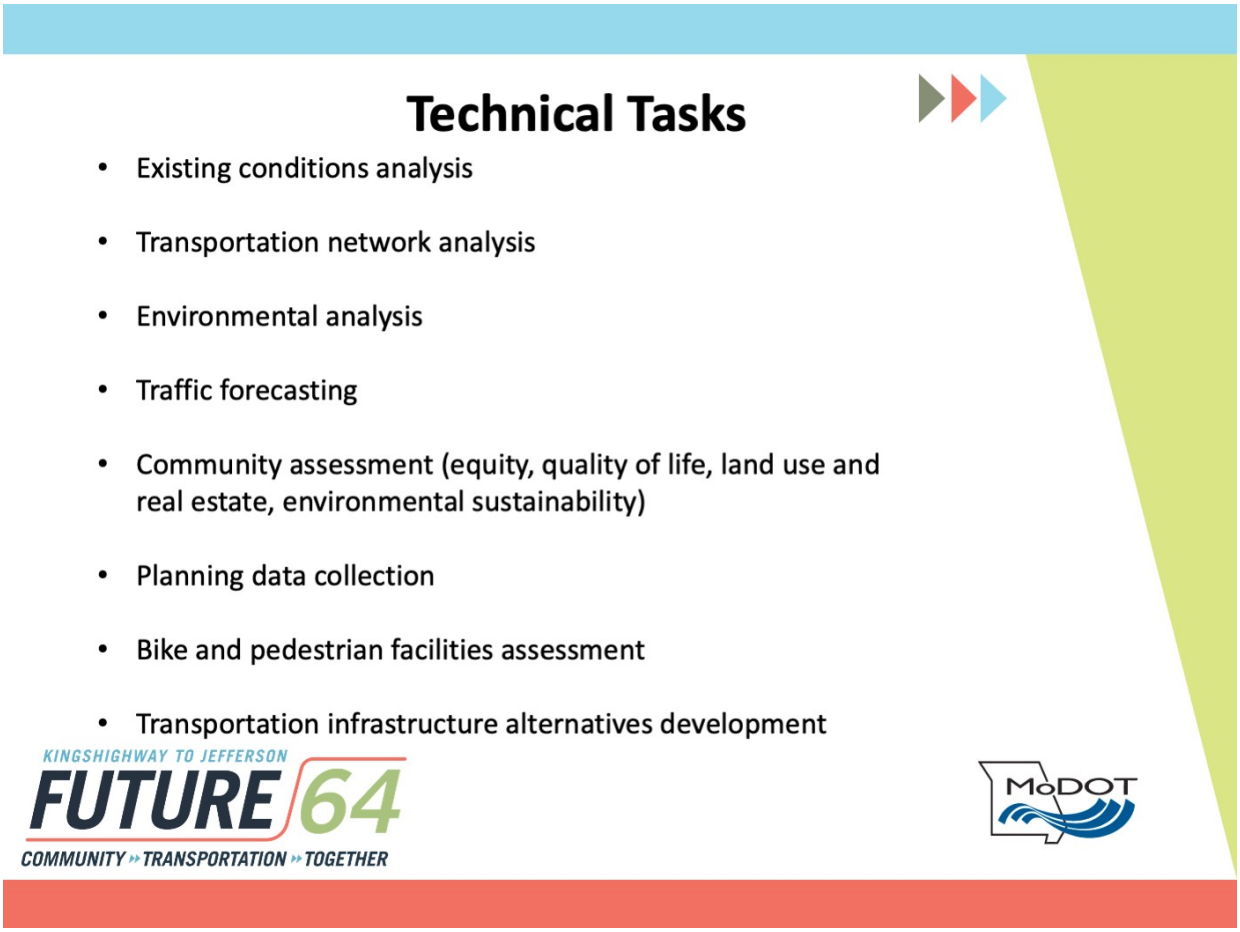
- Aging infrastructure along I-64 between Kingshighway and Jefferson needs repairing and/or replacement
- I-64 central corridor is actively experiencing a substantial amount of change (jobs, housing, retail, entertainment, etc), and the Missouri Department of Transportation (MoDOT) wants to partner with the community to learn how to make I-64 a better fit
- MoDOT is conducting a 13-month PEL (planning and environmental linkages) study that will evaluate how MoDOT and partnering organizations can invest in short and long-term transportation improvements
- Study will result in three potential alternatives that are responsive to community issues and aspirations
- MoDOT staff collaborating with community to think out of the box. This holistic approach recommends transportation outcomes and how infrastructure impacts social, economic, environmental, and public health, and well-being of people and businesses in communities

KINGSHIGHWAY TO JEFFERSON FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT


Study Map
LINDELL BLVD
FOREST PARK AVE
OLIVE ST
S KINGSHIGHWAY BLVD
S BOYLE AVE
INTERSTATE
64
MARKET ST
PAPIN ST
MANCHESTER AVE
S VANDEVENTER AVE
GRAND AVE
S COMPTON AVE
CHOUTEAU AVE
S JEFFERSON AVE
N
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT


MoDOT's Corridor Partners
THE COMMON SEAL OF THE CITY OF ST. LOUIS
EAST-WEST GATEWAY
Council of Governments
Great Rivers Greenway
metro
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT


Technical Tasks
• Existing conditions analysis
• Transportation network analysis
• Environmental analysis
• Traffic forecasting
• Community assessment (equity, quality of life, land use and real estate, environmental sustainability)
• Planning data collection
• Bike and pedestrian facilities assessment
• Transportation infrastructure alternatives development
KINGSHIGHWAY TO JEFFERSON
FUTURE 64
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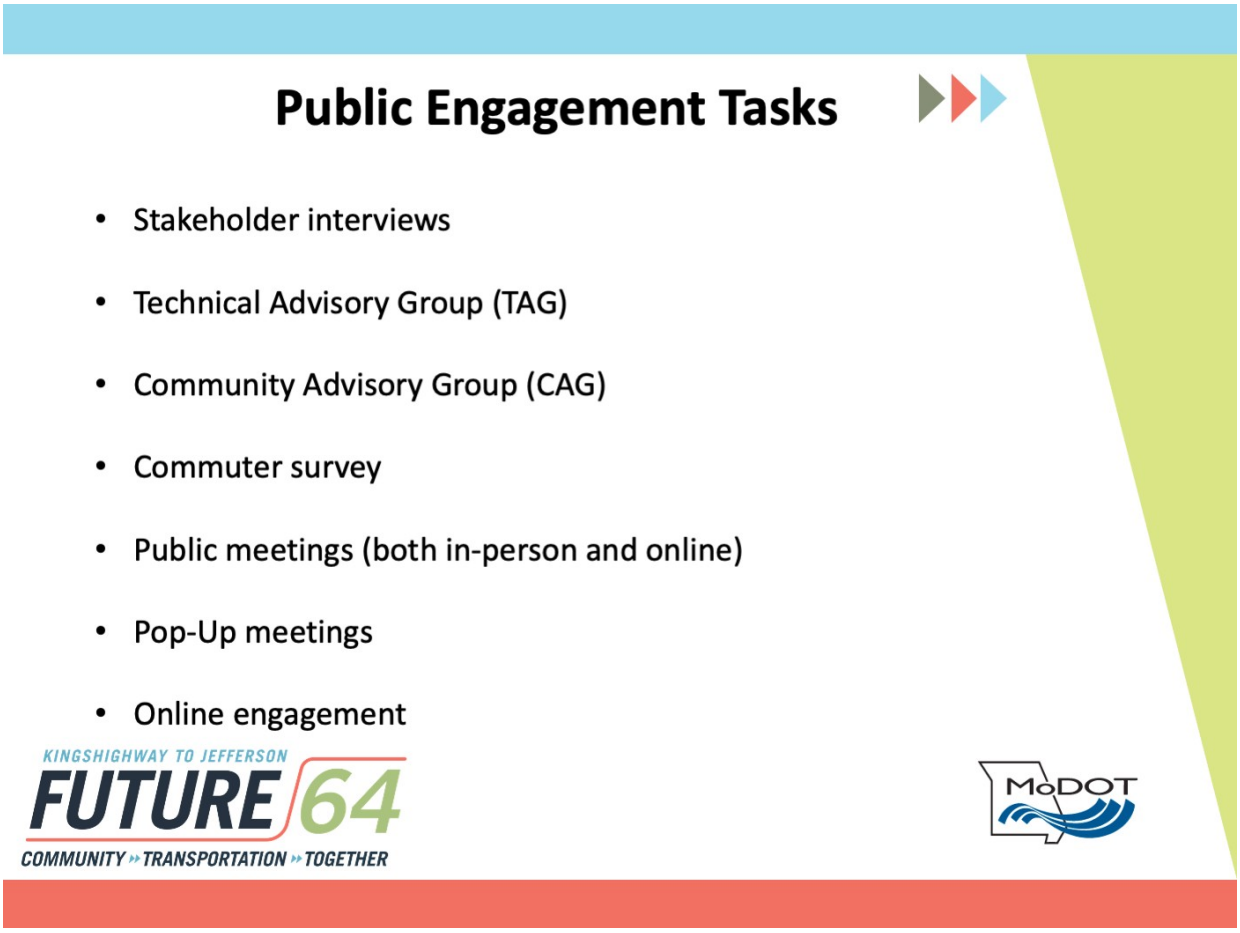
Public Engagement Tasks
• Stakeholder interviews
• Technical Advisory Group (TAG)
• Community Advisory Group (CAG)
• Commuter survey
• Public meetings (both in-person and online)
• Pop-Up meetings
• Online engagement
KINGSHIGHWAY TO JEFFERSON
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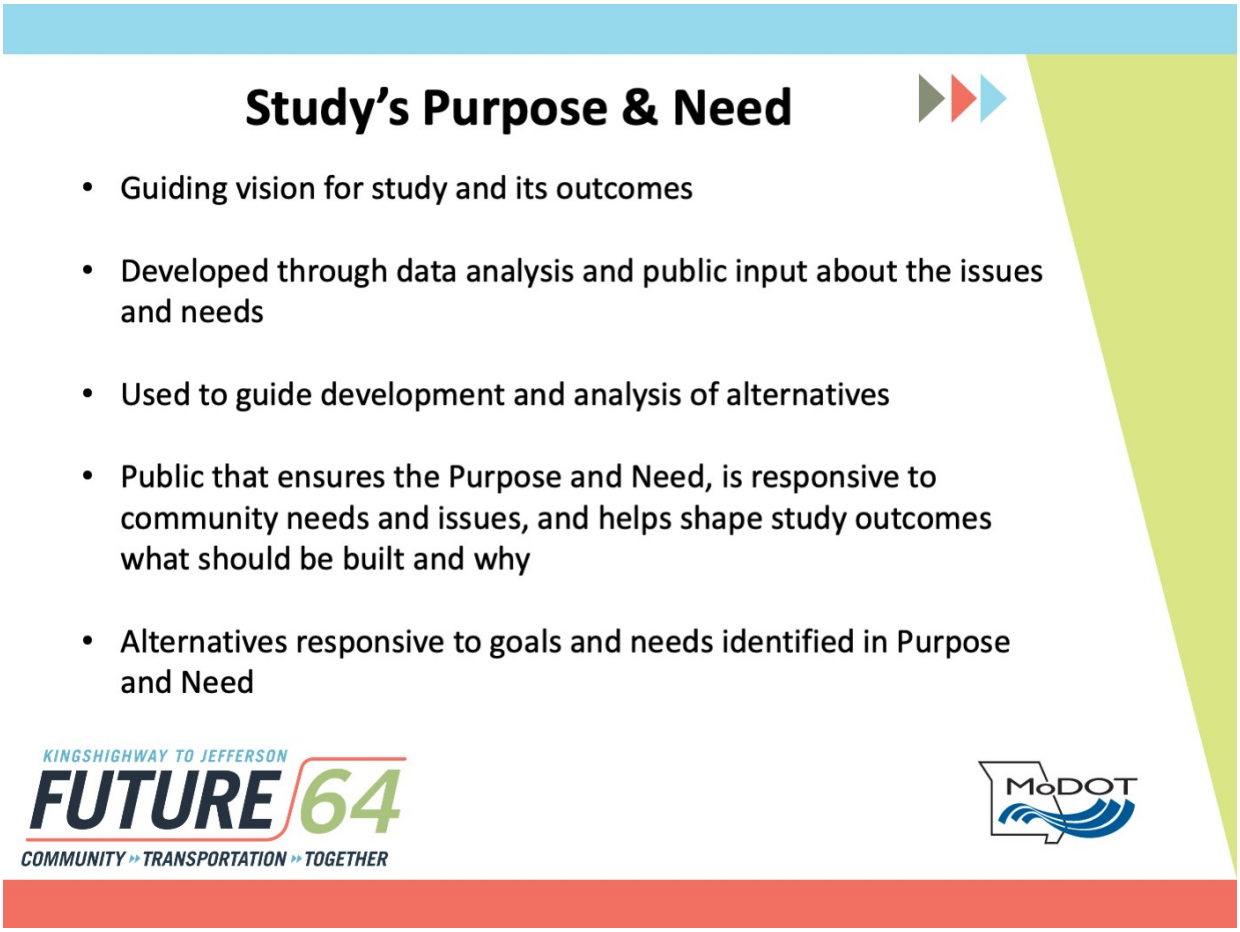
Study's Purpose & Need
• Guiding vision for study and its outcomes
• Developed through data analysis and public input about the issues and needs
• Used to guide development and analysis of alternatives
• Public that ensures the Purpose and Need, is responsive to community needs and issues, and helps shape study outcomes what should be built and why
• Alternatives responsive to goals and needs identified in Purpose and Need
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How to get involved & influence decision-making
• Attend public meetings and give your input
• Take surveys
• Attend pop-up meeting
• Encourage friends, family, neighbors, co-workers to participate!
• Visit project website and provide comments at www.Future64.com
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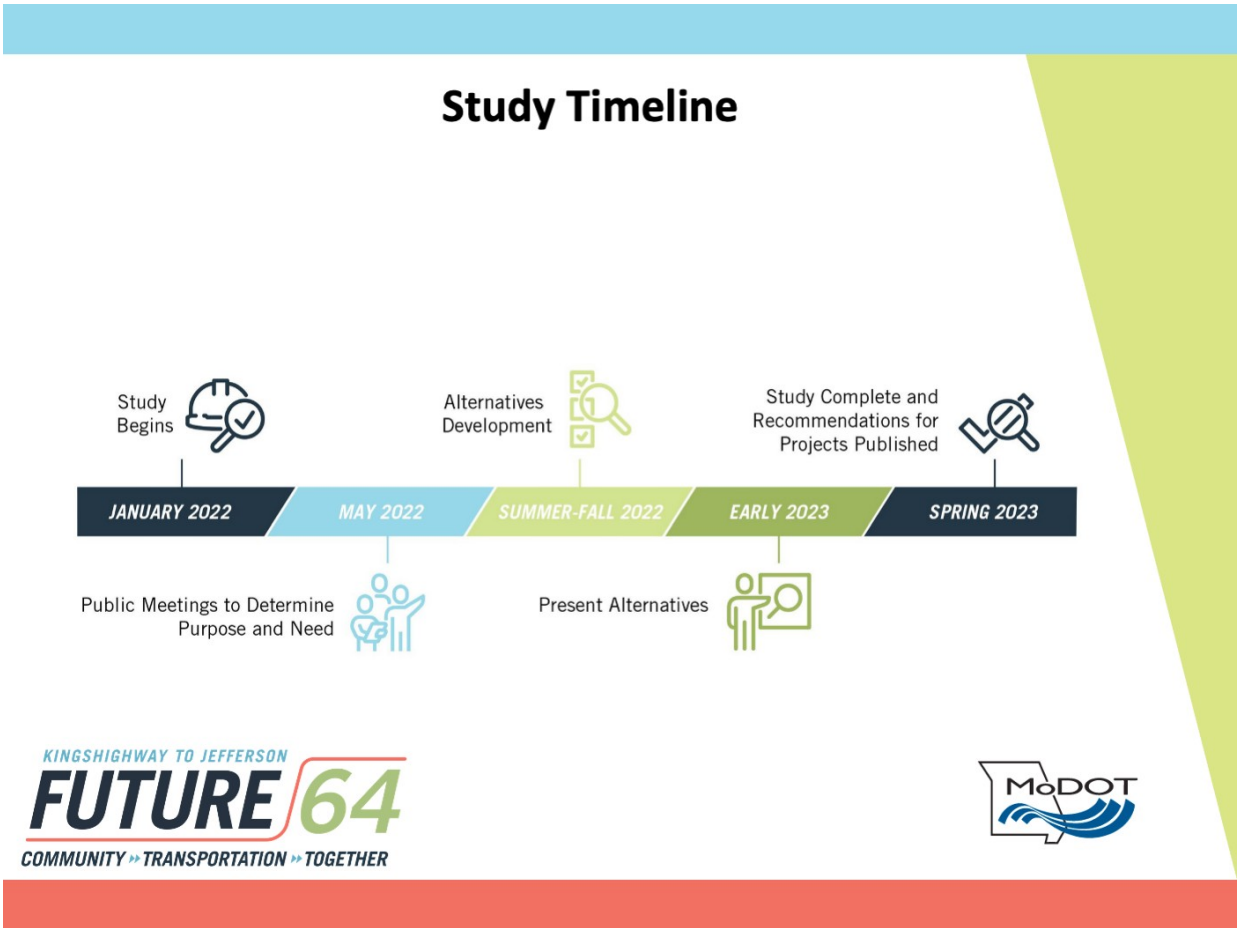
FUTURE 64
COMMUNITY TRANSPORTATION TOGETHER
MoDOT


Study Timeline
Study Begins
Alternatives Development
Study Complete and Recommendations for Projects Published
JANUARY 2022
MAY 2022
SUMMER-FALL 2022
EARLY 2023
SPRING 2023
Public Meetings to Determine Purpose and Need
Present Alternatives
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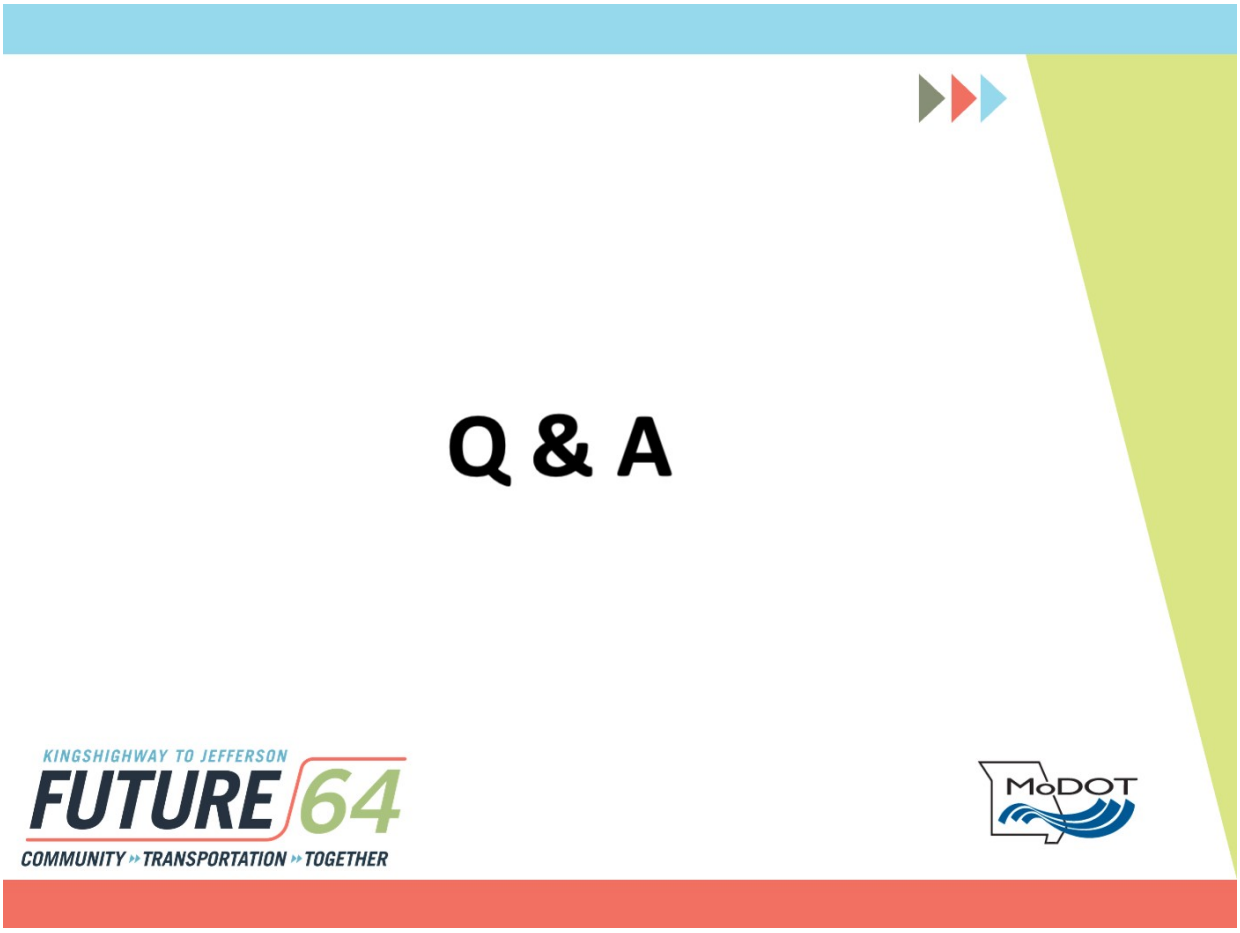
Q & A
KINGSHIGHWAY TO JEFFERSON
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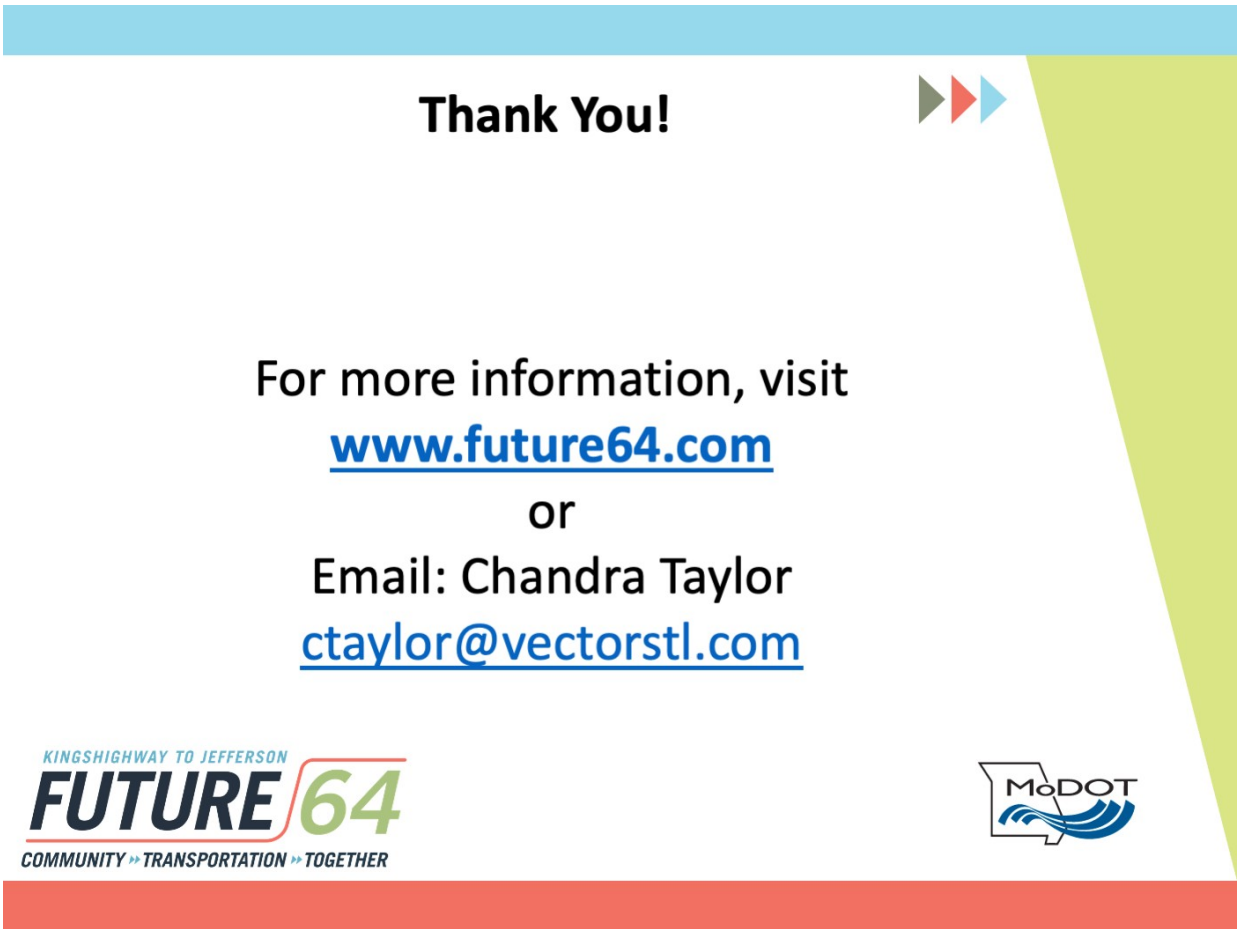
Thank You!
For more information, visit
www.future64.com
or
Email: Chandra Taylor
ctaylor@vectorstl.com
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MoDOT

Appendix 30: Business Meet & Greet Invitation

KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

THURSDAY
DECEMBER 15, 2022

4:00 PM - 6:00 PM

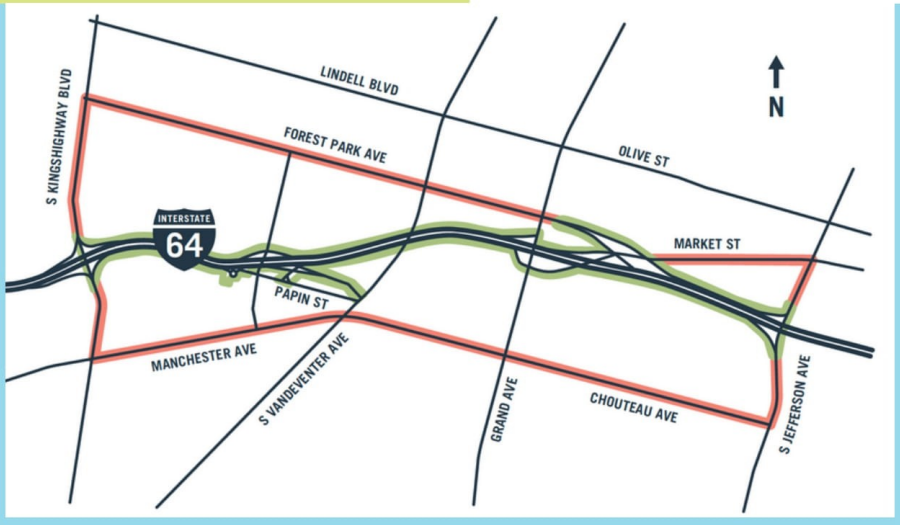
STOP BY ANYTIME,
NO FORMAL PRESENTATION

THE LOUNGE AT .ZACK
3224 LOCUST STREET
ST. LOUIS MO 63103

FREE APPETIZERS AND NON-ALCOHOLIC BEVERAGES PROVIDED.

You're Invited

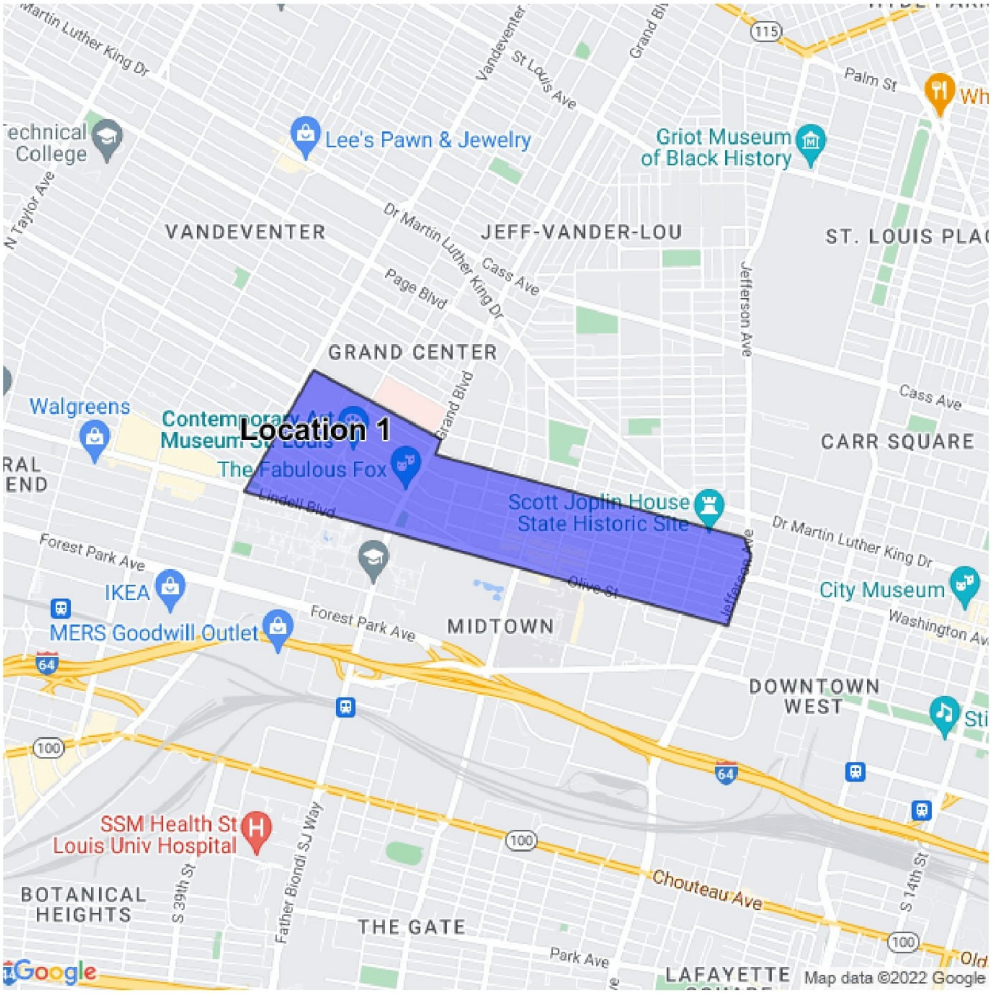
Missouri Department of Transportation (MoDOT) would like to invite you to a **Midtown Corridor Business Meet and Greet** to learn about the Future64 study, which is taking place along Interstate 64 in St. Louis' central corridor. This event will give you the chance to meet MoDOT engineers, the planning team, and other community businesses who want to be aware of what's going on in their area.



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Appendix 31: Business Meet & Greet Invitation Radius

Search ID: 13540HAV 286 November 30, 2022
Search Description: MF-Business Map
Search Notes: Geography:
Mapping:
Location 1
Phones & Contacts:
DPV Physical Address Quality Status:
Delivery Point Validated - Missing Ste, Delivery Point Validated - Wrong or Unnecessary Ste #, Delivery Point Validated
One per Company/Phone:
One per phone
Telephones & Contacts:
100% Telephones + Contacts Where Available
Only records with ZIP+4:
Only Records with ZIP+4



Appendix 32: Brand Book



wrenbird DESIGN | WRENBIRD.DESIGN

LOGO VERSIONS

FULL LOGO — HORIZONTAL



ONE COLOR - BLACK



ONE COLOR - WHITE



LOGO VERSIONS

FULL LOGO — STACKED



ONE COLOR - BLACK



ONE COLOR - WHITE



COLOR PALETTE

PRIMARY PALETTE

PMS COATED:	7546 C
CMYK:	84 71 53 50
RGB:	32 44 57
HEX:	#202C39

PMS COATED:	3752 C
CMYK:	17 0 61 0
RGB:	218 229 134
HEX:	#DAE586

PMS COATED:	170 C
CMYK:	0 70 59 0
RGB:	242 112 97
HEX:	#F27061

ADDITIONAL PALETTE COLORS

PMS COATED:	304 C
CMYK:	38 0 5 0
RGB:	151 217 236
HEX:	#97D9EC

PMS COATED:	577 C
CMYK:	37 10 64 0
RGB:	170 194 126
HEX:	#AAC27E

PMS COATED:	5783 C
CMYK:	50 35 56 7
RGB:	135 142 118
HEX:	#878E76

PMS COATED:	7458 C
CMYK:	48 0 5 18
RGB:	111 176 199
HEX:	#6FB0C7

TYPOGRAPHY

PRIMARY BRAND FONTS

THE QUICK BROWN FOX JUMPS OVER THE LAZY DOG — ALL CAPS BOLD OBLIQUE, USE SPARINGLY

THE QUICK BROWN FOX JUMPS OVER THE LAZY DOG — BOLD WEIGHT, FOR HEADLINES, UPPERCASE

The quick brown fox jumps over the lazy dog. — ALL WEIGHTS, SUBHEADS, MAIN BODY TEXT

TRADE GOTHIC LT STD — BOLD OBLIQUE

ABCDEFGHIJKLMNOPQRSTUVWXYZ
0123456789

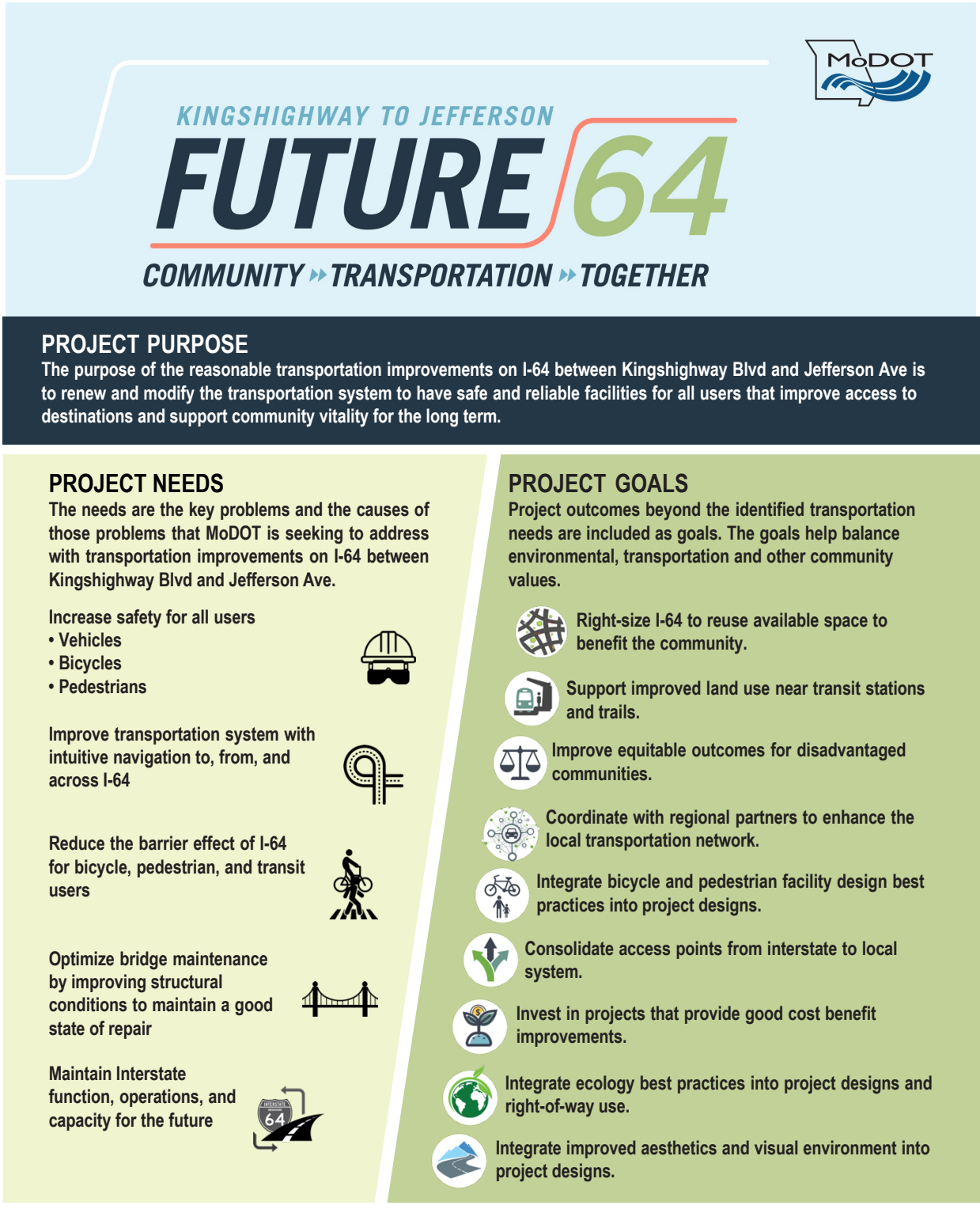
TRADE GOTHIC LT STD — BOLD

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Trade Gothic LT Std — Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Appendix 33: Purpose and Need Flier



Appendix 34: Fact Sheet Variations



KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

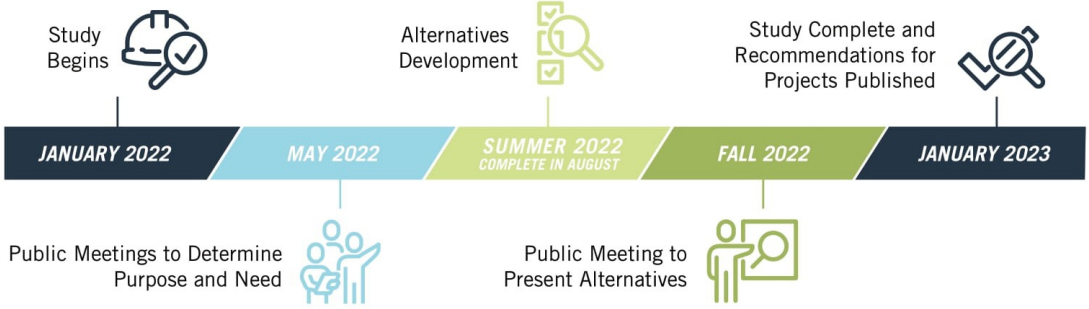
WHO IS LEADING FUTURE64?

The Missouri Department of Transportation (MoDOT) is conducting Future64 partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway. Several community partners are also involved. This planning approach helps develop creative transportation solutions that support a future where transportation and land use work together for improved community health, safety, and well-being.

HOW CAN I BE INVOLVED IN FUTURE64?

The public can contribute to the development of transportation solutions in a number of ways: Share your experience traveling the corridor as a motorist, cyclist, pedestrian, or transit user. Share the problems and needs as a transportation user and what can be better. Participate in community meetings and surveys. Check out ***FUTURE64.COM*** or *EMAIL* ***SLI64CentralCorridor@modot.mo.gov*** or *CALL* Chandra Taylor of Vector Communications at ***314.391.8442***

FUTURE64 STUDY TIMELINE



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

QUESTIONS? FOR STUDY UPDATES, VISIT FUTURE64.COM OR CALL 314-391-8442.

FUTURE64.COM

KINGSHIGHWAY TO JEFFERSON

FUTURE 64

COMMUNITY ▸▸ TRANSPORTATION ▸▸ TOGETHER

FUTURE64 IS THE MISSOURI DEPARTMENT OF TRANSPORTATION'S (MODOT) STUDY OF THE I-64 CENTRAL CORRIDOR FROM KINGSHIGHWAY BOULEVARD TO JEFFERSON AVENUE.

WHAT IS A PEL?

A Planning and Environmental Linkages (PEL) study helps transportation decision-makers by examining community, economic, and environmental goals early in the federal environmental process for developing transportation projects. The PEL will provide a platform for the community to discuss and prioritize transportation issues and improvements, help develop a vision, and create a more unified decision-making process. The PEL approach streamlines the federal project development and delivery process.

MODOT WANTS TO INVOLVE THE PUBLIC and local stakeholders to better understand how Interstate 64, transit, bike and pedestrian infrastructure, and the surrounding street network can be re-envisioned to better serve community needs. Future64 will develop several options that better position MoDOT and the community for prioritizing transportation investment decisions in both the short- and long-term future.

WHAT IS THE STUDY AREA?



I-64 CENTRAL CORRIDOR IS CHANGING!

The I-64 central corridor is developing into a hub for recreation, shopping, and living. New development initiatives are causing people to think about how possible infrastructure upgrades, such as pedestrian and bicycle access, might help support and benefit the area's future.

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Scan for Survey!
Open through 5/25/22

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Scan for Survey!
Open through 5/17/22

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Appendix B.2
Agency Coordination

TECHNICAL MEMORANDUM
AGENCY COORDINATION

Prepared for:	Missouri Department of Transportation
Prepared by:	HDR
Project:	Future64: Communities. Transportation. Together. *Kingshighway to Jefferson*
Date:	June 20, 2023

INTRODUCTION

The purpose of this memorandum is to document the agency coordination that occurred during the Future 64 Planning and Environmental Linkages (PEL) process.

AGENCY COORDINATION

The study team coordinated with resource agencies and tribes twice during the project to provide input and solicit feedback. Two collaboration letters were sent to the following agencies and tribes:

- Federal Agencies
  - Federal Emergency Management Agency
  - Federal Transit Administration
  - National Park Service
  - U.S. Army Corps of Engineers, St. Louis District
  - U.S. Department of Agriculture, Natural Resources Conservation Service
  - U.S. Fish and Wildlife Service
  - U.S. Environmental Protection Agency
- State Agencies
  - Department of Economic Development
  - Department of Health and Senior Services
  - Federal Assistance Clearinghouse
  - State Historic Preservation Officer
  - State Emergency Management Agency
  - Department of Natural Resources
  - Department of Conservation

- North American Tribes
  - Kickapoo Tribe of Oklahoma
  - Absentee Shawnee Tribe of Oklahoma
  - Eastern Shawnee Tribe of Oklahoma
  - Iowa Tribe of Kansas & Nebraska
  - Kaw Nation
  - Kickapoo Tribe in Kansas
  - Kickapoo Tribe in Oklahoma
  - Miami Tribe of Oklahoma
  - Osage Nation
  - Ponca Tribe of Nebraska
  - Ponca Tribe of Indians of Oklahoma
  - Sac and Fox Nation of Missouri
  - Sac and Fox Nation
  - Quapaw Nation
  - Sac and Fox Tribe of the Mississippi in Iowa

In August 2022, the study team sent a collaboration letter to federal and state agencies and tribes. The August 2022 transmittal letters are located in Attachment 1. The letter's purpose was to provide a study overview and request input or feedback from the recipients regarding the project in general, the Purpose and Need, or the five technical reports and memoranda made available for review. The agencies and tribes were asked for input, comments, or feedback. The Missouri Department of Health and Senior Services stated that it may be helpful to see chronic diseases related to physical inactivity, but also state that data is old, 2016, and also noted their technical assistance partners in St. Louis have been working closely with MoDOT on the project and providing feedback directly. They also noted that there are hazardous materials sites within the study area that should be taken into consideration, and that the health impacts of changing traffic patterns, such as air quality and noise, should be taken into consideration. Several agencies confirmed receipt of the materials and noted that they did not have comments. Agency replies for the first letter are located in Attachment 2.

In February 2023, a second letter was sent to the same list of agencies and tribes to provide a project update, the alternatives screening process, attachments of the alternatives considered, alternatives screening documentation reports, and a summary of the results of the environmental screen. The February 2023 transmittal letters are located in Attachment 3. Five agencies replied. Their responses are summarized in Table 1. Agency replies for the second letter are located in Attachment 4.

Table 1. Summary of Agency Responses from Alternatives Considered and Environmental Screen

Agency Name	Summary of Response
National Park Service	If there are any LWCF-encumbered sites within Missouri that will be impacted by MoDOT projects, the MDNR should be consulted with and provided the opportunity to comment.
Federal Assistance Clearinghouse	None of the agencies involved in the review had comments or recommendations to offer at this time.
Department of Health and Senior Services	General Comments • Need for all elements to be heavily scrutinized with accessibility in mind. • Desire for the safety of Vulnerable Road Users to be the primary measurement of success. • Need for additional treatments and crossings at the Grand MetroLink connection. • Desire for the Grand Bus Lanes to be included in all alternatives. • Good to see many elements aimed towards making it safer and easier for Vulnerable Road Users in the alternatives. • Need to size Vulnerable Road User Infrastructure for safety. • Desire for intersection safety with Vulnerable Rod Users. • Specific consideration and design needed should Grand and Forest Park be brought to an at-grade intersection. Comments on Specific Alternatives • Alternative #1: The western interchange best balances overall project costs with automobile capacity and pedestrian and bike traffic needs. A parallel bike facility on Tower Grove Ave is a great idea regardless of the alternative selected. • Alternative #2: The Grand Blvd. bus lanes and double shared-use paths in the east interchange area are top priorities. As well as the overall traffic calming of the roundabout and Theresa traffic lights. • Alternative #3: Bicycle and pedestrian improvements on Tower Grove Ave. are not as beneficial as those for Alternatives #1 and #2. Pedestrian safety should be a focus at the Theresa Ave. roundabout. The proposed signal at Theresa Ave. and Forest Park Ave. will help to calm traffic before it gets to a potential at-grade intersection at Forest Park Ave. and Grand Blvd.
Department of Natural Resources	The department provided input on the following topics: Karst Topography, Wells, Public Land, Conservation Opportunity Areas, Water Protection, Sensitive Waters, Permitting Obligations, Land Disturbance Requirements, Demolition and Construction Waste Management, Air Pollution, and Historic Preservation.

Agency Name	Summary of Response
State Historic Preservation Officer	Concurs with the description of the undertaking's potential impacts and recommended actions for future project stages.

ATTACHMENTS

Attachment 1 – August 2022 Agency Coordination Letters

Attachment 2 – Agency Responses to August 2022 Letters

Attachment 3 – February 2023 Agency Coordination Letters

Attachment 4 – Agency Responses to February 2023 Agency Coordination Letters

Attachment 1
August 2022 Agency Coordination Letters

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 18, 2022

Ms. Lisa Cox
Director of Office of Public Information
Department of Health and Senior Services
912 Wildwood Drive
P.O. Box 570
Jefferson City, MO 65109

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Ms. Cox:

This letter is to request Missouri Department of Health and Senior Service's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



MoDOT is engaged in this study in partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway to address immediate asset management needs in the corridor and capitalize on the opportunity to examine the corridor holistically. The intent is to develop an actionable plan for near-term and long-term improvements which will integrate seamlessly into one or more future National Environmental Policy Act (NEPA) studies to provide environmental clearance for improvement projects on the I-64 corridor.

What is a PEL?

A PEL is a federally defined planning process with regulations addressing practices and authorities in 23 CFR 450.212 (a) – (c) and 450.318 (a) – (d) Appendix A and U.S.C. 168. It is a study that engages resource agencies early in the planning process to identify environmental, community, and economic goals early in the planning process, to protect important resources, and streamline future project development activities. A PEL study prepares planning efforts for integration into future NEPA processes and can help minimize duplication of effort, identify the most cost-effective solutions, provide environmental stewardship, and reduce delays in project implementation. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Study Information

The Future64 corridor has not seen substantial improvements to the original infrastructure which was constructed between the 1930s and 1980s. In the last decade there has been bridge replacements at Compton, Taylor Ave, Newstead Ave, Tower Grove Ave, and Boyle Ave. Interchanges at Poplar Street Bridge, 6th St, and Jefferson Ave have also been upgraded. Despite the improvements within the corridor, issues remain such as fatal and serious injury crashes, barrier effect of the Interstate limiting access for bike-ped and transit users, and difficult to navigate ramps and interchanges. Additional information related to the study can be found at www.Future64.com

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The environmental scan boundary was set to 500 feet from the Tier 1 Limits based on coordination with MoDOT and partners. Exceptions were made for resources outside of the set limits but within the influence of the corridor, such as environmental justice and water quality.

Available Documents

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Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging Missouri Department of Health and Senior Service on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 18, 2022

Mr. Josh Tap
NEPA Program Manager
U.S. Environmental Protection Agency
11201 Renner Boulevard
Lenexa, KS 66219

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Remillard:

This letter is to request the Environmental Protection Agency's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



MoDOT is engaged in this study in partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway to address immediate asset management needs in the corridor and capitalize on the opportunity to examine the corridor holistically. The intent is to

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Study Information

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Study Area

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Available Documents

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Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging the Environmental Protection Agency on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
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August 18, 2022

Ms. Sarah Vanderfeltz
Federal Assistance Clearinghouse
Office of Administration
State Capitol Building, Room 125
201 West Capitol Avenue, P.O. Box 809
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Vanderfeltz:

This letter is to request Federal Assistance Clearinghouse's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



MoDOT is engaged in this study in partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway to address immediate asset management needs

in the corridor and capitalize on the opportunity to examine the corridor holistically. The intent is to develop an actionable plan for near-term and long-term improvements which will integrate seamlessly into one or more future National Environmental Policy Act (NEPA) studies to provide environmental clearance for improvement projects on the I-64 corridor.

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Study Information

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Study Area

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Available Documents

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Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging Federal Assistance Clearinghouse on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 18, 2022

Mr. Ken Sessa
Federal Emergency Management Agency
11224 Holmes Road
Kansas City, MO 64131

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Sessa:

This letter is to request Federal Emergency Management Agency's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



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into one or more future National Environmental Policy Act (NEPA) studies to provide environmental clearance for improvement projects on the I-64 corridor.

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Response Request

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Thank you and we look forward to engaging Federal Emergency Management Agency on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 18, 2022

Ms. Karen Herrington
Field Supervisor
U.S. Fish and Wildlife Services
Columbia Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, MO 65203-0057

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Herrington:

This letter is to request the U.S. Fish and Wildlife agency's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

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Response Request

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Thank you and we look forward to engaging the U.S. Fish and Wildlife on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT
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August 18, 2022

Mr. David Thorne
Policy Coordination
Missouri Department of Conservation
P.O. Box 180
Jefferson City, MO 651012

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Thorne

This letter is to request Missouri Department of Conservation's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

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Study Information

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The environmental scan boundary was set to 500 feet from the Tier 1 Limits based on coordination with MoDOT and partners. Exceptions were made for resources outside of the set limits but within the influence of the corridor, such as environmental justice and water quality.

Available Documents

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Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging Missouri Department of Conservation on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 18, 2022

Mr. Rob Hunt
Planning Coordinator
Director's Office
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Hunt:

This letter is to request Missouri Department of Natural Resources's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

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Thank you and we look forward to engaging Missouri Department of Natural Resources on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

1590 Woodlake Drive
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1.888.ASK MODOT (275.6636)

August 18, 2022

Mr. Roger Knowlton
Program Leader
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Knowlton:

This letter is to request the National Park Service's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

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Response Request

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Thank you and we look forward to engaging the National Park Service on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
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1590 Woodlake Drive
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August 18, 2022

Mr. James Remillard
Director
State Emergency Management Agency
2302 Militia Drive
P.O. Box 116
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Remillard:

This letter is to request State Emergency Management Agency's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



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Thank you and we look forward to engaging State Emergency Management Agency on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT
Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

1590 Woodlake Drive
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Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

August 18, 2022

Ms. Toni Prawl
State Historic Preservation Officer
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Remillard:

This letter is to request Missouri Department of Natural Resource's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

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Thank you and we look forward to engaging Missouri Department of Natural Resource on this important project.

Sincerely yours,



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MoDOT

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August 18, 2022

Mr. Robert Gramke
Chief
Regulatory Branch
U.S. Army Corps of Engineers, St. Louis District
1222 Spruce St
St. Louis, MO 63103-2833

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Gramke:

This letter is to request the U.S. Army Corps of Engineers's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

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- *Future64 Technical Report - Existing Traffic, Safety & Multimodal Conditions*
- *Future64 Technical Memorandum - Community Assessment Baseline*
- *Future64 Technical Report - Environmental Constraints*
- *Future64 Technical Memorandum – Review of Existing Planning Efforts*

Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging the U.S. Army Corps of Engineers on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 18, 2022

Mr. Jorge Lugo-Camacho
State Soil Scientist
U.S. Department of Agriculture
Natural Resources Conservation Service
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, MO 65203

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Lugo-Camacho:

This letter is to request the U.S. Department of Agriculture's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



MoDOT is engaged in this study in partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway to address immediate asset management needs in the corridor and capitalize on the opportunity to examine the corridor holistically. The intent is to develop an actionable plan for near-term and long-term improvements which will integrate seamlessly into one or more future National Environmental Policy Act (NEPA) studies to provide environmental clearance for improvement projects on the I-64 corridor.

What is a PEL?

A PEL is a federally defined planning process with regulations addressing practices and authorities in 23 CFR 450.212 (a) – (c) and 450.318 (a) – (d) Appendix A and U.S.C. 168. It is a study that engages resource agencies early in the planning process to identify environmental, community, and economic goals early in the planning process, to protect important resources, and streamline future project development activities. A PEL study prepares planning efforts for integration into future NEPA processes and can help minimize duplication of effort, identify the most cost-effective solutions, provide environmental stewardship, and reduce delays in project implementation. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Study Information

The Future64 corridor has not seen substantial improvements to the original infrastructure which was constructed between the 1930s and 1980s. In the last decade there has been bridge replacements at Compton, Taylor Ave, Newstead Ave, Tower Grove Ave, and Boyle Ave. Interchanges at Poplar Street Bridge, 6th St, and Jefferson Ave have also been upgraded. Despite the improvements within the corridor, issues remain such as fatal and serious injury crashes, barrier effect of the Interstate limiting access for bike-ped and transit users, and difficult to navigate ramps and interchanges. Additional information related to the study can be found at www.Future64.com

Study Area

Presently, MoDOT and partners have reviewed the existing conditions of the Future64 corridor for traffic safety and multimodal, roads and bridges, socioeconomics, and environmental constraints. The study limits for the existing conditions analysis were focused on either Tier 1 or Tier 2. The Tier 1 limits are defined as the area between Kingshighway Blvd and Jefferson Ave specific to the interstate system and contained within MoDOT right-of-way. The Tier 2 limits encompass a broader area where transportation improvements would be considered, as they provide greater connectivity and permeability within the I-64 corridor.

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The environmental scan boundary was set to 500 feet from the Tier 1 Limits based on coordination with MoDOT and partners. Exceptions were made for resources outside of the set limits but within the influence of the corridor, such as environmental justice and water quality.

Available Documents

Several technical memorandums and reports have been created to document the existing conditions and help inform the *Purpose & Need* and are available on Future64.com**.** The https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/ link includes the opportunity to interact with the geospatial data from the technical documents listed below.

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Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging the U.S. Department of Agriculture on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 19, 2022

Missouri Department of Economic Development
P.O. Box 1157
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

To Whom It Interests:

This letter is to request the Missouri Department of Economic Development's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



MoDOT is engaged in this study in partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway to address immediate asset management needs in the corridor and capitalize on the opportunity to examine the corridor holistically. The intent is to develop an actionable plan for near-term and long-term improvements which will integrate seamlessly

into one or more future National Environmental Policy Act (NEPA) studies to provide environmental clearance for improvement projects on the I-64 corridor.

What is a PEL?

A PEL is a federally defined planning process with regulations addressing practices and authorities in 23 CFR 450.212 (a) – (c) and 450.318 (a) – (d) Appendix A and U.S.C. 168. It is a study that engages resource agencies early in the planning process to identify environmental, community, and economic goals early in the planning process, to protect important resources, and streamline future project development activities. A PEL study prepares planning efforts for integration into future NEPA processes and can help minimize duplication of effort, identify the most cost-effective solutions, provide environmental stewardship, and reduce delays in project implementation. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Study Information

The Future64 corridor has not seen substantial improvements to the original infrastructure which was constructed between the 1930s and 1980s. In the last decade there has been bridge replacements at Compton, Taylor Ave, Newstead Ave, Tower Grove Ave, and Boyle Ave. Interchanges at Poplar Street Bridge, 6th St, and Jefferson Ave have also been upgraded. Despite the improvements within the corridor, issues remain such as fatal and serious injury crashes, barrier effect of the Interstate limiting access for bike-ped and transit users, and difficult to navigate ramps and interchanges. Additional information related to the study can be found at www.Future64.com

Study Area

Presently, MoDOT and partners have reviewed the existing conditions of the Future64 corridor for traffic safety and multimodal, roads and bridges, socioeconomics, and environmental constraints. The study limits for the existing conditions analysis were focused on either Tier 1 or Tier 2. The Tier 1 limits are defined as the area between Kingshighway Blvd and Jefferson Ave specific to the interstate system and contained within MoDOT right-of-way. The Tier 2 limits encompass a broader area where transportation improvements would be considered, as they provide greater connectivity and permeability within the I-64 corridor.

The Tier 2 limits are Market Street and Forest Park Avenue to the north, and Chouteau Avenue and Manchester Avenue to the south. These limits were utilized to some extent in both the existing conditions assessment and community assessment. For the community assessment, a broader study area was also established that incorporates several of the neighborhoods north and south of the I-64 study area. These boundaries were defined based on the aspiration to ensure equitable transportation options in the future, to both residents and commuters travelling to and through the Tier 2 limits and neighborhoods.

The environmental scan boundary was set to 500 feet from the Tier 1 Limits based on coordination with MoDOT and partners. Exceptions were made for resources outside of the set limits but within the influence of the corridor, such as environmental justice and water quality.

Available Documents

Several technical memorandums and reports have been created to document the existing conditions and help inform the *Purpose & Need* and are available on Future64.com**.** The https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/ link includes the opportunity to interact with the geospatial data from the technical documents listed below.

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Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging Missouri Department of Economic Development on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT
Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 19, 2022

Mokhtee Ahmad
Regional Administrator
Region 7
Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, MO 64106

Subject: Agency Collaboration – PEL Review
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Mr. Ahmad:

This letter is to request Federal Transit Administration's participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



MoDOT is engaged in this study in partnership with the City of St. Louis, East-West Gateway Council of Governments, Metro, and Great Rivers Greenway to address immediate asset management needs

in the corridor and capitalize on the opportunity to examine the corridor holistically. The intent is to develop an actionable plan for near-term and long-term improvements which will integrate seamlessly into one or more future National Environmental Policy Act (NEPA) studies to provide environmental clearance for improvement projects on the I-64 corridor.

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Study Information

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The environmental scan boundary was set to 500 feet from the Tier 1 Limits based on coordination with MoDOT and partners. Exceptions were made for resources outside of the set limits but within the influence of the corridor, such as environmental justice and water quality.

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Response Request

MoDOT would appreciate your timely review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. **Please send your reply within 30 days to Shaun Tooley at Shaun.Tooley@modot.mo.gov.** You may contact Shaun at the phone number or email provided below for additional project information. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging Federal Transit Administration on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

August 19, 2022

Subject: PEL Review & Collaboration
Future64 Planning and Environmental Linkages Study
St. Louis City, Missouri
MoDOT Job No. J6I3585

Dear Sir or Madam:

This letter is to request North American Tribal participation in Missouri Department of Transportation's (MoDOT) Future64 Planning and Environmental Linkages Study (PEL). MoDOT St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is leading the study.

As a first step in engaging in this process, we are providing for your review the project's Purpose and Need statement and the existing conditions reports. The study area for this project includes the I-64 corridor from east of Kingshighway Blvd. to west of Jefferson Ave. in St. Louis, Missouri (see online maps here) https://experience.arcgis.com/experience/edb3d59d651b42a4bfae5127d6abe544/. Please note these maps are considered supplemental to the attached reports.



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Study Information

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Response Request

MoDOT would appreciate your review and return of any input/comments/feedback on the Purpose & Need and any of the referenced technical documents relevant to your interest in the corridor or study area. You may contact Shaun at the phone number or email provided below for additional project information. Future opportunities to participate will occur as the study moves forward including in Fall 2022 for alternatives, after the PEL during project specific NEPA phases, and during engineering studies for projects.

Thank you and we look forward to engaging North American Tribes on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

Attachment 2
Agency Responses to August 2022 Letters

Michael L. Parson
Governor

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

Kenneth J. Zellers
Commissioner

September 6, 2022

Shaun Tooley
1590 Woodlake Drive
St. Louis, MO 63017

Subject: 2302055
Legal Name: Missouri Department of Transportation
Project Description: MoDOT Future 64 Study: Agency Collaboration for PEL

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

Sara VanderFeltz

Sara VanderFeltz
Administrative Assistant

cc:

From: Shaun E. Tooley
Sent: Wednesday, August 24, 2022 9:48 AM
To: Kyle E. Grayson
Cc: Potthast, Andrew; Longsdorf, Jason
Subject: FW: MoDOT Future64 Study: Agency Collaboration for PEL
Attachments: J6I3585_Agency-Collaboration-Letter_2022-08-18_USDA.pdf

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FYI – No comments from US Dept. of Agriculture.

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: Taylor, Rodney - NRCS, Jackson, MO <rod.taylor@usda.gov>
Sent: Wednesday, August 24, 2022 7:17 AM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Subject: FW: MoDOT Future64 Study: Agency Collaboration for PEL

Shaun

USDA/NRCS does not have any comments at this time.

Thanks

Rod Taylor
Area Resource Soil Scientist
USDA/Natural Resources Conservation Service (NRCS)
480 West Jackson Trail
Jackson, Missouri 63755
Office (573) 755-6075
Cell (636) 222-3483

From: Lugo-Camacho, Jorge - NRCS, Columbia, MO <jorge.lugo-camacho@usda.gov>
Sent: Thursday, August 18, 2022 3:43 PM
To: Taylor, Rodney - NRCS, Jackson, MO <rod.taylor@usda.gov>
Subject: FW: MoDOT Future64 Study: Agency Collaboration for PEL

Good evening Rod;

Would you be able to take care the attached request?

Thanks,

Jorge L. Lugo-Camacho
Missouri State Soil Scientist
USDA-NRCS
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, Missouri 65203
573-876-9409
573-355-2106 (i-Phone)
FAX 855-865-2188
jorge.lugo-camacho@usda.gov



Stay Connected with NRCS Missouri



To access official soil survey data go to websoilsurvey.nrcs.usda.gov
Soil Climate Analysis Network

From: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Sent: Thursday, August 18, 2022 3:21 PM
To: Lugo-Camacho, Jorge - NRCS, Columbia, MO <jorge.lugo-camacho@usda.gov>
Cc: Kyle E. Grayson <Kyle.Grayson@modot.mo.gov>
Subject: MoDOT Future64 Study: Agency Collaboration for PEL

Mr. Lugo-Camacho,

Please accept the attached letter and linked materials for the Future64 Planning and Environmental Linkages study in St. Louis City. As part of the study's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation during the study and provide comments.

We kindly request that any comments be provided via email response at the following email address no later than Friday, September 16, 2022.

We appreciate your involvement in this important project and look forward to continuing to work with you. Should you have any questions, please do not hesitate to contact me.

Thank you,

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation
St. Louis District – Planning and Local Programs
1590 Woodlake Drive, Saint Louis, MO 63017
314.453.1838
Monday – Friday 7:30 a.m. to 4:00 p.m.
www.modot.org www.savemolives.com

Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

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Shaun E. Tooley

From: Herrington, Karen <karen_herrington@fws.gov>
Sent: Thursday, August 18, 2022 3:19 PM
To: Shaun E. Tooley
Cc: Kyle E. Grayson; Weber, John S
Subject: Re: [EXTERNAL] MoDOT Future64 Study: Agency Collaboration for PEL
Attachments: J6I3585_Agency-Collaboration-Letter_2022-08-18_FWS.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Shaun,

I no longer work for the Missouri Ecological Services Field Office. I've cc'd the acting Project Leader John Weber here, and he will be in touch if the office has any comments. Please send future correspondence to him directly.

All the best,
Karen

Karen Herrington
Endangered Species Program Leader
Midwest Region
U.S. Fish and Wildlife Service
cell: 573-356-1721 (preferred)
she/her/hers: why pronouns matter

From: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Sent: Thursday, August 18, 2022 3:12 PM
To: Herrington, Karen <karen_herrington@fws.gov>
Cc: Kyle E. Grayson <Kyle.Grayson@modot.mo.gov>
Subject: [EXTERNAL] MoDOT Future64 Study: Agency Collaboration for PEL

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Ms. Herrington,

Please accept the attached letter and linked materials for the Future64 Planning and Environmental Linkages study in St. Louis City. As part of the study's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation during the study and provide comments.

Shaun E. Tooley

From: Taylor, Rodney - NRCS, Jackson, MO <rod.taylor@usda.gov>
Sent: Wednesday, August 24, 2022 7:17 AM
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Follow Up Flag: Follow up
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Shaun

USDA/NRCS does not have any comments at this time.

Thanks

Rod Taylor
Area Resource Soil Scientist
USDA/Natural Resources Conservation Service (NRCS)
480 West Jackson Trail
Jackson, Missouri 63755
Office (573) 755-6075
Cell (636) 222-3483

From: Lugo-Camacho, Jorge - NRCS, Columbia, MO <jorge.lugo-camacho@usda.gov>
Sent: Thursday, August 18, 2022 3:43 PM
To: Taylor, Rodney - NRCS, Jackson, MO <rod.taylor@usda.gov>
Subject: FW: MoDOT Future64 Study: Agency Collaboration for PEL

Good evening Rod;

Would you be able to take care the attached request?

Thanks,

Jorge L. Lugo-Camacho
Missouri State Soil Scientist
USDA-NRCS
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, Missouri 65203
573-876-9409
573-355-2106 (i-Phone)
FAX 855-865-2188
jorge.lugo-camacho@usda.gov

Shaun E. Tooley

From: Summerlin, Joe <summerlin.joe@epa.gov>
Sent: Tuesday, September 6, 2022 12:46 PM
To: Shaun E. Tooley
Cc: Tapp, Joshua; Espinosa, Monica
Subject: Agency Collaboration - PEL Review Future64 PEL in St. Louis

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Tooley:

Thank you for contacting the US Environmental Protection Agency in reference to the Agency Collaboration – PEL Review Future64 Planning and Environmental Linkages Study in St. Louis, MO. EPA is responding to the letter and ArcGIS Experience dated August 18, 2022.

After reviewing all of the supplied data via the Future64 website and the I-64 PEL (arcgis.com) PEL Experience, EPA would like to thank MoDOT for creating such an interesting website along with its detailed maps and videos that should help with community engagement during the study. At this time, EPA does not have anything to add to either the Purpose and Need, or the ArcGIS Experience.

If you have any questions or would like help with Environmental Justice considerations to include community outreach, please contact Monica Espinoza at espinoza.monica@epa.gov. If you have any NEPA questions or comments, please contact me at summerlin.joe@epa.gov.

PLEASE NOTE: After October 31, 2022, EPA will no longer be accepting hard copies or paper documents. Please send all NEPA documents as either a link to download from or a .pdf to R7_NEPA@epa.gov (R7_NEPA).

Sincerely,

Joe Summerlin
NEPA Project Manager
Office of Intergovernmental Affairs
EPA Region 7
(913) 551-7029

Michael L. Parson
Governor

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

Kenneth J. Zellers
Commissioner

September 6, 2022

Shaun Tooley
1590 Woodlake Drive
St. Louis, MO 63017

Subject: 2302055
Legal Name: Missouri Department of Transportation
Project Description: MoDOT Future 64 Study: Agency Collaboration for PEL

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

Sara VanderFeltz

Sara VanderFeltz
Administrative Assistant

cc:

Shaun E. Tooley

From: Cox, Lisa <Lisa.Cox@health.mo.gov>
Sent: Wednesday, September 14, 2022 8:48 PM
To: Shaun E. Tooley; Kyle E. Grayson
Subject: RE: MoDOT Future64 Study: Agency Collaboration for PEL

Follow Up Flag: Follow up
Flag Status: Completed

Hi Shaun & Kyle,

Thank you for allowing our team an opportunity to review.

From our physical activity specialist: It would be great to see chronic diseases related to physical inactivity and/or physical inactivity rates included. However, since we only have statewide health behavior and old (2016) countywide chronic disease data, I'm not sure it would be useful to include that information. Other than that, we have no additional feedback. Our Technical Assistance partners in St. Louis (Trailnet) are already working closely with MoDOT on the project and have been providing feedback directly.

From our environmental public health team: There seem to be hazardous waste sites that are in active cleanup within the Tier 2 area. Potential exposures from these sites should be taken into consideration when planning redevelopment of the area. MoDOT should consider the impacts of changing traffic patterns on the incidence of asthma and other respiratory illnesses. More generally, MoDOT should consider the potential health impacts of changing patterns of noise and emissions on the health of persons residing in the area, particularly for sensitive populations including children, those who are pregnant, etc.

Again, thank you for the opportunity.

Lisa Cox
Communications Director | Missouri Department of Health and Senior Services
Lisa.Cox@health.mo.gov | 573-751-6062
Health.Mo.Gov

This email is from the Missouri Department of Health and Senior Services. It contains confidential or privileged information that may be protected from disclosure by law. Unauthorized disclosure, review, copying, distribution, or use of this message or its contents by anyone other than the intended recipient is prohibited. If you are not the intended recipient, please immediately destroy this message and notify the sender at the following email address: lisa.cox@health.mo.gov or by calling 573-751-6062.

From: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Sent: Thursday, August 18, 2022 3:51 PM
To: Cox, Lisa <Lisa.Cox@health.mo.gov>
Cc: Grayson, Kyle <kyle.grayson@modot.mo.gov>
Subject: MoDOT Future64 Study: Agency Collaboration for PEL

Ms. Cox,

Shaun E. Tooley

From: Hopfinger, Christopher Jon CIV USARMY CEMVS (USA) <Christopher.J.Hopfinger@usace.army.mil>
Sent: Friday, September 23, 2022 3:01 PM
To: Shaun E. Tooley
Subject: I-64 PEL Study Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Shaun,

Thank you for your recent submittal to our office concerning the upcoming MoDOT PEL Study for the I-64 Corridor from the east side of Kingshighway Boulevard to the west side of Jefferson Avenue.

As you may know, our office regulates water resource development enforced under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 430), a permit is required for construction of any structure in or over any navigable water of the United States, or the accomplishment of any other work affecting the course, location, condition, or physical capacity of such waters, as well as, under Section 404 of the Clean Water Act of 1972(33 USC 1344), a permit is required to excavate in or discharge dredged or fill material into the Waters of the United States.

An initial review of the project area and broader Tier 2 area indicates the scope of the project is located within a highly urbanized area, potential to impact waters of the United States may be remote. However, depending on how alternatives are developed or is the scope is broadened , our review may be needed and MoDOT's engagement with the Corps is welcome.

As the MoDOT planning process unfolds, please keep us informed as you develop creative transportation solutions that may impact a water of the United States.

Sincerely,

Chris

Christopher J. Hopfinger
U.S. Army Corps of Engineers
St. Louis District, Regulatory Branch
1222 Spruce Street
St. Louis, Missouri 63103
314-331-8171

https://regulatory.ops.usace.army.mil/customer-service-survey/

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Michael L. Parson
Governor

Dru Buntin
Director

September 14, 2022

Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation, St. Louis District
1590 Woodlake Drive
Chesterfield, Missouri 63017-5712

Re: **SHPO Project No. 077-SLC-22** – Agency Collaboration – PEL Review Future 64 Planning and Environmental Linkages Study, St. Louis City, Missouri, MoDOT Job No. J6I3585, Missouri (FHWA)

Dear Shaun Tooley:

Thank you for submitting information on 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 requires identification and evaluation of cultural resources.

We have reviewed the letter dated August 18, 2022, inviting the Missouri State Historic Preservation Office to serve as a Participating Agency in conjunction with the above-referenced project. We thank you for the opportunity to consult with the Federal Highway Administration on this project as it develops and we accept your invitation. We have no further comments on the project at this time.

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Jeffrey Alvey at (573) 751-7862. Please be sure to include the **SHPO Project Number (077-SLC-22)** on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl

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

c: Raegan Ball, FHWA
Michael Meinkoth, MoDOT
Michael Meyer, MoDOT
Taylor Peters, FHWA

Attachment 3
February 2023 Agency Coordination Letters

MoDOT
Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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

February 24, 2023

Ms. Lisa Cox
Director of Office of Public Information
Department of Health and Senior Services
912 Wildwood Drive
P.O. Box 570
Jefferson City, MO 65109

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Ms. Cox:

This letter is to request Department of Health and Senior Services' continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

PEL and Previous Study Information Summary

A PEL is a study that engages resource agencies early in the planning process to identify environmental, community, and economic goals, to protect important resources, and streamline future project development activities. The Future64 corridor has not seen substantial improvements to the original infrastructure, which was constructed between the 1930s and 1980s. Despite improvements within the corridor, it is underperforming in many ways. MoDOT and partners have reviewed the existing conditions of Future64 for traffic, safety, multimodal, road and bridge geometric design, socioeconomics, and environmental constraints in the study limits. The study limits are the area between Kingshighway Blvd and Jefferson Ave, which focused first on MoDOT right-of-way, and second, a broader area where transportation improvements would be considered.

Alternative and No-Build Screening

Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and

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314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

Attachment B, using screening criteria based on the Purpose and Need, existing conditions reports, and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. MoDOT is requesting your agency to review the alternatives and screening criteria to ensure that resources governed by your office were adequately represented.

Available Documents
Alternative design sheets and screening criteria documents are available for your review in the following attachments.

- ***Attachment A:*** *Future64 Final Level 1 Alternative Screening Report*
- ***Attachment B:*** *Future64 Draft Level 2 Alternative Screening Report*
- ***Available upon request****: Two technical reports for Level 2 Alternatives Screening are nearing finalization and will be available soon concerning: a) Traffic, Safety, & Multimodal for Alternatives; and b) Community Benefits*
- ***Available on Future64 Documents tab****: The Purpose and Need Statement as well as presentations to Community and Technical Advisory Groups are available online which contain an overview of Level 2 Alternatives Screening results (http://future64.com/documents/).*

MoDOT
Missouri Department of Transportation

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Thomas K. Blair, P.E., District Engineer

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1.888.ASK MODOT (275.6636)

Table 1. Synopsis of relevant environmental resources included in the screening process.

Resource	Description of Impacts	Recommended Action for Future Projects.
Historic Resources	Several national registered historic sites and districts exist throughout the corridor. The alternatives would not directly impact these resources and visually the alternatives would not substantially change the viewshed of these resources. With many potentially historic buildings (1977 or older), an architectural survey of the corridor is recommended in future studies. Though the corridor is highly disturbed, archaeological resources may be present. A survey may be necessary once additional information is gathered as a project(s) progresses.	Architectural and archaeological survey
Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
Noise	Road improvements near Stix Early Childhood Center (ECC) have the potential to increase noise levels at that school. Noise mitigation (possibly walls) will likely need to be modeled in front of Stix ECC school and immediately south along Tower Grove Ave. off ramp and Chouteau Park.	Noise studies recommended for Future NEPA projects.
Floodplains	No floodplains exist within the PEL corridor.	None
Hazardous Materials	No brownfield sites or hazardous materials will be impacted by the alternatives. However, there are 3 active sites and hazardous storage containers throughout the corridor which may not be directly affected but should be considered for indirect effects.	Phase 1 ESA is recommended for future projects that may impact these resources.
Parks and Recreation	No parks or public facilities will be impacted by the project.	None

Note: Additional information about environmental resources can be found online in the Future64 documents tab in the Environmental Constraints Report *(http://future64.com/documents/)*.

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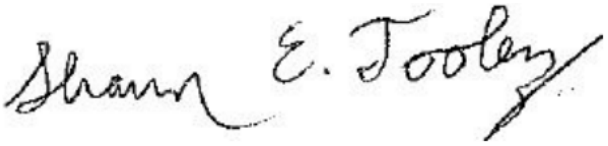
Response Request
MoDOT would appreciate your timely review and return of any input/comments/feedback on the alternatives and screening criteria relevant to your interest in the corridor or study area to ensure that resources governed by your office were adequately represented. **Please send your reply to Shaun Tooley** at the phone number or email provided below. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward after the PEL during project specific NEPA phases and during engineering studies for projects.

Thank you and we look forward to engaging Department of Health and Senior Services on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT
Missouri Department of Transportation

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1.888.ASK MODOT (275.6636)

February 24, 2023

Mr. Joe Summerlin
NEPA Project Manager
U.S. Environmental Protection Agency
11201 Renner Boulevard
Lenexa, KS 66219

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Summerlin:

This letter is to request U.S. Environmental Protection Agency's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

PEL and Previous Study Information Summary

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Alternative and No-Build Screening

Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and **Attachment B**, using screening criteria based on the Purpose and Need, existing conditions reports,

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Missouri Department of Transportation

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Thomas K. Blair, P.E., District Engineer

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and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. MoDOT is requesting your agency to review the alternatives and screening criteria to ensure that resources governed by your office were adequately represented.

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Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
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Parks and Recreation	No parks or public facilities will be impacted by the project.	None

Note: Additional information about environmental resources can be found online in the Future64 documents tab in the Environmental Constraints Report *(http://future64.com/documents/)*.

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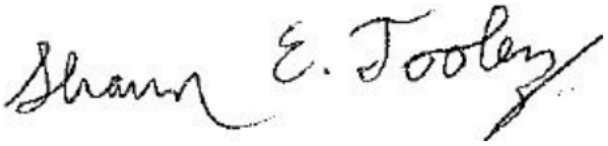
Response Request
MoDOT would appreciate your timely review and return of any input/comments/feedback on the alternatives and screening criteria relevant to your interest in the corridor or study area to ensure that resources governed by your office were adequately represented. **Please send your reply to Shaun Tooley** at the phone number or email provided below. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward after the PEL during project specific NEPA phases and during engineering studies for projects.

Thank you and we look forward to engaging U.S. Environmental Protection Agency on this important project.

Sincerely yours,



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Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

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February 24, 2023

Ms. Sarah Vanderfeltz
Federal Assistance Clearinghouse
Office of Administration
State Capitol Building, Room 125
201 West Capitol Avenue, P.O. Box 809
Jefferson City, MO 65102

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Ms. Vanderfeltz:

This letter is to request Office of Administration's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Response Request
MoDOT would appreciate your timely review and return of any input/comments/feedback on the alternatives and screening criteria relevant to your interest in the corridor or study area to ensure that resources governed by your office were adequately represented. **Please send your reply to Shaun Tooley** at the phone number or email provided below. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward after the PEL during project specific NEPA phases and during engineering studies for projects.

Thank you and we look forward to engaging Office of Administration on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

MoDOT
Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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Fax: 573.522.6475
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February 24, 2023

Mr. Ken Sessa
Federal Emergency Management Agency
11224 Holmes Road
Kansas City, MO 64131

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Sessa:

This letter is to request Federal Emergency Management Agency's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

PEL and Previous Study Information Summary

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Alternative and No-Build Screening

Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and **Attachment B**, using screening criteria based on the Purpose and Need, existing conditions reports, and public and stakeholder feedback. Based on the data available each alternative was rated low,

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medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. MoDOT is requesting your agency to review the alternatives and screening criteria to ensure that resources governed by your office were adequately represented.

Available Documents
Alternative design sheets and screening criteria documents are available for your review in the following attachments.

- ***Attachment A:*** *Future64 Final Level 1 Alternative Screening Report*
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Table 1. Synopsis of relevant environmental resources included in the screening process.

Resource	Description of Impacts	Recommended Action for Future Projects.
Historic Resources	Several national registered historic sites and districts exist throughout the corridor. The alternatives would not directly impact these resources and visually the alternatives would not substantially change the viewshed of these resources. With many potentially historic buildings (1977 or older), an architectural survey of the corridor is recommended in future studies. Though the corridor is highly disturbed, archaeological resources may be present. A survey may be necessary once additional information is gathered as a project(s) progresses.	Architectural and archaeological survey
Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
Noise	Road improvements near Stix Early Childhood Center (ECC) have the potential to increase noise levels at that school. Noise mitigation (possibly walls) will likely need to be modeled in front of Stix ECC school and immediately south along Tower Grove Ave. off ramp and Chouteau Park.	Noise studies recommended for Future NEPA projects.
Floodplains	No floodplains exist within the PEL corridor.	None
Hazardous Materials	No brownfield sites or hazardous materials will be impacted by the alternatives. However, there are 3 active sites and hazardous storage containers throughout the corridor which may not be directly affected but should be considered for indirect effects.	Phase 1 ESA is recommended for future projects that may impact these resources.
Parks and Recreation	No parks or public facilities will be impacted by the project.	None

Note: Additional information about environmental resources can be found online in the Future64 documents tab in the Environmental Constraints Report *(http://future64.com/documents/)*.

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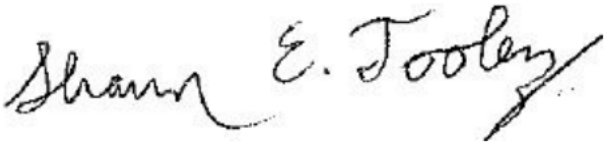
Thank you and we look forward to engaging Federal Emergency Management Agency on this important project.

Sincerely yours,



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February 24, 2023

Mr. John Weber
Field Supervisor
U.S. Fish and Wildlife Services
Columbia Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, MO 65203-0057

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Weber:

This letter is to request U.S. Fish and Wildlife Services' continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Alternative and No-Build Screening

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Attachment B, using screening criteria based on the Purpose and Need, existing conditions reports, and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. MoDOT is requesting your agency to review the alternatives and screening criteria to ensure that resources governed by your office were adequately represented.

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Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
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Thank you and we look forward to engaging U.S. Fish and Wildlife Services on this important project.

Sincerely yours,

Shaun E. Tooley

Shaun Tooley, AICP
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February 24, 2023

Dr. David Thorne
Policy Coordination
Missouri Department of Conservation
P.O. Box 180
Jefferson City, MO 65102

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Dr. Thorne:

This letter is to request Missouri Department of Conservation's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

PEL and Previous Study Information Summary

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and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. MoDOT is requesting your agency to review the alternatives and screening criteria to ensure that resources governed by your office were adequately represented.

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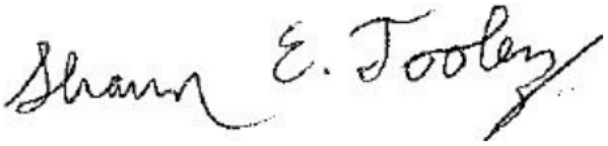
Thank you and we look forward to engaging Missouri Department of Conservation on this important project.

Sincerely yours,



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February 24, 2023

Mr. Rob Hunt
Planning Coordinator
Director's Office
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Hunt:

This letter is to request Missouri Department of Natural Resources' continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Thank you and we look forward to engaging Missouri Department of Natural Resources on this important project.

Sincerely yours,

Shaun E. Tooley

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February 24, 2023

Mr. Roger Knowlton
Program Leader
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Knowlton:

This letter is to request National Park Service's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Alternative and No-Build Screening

Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and **Attachment B**, using screening criteria based on the Purpose and Need, existing conditions reports,

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Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

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Alternative design sheets and screening criteria documents are available for your review in the following attachments.

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Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
Noise	Road improvements near Stix Early Childhood Center (ECC) have the potential to increase noise levels at that school. Noise mitigation (possibly walls) will likely need to be modeled in front of Stix ECC school and immediately south along Tower Grove Ave. off ramp and Chouteau Park.	Noise studies recommended for Future NEPA projects.
Floodplains	No floodplains exist within the PEL corridor.	None
Hazardous Materials	No brownfield sites or hazardous materials will be impacted by the alternatives. However, there are 3 active sites and hazardous storage containers throughout the corridor which may not be directly affected but should be considered for indirect effects.	Phase 1 ESA is recommended for future projects that may impact these resources.
Parks and Recreation	No parks or public facilities will be impacted by the project.	None

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Thank you and we look forward to engaging National Park Service on this important project.

Sincerely yours,



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February 24, 2023

Mr. James Remillard
Director
State Emergency Management Agency
2302 Militia Drive
P.O. Box 116
Jefferson City, MO 65102

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Remillard:

This letter is to request State Emergency Management Agency's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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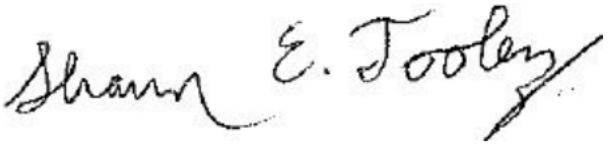
Thank you and we look forward to engaging State Emergency Management Agency on this important project.

Sincerely yours,



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February 24, 2023

Dr. Toni Prawl
State Historic Preservation Officer
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Dr. Prawl:

This letter is to request Missouri State Historic Preservation Office's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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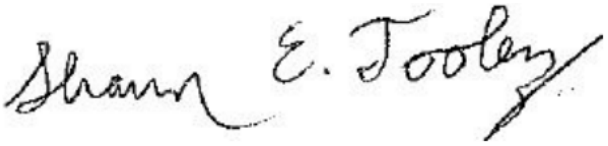

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February 24, 2023

Mr. Christopher Jon Hopfinger
U.S. Army Corps of Engineers
St. Louis District, Regulatory Branch
1222 Spruce St.
St. Louis, MO 63103-2833

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Hopfinger:

This letter is to request U.S. Army Corps of Engineers' continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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February 24, 2023

Mr. Rod Taylor
Soil Scientist
U.S. Department of Agriculture
Jackson NRCS Area Office
480 W Jackson Trl.
Jackson, MO 63755-2665

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Taylor:

This letter is to request U.S. Department of Agriculture's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Attachment B, using screening criteria based on the Purpose and Need, existing conditions reports, and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. MoDOT is requesting your agency to review the alternatives and screening criteria to ensure that resources governed by your office were adequately represented.

Available Documents
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Table 1. Synopsis of relevant environmental resources included in the screening process.

Resource	Description of Impacts	Recommended Action for Future Projects.
Historic Resources	Several national registered historic sites and districts exist throughout the corridor. The alternatives would not directly impact these resources and visually the alternatives would not substantially change the viewshed of these resources. With many potentially historic buildings (1977 or older), an architectural survey of the corridor is recommended in future studies. Though the corridor is highly disturbed, archaeological resources may be present. A survey may be necessary once additional information is gathered as a project(s) progresses.	Architectural and archaeological survey
Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
Noise	Road improvements near Stix Early Childhood Center (ECC) have the potential to increase noise levels at that school. Noise mitigation (possibly walls) will likely need to be modeled in front of Stix ECC school and immediately south along Tower Grove Ave. off ramp and Chouteau Park.	Noise studies recommended for Future NEPA projects.
Floodplains	No floodplains exist within the PEL corridor.	None
Hazardous Materials	No brownfield sites or hazardous materials will be impacted by the alternatives. However, there are 3 active sites and hazardous storage containers throughout the corridor which may not be directly affected but should be considered for indirect effects.	Phase 1 ESA is recommended for future projects that may impact these resources.
Parks and Recreation	No parks or public facilities will be impacted by the project.	None

Note: Additional information about environmental resources can be found online in the Future64 documents tab in the Environmental Constraints Report *(http://future64.com/documents/)*.

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Response Request
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Thank you and we look forward to engaging U.S. Department of Agriculture on this important project.

Sincerely yours,

Shaun E. Tooley

Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
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February 24, 2023

Missouri Department of Economic Development
P.O. Box 1157
Jefferson City, MO 65102

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Sir or Madam,:

This letter is to request Missouri Department of Economic Development's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

PEL and Previous Study Information Summary

A PEL is a study that engages resource agencies early in the planning process to identify environmental, community, and economic goals, to protect important resources, and streamline future project development activities. The Future64 corridor has not seen substantial improvements to the original infrastructure, which was constructed between the 1930s and 1980s. Despite improvements within the corridor, it is underperforming in many ways. MoDOT and partners have reviewed the existing conditions of Future64 for traffic, safety, multimodal, road and bridge geometric design, socioeconomics, and environmental constraints in the study limits. The study limits are the area between Kingshighway Blvd and Jefferson Ave, which focused first on MoDOT right-of-way, and second, a broader area where transportation improvements would be considered.

Alternative and No-Build Screening

Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and **Attachment B**, using screening criteria based on the Purpose and Need, existing conditions reports, and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is

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Response Request
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Thank you and we look forward to engaging Missouri Department of Economic Development on this important project.

Sincerely yours,

Shaun E. Tooley

Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
(314)-453-1838

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February 24, 2023

Mr. Mokhtee Ahmad
Regional Administrator, Region 7
Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, MO 64106

Subject: Future64 Planning and Environmental Linkages Study Review

Dear Mr. Ahmad:

This letter is to request Federal Transit Administration's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your agency was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and **Attachment B**, using screening criteria based on the Purpose and Need, existing conditions reports,

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and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. MoDOT is requesting your agency to review the alternatives and screening criteria to ensure that resources governed by your office were adequately represented.

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Thank you and we look forward to engaging Federal Transit Administration on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

To Whom it May Concern:

This letter is to request Kickapoo Tribe of Oklahoma's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your tribe was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Thank you and we look forward to engaging Kickapoo Tribe of Oklahoma on this important project.

Sincerely yours,



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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

To Whom it May Concern:

This letter is to request Absentee Shawnee Tribe of Oklahoma's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your tribe was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Floodplains	No floodplains exist within the PEL corridor.	None
Hazardous Materials	No brownfield sites or hazardous materials will be impacted by the alternatives. However, there are 3 active sites and hazardous storage containers throughout the corridor which may not be directly affected but should be considered for indirect effects.	Phase 1 ESA is recommended for future projects that may impact these resources.
Parks and Recreation	No parks or public facilities will be impacted by the project.	None

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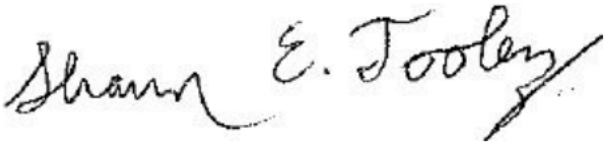
Response Request
MoDOT would appreciate your timely review and return of any input/comments/feedback on the alternatives and screening criteria relevant to your interest in the corridor or study area to ensure that resources governed by your office were adequately represented. **Please send your reply within 30 days to Shaun Tooley** at the phone number or email provided below. If your agency is not able to review in this timeframe or chooses not to participate in the PEL process, we would appreciate a response indicating such, so that we may keep an accurate record of our agency and tribal contacts. Future opportunities to participate will occur as the study moves forward after the PEL during project specific NEPA phases and during engineering studies for projects.

Thank you and we look forward to engaging Absentee Shawnee Tribe of Oklahoma on this important project.

Sincerely yours,



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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

To Whom it May Concern:

This letter is to request Eastern Shawnee Tribe of Oklahoma's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your tribe was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
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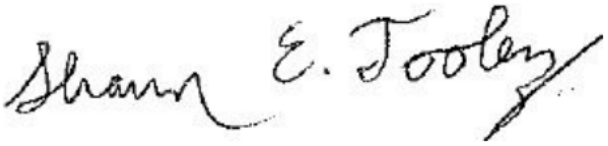

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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

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Thank you and we look forward to engaging Iowa Tribe of Kansas & Nebraska on this important project.

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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

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February 24, 2023

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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

To Whom it May Concern:

This letter is to request Miami Tribe of Oklahoma's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your tribe was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

PEL and Previous Study Information Summary

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Alternative and No-Build Screening

Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and **Attachment B**, using screening criteria based on the Purpose and Need, existing conditions reports, and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon

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Available Documents
Alternative design sheets and screening criteria documents are available for your review in the following attachments.

- ***Attachment A:*** *Future64 Final Level 1 Alternative Screening Report*
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Table 1. Synopsis of relevant environmental resources included in the screening process.

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Historic Resources	Several national registered historic sites and districts exist throughout the corridor. The alternatives would not directly impact these resources and visually the alternatives would not substantially change the viewshed of these resources. With many potentially historic buildings (1977 or older), an architectural survey of the corridor is recommended in future studies. Though the corridor is highly disturbed, archaeological resources may be present. A survey may be necessary once additional information is gathered as a project(s) progresses.	Architectural and archaeological survey
Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
Noise	Road improvements near Stix Early Childhood Center (ECC) have the potential to increase noise levels at that school. Noise mitigation (possibly walls) will likely need to be modeled in front of Stix ECC school and immediately south along Tower Grove Ave. off ramp and Chouteau Park.	Noise studies recommended for Future NEPA projects.
Floodplains	No floodplains exist within the PEL corridor.	None
Hazardous Materials	No brownfield sites or hazardous materials will be impacted by the alternatives. However, there are 3 active sites and hazardous storage containers throughout the corridor which may not be directly affected but should be considered for indirect effects.	Phase 1 ESA is recommended for future projects that may impact these resources.
Parks and Recreation	No parks or public facilities will be impacted by the project.	None

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Thank you and we look forward to engaging Miami Tribe of Oklahoma on this important project.

Sincerely yours,



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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

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Thank you and we look forward to engaging Osage Nation on this important project.

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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

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Thank you and we look forward to engaging Ponca Tribe of Nebraska on this important project.

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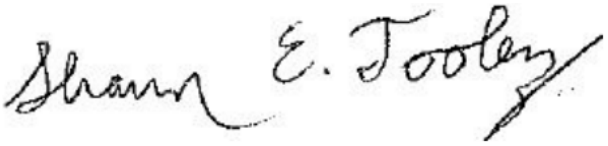

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Air Quality	The alternatives would improve traffic congestion and the substandard road design which would decrease emissions.	None
Wetlands and Waters of the U.S.	There are no waters of the U.S. present within the corridor. Some potentially non-jurisdictional wetlands may be impacted between Boyle Ave. and Papin St., adjacent to S. Vandeventer Ave. and IKEA, and Grand Blvd. I-64 eastbound off ramp.	Wetland delineation to confirm non-jurisdictional features.
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Thank you and we look forward to engaging Sac and Fox Nation of Missouri on this important project.

Sincerely yours,



Shaun Tooley, AICP
Project Manager, Planning
Missouri Department of Transportation
Shaun.Tooley@modot.mo.gov
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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

To Whom it May Concern:

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PEL and Previous Study Information Summary

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Alternative and No-Build Screening

Since the time of our previous contact with you, the project team developed 17 transportation alternatives which include improvements on I-64 as well as the surrounding roadway network. The alternatives, or potential solutions, have been developed and evaluated, including a no-build alternative. Two levels of analysis have been completed, which are included in **Attachment A** and **Attachment B**, using screening criteria based on the Purpose and Need, existing conditions reports, and public and stakeholder feedback. Based on the data available each alternative was rated low, medium, or high depending on the level of impact on the previously established need, where low is equal to no improvement or most negative impact and high is a significant improvement or no negative effect. Results of these screenings will help identify portions of the alternatives which best address the needs of the corridor. After the Level 1 screening, alternatives were eliminated or refined to better meet the defined Purpose and Need. The Level 2 alternative development and screening process built upon

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Thank you and we look forward to engaging Sac and Fox Nation on this important project.

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February 24, 2023

Subject: Future64 Planning and Environmental Linkages Study Review

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This letter is to request Quapaw Nation's continued participation in the Missouri Department of Transportation's (MoDOT's) Future64 Planning and Environmental Linkages (PEL) Study. Your tribe was previously contacted on August 18, 2022 to offer you an opportunity for comment early in this PEL process studying I-64 between Kingshighway Blvd and Jefferson Ave. The existing conditions reports were provided as attachments along with the online maps which are considered supplemental (see online maps here). At this time, MoDOT would appreciate comments within 30 days on the alternatives and screening process described below. Your input is particularly important since MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

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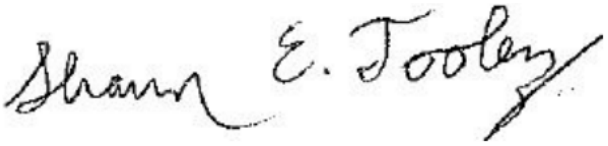

Shaun Tooley, AICP
Project Manager, Planning
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Attachment 4
Agency Responses to February 2023 Agency Coordination Letters

From: Cox, Lisa <Lisa.Cox@health.mo.gov>
Sent: Friday, March 24, 2023 4:12 PM
To: Waters, Ian
Cc: Potthast, Andrew; Shaun E. Tooley
Subject: FW: MoDOT Future64 Study: Agency Collaboration for PEL
Attachments: 2023.03.24Future64Comments.docx

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ian,

One of our team members provided some additional feedback today that I wanted to share for your consideration.

Thank you,

Lisa Cox
Communications Director | Missouri Department of Health and Senior Services
Lisa.Cox@health.mo.gov | 573-751-6062
Health.Mo.Gov

This email is from the Missouri Department of Health and Senior Services. It contains confidential or privileged information that may be protected from disclosure by law. Unauthorized disclosure, review, copying, distribution, or use of this message or its contents by anyone other than the intended recipient is prohibited. If you are not the intended recipient, please immediately destroy this message and notify the sender at the following email address: lisa.cox@health.mo.gov or by calling 573-751-6062.

From: Waters, Ian <Ian.Waters@hdrinc.com>
Sent: Friday, February 24, 2023 10:35 AM
To: Cox, Lisa <Lisa.Cox@health.mo.gov>
Cc: Potthast, Andrew <Andrew.Potthast@hdrinc.com>; Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Subject: MoDOT Future64 Study: Agency Collaboration for PEL

Ms. Cox,

On behalf of Missouri Department of Transportation, please accept the attached letter and linked materials for the Future64 Planning and Environmental Linkages study in St. Louis City. As part of the study's Agency Collaboration Plan, we have provided periodic status updates to interested agencies

during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation during the study and provide comments.

We appreciate your involvement in this important project and look forward to continuing to work with you. Should you have any questions, please do not hesitate to contact Shaun Tooley, MoDOT Transportation Specialist.

Thank you,

Ian Waters
Environmental Scientist

HDR
10450 Holmes Road, Suite 600
Kansas City, MO 64131
D 816.347.1346 **M** 816.810.9067
ian.waters@hdrinc.com

hdrinc.com/follow-us

General Comments

- **Need for all elements to be heavily scrutinized with accessibility in mind** - We are aware that there is a significant population of disabled individuals living in apartments and homes near the Grand and I-64 interchange who's safety, access, and level of traffic stress (LTS) is likely to be directly impacted by recommendations from this study
- **Desire for safety of Vulnerable Road Users to be the primary measurement of success** - While we know that recommendations for traffic capacity on adjoining city streets must meet the auto traffic capacity recommendations of MoDOT's engineering policy guide, we would encourage the City of St. Louis to look at the potential for non-compliance within this policy guidance for the number of automobile lanes, specifically at the intersections of Boyle and Clayton and Forest Park Ave and Grand Blvd. The number of travel lanes recommended at these intersections based on this guidance focuses on peak hour capacity for automobile users, and we would encourage the city to instead look at safety of vulnerable road users (VRU's), Level of Traffic Stress (LTS) and delay for pedestrians, transit users, and cyclists at these intersections as the primary metrics for success, and be willing to make tradeoffs in peak capacity for automobiles, for peak capacity and safety of people.
- **Need for additional treatments and crossings at the Grand MetroLink connection** - We would encourage the team to incorporate recommendations for improving access to the Grand MetroLink station, specifically the need for a midblock crossing of Grand on the Grand Blvd. viaduct, and for a step free and elevator free access to the station below for people with disabilities. Currently when an elevator is out of order, people who need one for access are forced to take a quarter of a mile walk down to the nearest signalized crossing, crossing the east bound I-64 exit loop, hope that drivers yield to them in the crosswalk, and walk back on the other side of the street. A minutes long delay that can cause them to miss their connecting train, and expose them to a significant amount of unnecessary traffic related danger and stress. A HAWK or fully signalized pedestrian crossing (similar to what currently exists between Lindell and Laclede on Grand) would significantly improve the safety of vulnerable road users at this location, and a step free / elevator free access to the station below would create a helpful alternative and redundancy should both elevators both need work at the same time.
- **Desire for the Grand Bus Lanes to be included in all alternatives** – The #70 Grand bus is Metro's most utilized bus routes, and carries a significant portion of the "people traffic" on Grand. This section is one of the most congested sections of the entire route, and investments in dedicated space for transit here would have both an immediate and positive impact on the thousands of people who rely on the bus at this location. In addition providing dedicated space through this section would mean that Metro would be able to have more predictable arrival times at this stop, meaning people making connections to and from the MetroLink below would have decreased delays getting to their final destinations, and this would in turn help to increase the

quantity of “choice riders” (those who will naturally choose transit because it is the fastest and most convenient option) using trasit at this location therefore alleviating some auto demand and capacity requirements, all while making service better for those who are dependent on these services (seniors, those with disabilities, and the roughly 1/3 of all Missourians who are unable to drive).

- **Good to see many elements aimed towards making it safer and easier for Vulnerable Road Users in the Alternatives** – the inclusion of many elements to reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users was terrific, and it was great to see dedicated space for these modes being specifically called out in the alternatives.
- **Need to size Vulnerable Road User Infrastructure for safety** – The inclusion of many multiuse paths and dedicated bike/ped bridges in many alternatives is fantastic and much needed, and the safety of pedestrians and cyclists should be top of mind. When ultimately scoping and designing these facilities the quantity of future pedestrian volume and bicycle/e-bike/e-scooter traffic should be carefully considered, and where space allows, dedicated cycle tracks would be preferred over shared-use paths, especially in high pedestrian activity areas.
- **Desire for intersection safety with Vulnerable Road Users** – All concepts would benefit from the inclusion of elements from FHWA’s Safe Transportation for Every Pedestrian proven safety counter measures list, such as pedestrian refuge islands, crosswalk visibility enhancements, and exclusion of slip lanes at intersections.
- **Specific consideration and design needed should Grand and Forest Park be brought to an at-grade intersection** - The intersection of Grand and Forest Park must be designed with the safety of vulnerable road users as the highest priority, should this be brought at-grade. Designs should include midblock refuge islands, high visibility crossings, elimination of slip lanes and free flowing right turn movements (including no right turns on red), and slowing down automobiles to manage kinetic energy when crashes ultimately occur.

Comments on Specific Alternatives

- **Alternative #1:** The western interchange best balances overall project costs with automobile capacity, pedestrian, and bike traffic needs. The inclusion of a new parallel bike bridge along Tower Grove Ave is a great idea, and would be a valuable addition regardless of which alternative is ultimately selected for refinement.
- **Alternative #2:** The Grand Blvd bus lanes, and double shared-use paths in the east interchange area are a top priorities. As well as the overall traffic calming of the roundabout and Theresa traffic lights. The bus lanes would serve to reduce air pollution, and improve equity and access for transit riders. The roundabout at Theresa will need a specific focus on pedestrian safety at crossings, pedestrian refuge islands should be included and should have additional visibility enhancements to ensure safe and comfortable crossings for vulnerable road users.
- **Alternative #3:** The concept of a bicycle and pedestrian only Tower Grove Ave

bridge is a nice, but is slightly over emphasized as a benefit in it's ability to increase safety for all users, when paired with the much more difficult and stressful crossings at Boyle that result from this change. A dedicated bridge such as in Alternatives 1 and 2 already give good space to pedestrians and cyclists, and will be a large improvement over the current conditions, especially when paired with the new Tower Grove Connector project that will be coming up Sarah St. Again, the roundabout at Theresa will need a specific focus on pedestrian safety at crossings, pedestrian refuge islands should be included and should have additional visibility enhancements to ensure safe and comfortable crossings for vulnerable road users. While difficult to see from the concept drawings, it appears that Concept 3 is the only concept to make the intersection of Theresa Ave and Forest Park / Market into a fully signalized interchange with no free flowing movements, if this is the case, this would be a valuable addition, as there is a need to mitigate speed and kinetic energy of automobiles exiting westbound I-64 before they reach Grand, especially if Grand and Forest Park are ultimately brought to an at-grade intersection. A signal here, even when not in a stop condition, will give needed visual queues that this is no longer an interstate highway.

Michael L. Parson
Governor

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

Kenneth J. Zellers
Commissioner

March 7, 2023

Ian Waters
10450 Holmes Road
Suite 600
Kansas City, MO 64131

Subject: 2308042
Legal Name: HDR
Project Description: MoDOT Future 64 Study: Agency Collaboration for PEL

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

Sara VanderFeltz

Sara VanderFeltz
Administrative Assistant

cc:

From: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Sent: Thursday, April 6, 2023 12:39 PM
To: Potthast, Andrew
Cc: Longsdorf, Jason; Waters, Ian; Melissa Scheperle; Kyle E. Grayson; Jennifer A. Wade
Subject: FW: [EXTERNAL] MoDOT Future64 Study: Agency Collaboration for PEL

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FYI – Response from National Park Service.

SHAUN TOOLEY, AICP

Transportation Planning Specialist

Missouri Department of Transportation

From: NPS MWRO LWCF Compliance <omaha_lwcf_compliance@nps.gov>
Sent: Thursday, April 6, 2023 12:33 PM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Cc: Patti Reed <patti.reed@dnr.mo.gov>; NPS MWRO LWCF Compliance <omaha_lwcf_compliance@nps.gov>
Subject: FW: [EXTERNAL] MoDOT Future64 Study: Agency Collaboration for PEL

Greetings,

I hope this reaches you well. The state of Missouri administers and oversees stewardship compliance of historic sites fund assisted by NPS LWCF. If there are any LWCF encumbered sites within Missouri that will be impacted my MO DOT projects, the Missouri DNR (cc'd) should be consulted with and provided the opportunity to comment.

Thank you for your understanding.

Best,

Brandon Pace
Acting Mid-West Regional Compliance Officer Team Leader
Land & Water Conservation Fund (LWCF)
NPS Regional Office, Interior Regions 6, 7 and 8
12795 West Alameda Parkway
Suite #138
Denver, CO 80225-2739
Tel: (Office) 303-969-2753 (Cell) 315-529-3494

From: Bedlan, Neal J <Neal_Bedlan@nps.gov>
Sent: Friday, February 24, 2023 10:19 AM
To: NPS MWRO LWCF Compliance <omaha_lwcf_compliance@nps.gov>
Subject: Fw: [EXTERNAL] MoDOT Future64 Study: Agency Collaboration for PEL

FYI

Neal J. Bedlan
Regional Program Officer Team Leader

Land and Water Conservation Fund Program
Office Phone: (402) 661-1588 **Cell Phone:** (202) 961-0931 **| Email:** neal_bedlan@nps.gov
Office: 601 Riverfront Drive Omaha, NE 68102

From: Waters, Ian <Ian.Waters@hdrinc.com>
Sent: Friday, February 24, 2023 11:01 AM
To: Bedlan, Neal J <Neal_Bedlan@nps.gov>
Cc: Potthast, Andrew <Andrew.Potthast@hdrinc.com>; Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Subject: [EXTERNAL] MoDOT Future64 Study: Agency Collaboration for PEL

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Mr. Bedlan,
On behalf of Missouri Department of Transportation, please accept the attached letter and linked materials for the Future64 Planning and Environmental Linkages study in St. Louis City. As part of the study's Agency Collaboration Plan, we have provided periodic status updates to interested agencies

during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation during the study and provide comments.
We appreciate your involvement in this important project and look forward to continuing to work with you. Should you have any questions, please do not hesitate to contact Shaun Tooley, MoDOT Transportation Specialist.
Thank you,

Ian Waters
Environmental Scientist

HDR
10450 Holmes Road, Suite 600
Kansas City, MO 64131
D 816.347.1346 **M** 816.810.9067
ian.waters@hdrinc.com

hdrinc.com/follow-us

March 16, 2023

Shaun Tooley
Missouri Department of Transportation
1500 Woodlake Drive
Chesterfield, MO 63017

Dear Shawn Tooley,

The Missouri Department of Natural Resources appreciates the opportunity to review the materials for the Future64 Planning and Environmental Linkages Study. The Department offers the following comments for consideration.

Project Location

The project location is located in Saint Louis City in one general area along U.S Highway 40/Interstate 64, which is bound by Kingshighway Boulevard on the west edge, Jefferson Avenue on the east edge, Tower Grove Avenue on the south edge, and Forest Park Avenue on the north edge. The following geographic descriptions apply to the approximate location of the study area.

Geographic Coordinates:
738014 E, 4279102 N
742194 E, 4279123 N

Public Land Survey System:
Landgrant 02973
Landgrant 00833
Landgrant 00832
Landgrant 01657
Landgrant 00363

8-Digit Hydrologic Unit Code:
Cahokia-Joachim (07140101)

Ecological Drainage Unit:
Ozark/Apple/Joachim

Geology and Geospatial Data

Local wells indicate shallow subsurface geology is overburden soil varying in depth from 22 to 60 feet, where first competent bedrock is encountered. Bedrock within the project area is mapped as St. Louis Limestone (Upper Mississippian age). The U. S. Department of Agriculture soil

study (issued 1982) for the city defines the soils as 6A (Urban land-bottom land), and 7B (Urban land-Upland). The study states it is impossible to distinguish individual soil characteristics due to soil variability and having ~85% land cover as asphalt or concrete. It is recommended a more detail soil analysis be performed for individual localized areas to determine soil characteristics. The Missouri Geological Survey can be contacted directly at 800-361-4827. Other maps showing natural and cultural resources can be found at https://dnr.mo.gov/land-geology/maps-data-research.

Karst Topography
There are no springs and one sinkhole near the project area. The project area is located in the "Granit City, Illinois" quadrangle, which has a cave density of nine. Springs, sinkholes, and caves are features on the landscape associated with karst topography that can act as direct conduits of surface water and pollutants to groundwater. As such, extra precaution should be taken to minimize disturbance of land in or around these features, and to avoid the introduction of pollutants to sensitive groundwater resources. Karst areas may also present the possibility of potential collapse.

Additionally, there are two documented historic mines with known previous underground operations. It is recommended to verify surface integrity in proximity to the older mine locations prior to construction. Other geologic hazards include liquefaction and flooding due to its proximity to the Missouri River.

Wells
There are 558 abandoned, soil, and other public wells near the project area. Wells can act as conduits of pollutants to groundwater resources. Abandoned wells should be plugged prior to any land disturbance, and care should be taken to utilize appropriate best management practices to protect any currently operating wells. For more information on locating and plugging wells, or on private domestic wells, please visit the link below for the Department's Wellhead Protection Section webpage or contact the Department's Geological Survey Program directly. https://dnr.mo.gov/water/business-industry-other-entities/permits-certification-engineering-fees/wells-drilling.

Public Land:
There is "Scott Joplin House State Historic Site" public land near the project area, owned by the Missouri Department of Natural Resources. Care should be taken to avoid impact to these public lands.

Conservation Opportunity Areas:
There are no Conservation Opportunity Areas (COA's) near the project area. Both terrestrial and aquatic COAs are identified by the Missouri Department of Conservation (MDC) and its conservation partners as priority areas that support and conserve viable populations of wildlife and the ecological systems on which they depend. Designated COAs are located statewide and may consist of a combination of public and private resources. Please contact the MDC at 573-751-4115 for more information.

Water Protection

Best Management Practices

Best management practices should be utilized during project activities to limit the amount of sediment and other pollutants entering waters of the state, and to protect the water's chemical, physical, and biological characteristics. These practices include, but are not limited to, conducting work during low flow conditions whenever possible, keeping heavy equipment out of the water, and taking all necessary precautions to avoid the release of fuel or other waste products to streams and other waters. In addition, the Department encourages the preservation of existing riparian or buffer areas around each water resource to limit the amount of sediments or other pollutants entering the water. Any stream banks, riparian corridors, lake shores, or wetlands denuded of vegetation should be stabilized and re-vegetated as soon as is practicable.

Watershed Conditions

Public Drinking Water

There are no intakes, drinking water wells, or tanks near the project area. Proposed project personnel should be aware of nearby Public Drinking Water Districts. Work associated with any project should take into consideration the protection of surface and groundwater public drinking water supplies, implementing appropriate best management practices as necessary. For additional information regarding source water protection, please contact Ken Tomlin of the Department's Public Drinking Water Branch at 573-526-0269.

Designated Uses

Water Bodies with Specific Designated Uses

The proposed project area is located in the watershed of the Mississippi River. Water bodies are assigned specific designated uses according to State of Missouri Water Quality regulations at 10 CSR 20-7.031(2). These waters are protected by numeric water quality criteria outlined in 10 CSR 20-7.031(5) and Table A, as well as general water quality criteria outlined at 10 CSR 20-7.031(4). Designated uses of the Mississippi River include the following:

- Protection and propagation of fish, shellfish and wildlife – warm water habitat (WWH)
- Human health protection (HHP)
- Irrigation (IRR)
- Livestock and wildlife protection (LWP)
- Secondary contact recreation (SCR)
- Drinking water supply (DWS)
- Industrial water supply (IND)

Water Bodies without Specific Designated Uses

Water bodies that are not assigned specific designated uses are still protected by general water quality criteria outlined at 10 CSR 20-7.031(4), and are subject to the acute toxicity criteria of Tables A and B, as well as whole effluent toxicity conditions.

According to the National Wetlands Inventory https://www.fws.gov/wetlands/, there is no likelihood of freshwater wetlands and ponds within the project area. This project has the potential to impact wetlands, ponds, and the aforementioned tributaries and headwater streams to be impacted, depending on their proximity to land disturbance activities. Project sponsors should

avoid such impacts through alternatives analysis before compensatory mitigation is considered. If wetlands, ponds, headwaters, or tributaries are not directly impacted but are near any land disturbance, project sponsors should take care to protect water quality. While these water bodies are not assigned specific designated uses, they are protected by Missouri's general water quality criteria.

Sensitive Waters

There are no known sensitive waters in the project area. Sensitive waters include waters designated for Cold Water Habitat, Outstanding National Resource Waters, Outstanding State Resource Waters, Metropolitan No-Discharge streams, biocriteria reference locations, losing streams, 303(d) Impaired and 305(b) Threatened Waters, and Waters with Approved Total Maximum Daily Loads.

Permitting Obligations

Clean Water Act Sections 401 and 404

A Clean Water Act Section 404 Permit Authorization from the U.S. Army Corps of Engineers (USACE), and Section 401 Water Quality Certification from the Department may be required for projects that have the potential to discharge fill or dredged material into a jurisdictional water of the United States. More information about these permits can be found at the following links.
https://www.epa.gov/cwa-404/section-404-permit-program
https://dnr.mo.gov/water/business-industry-other-entities/permits-certification-engineering-fees/section-401-water-quality

If discharge into water has occurred, or will occur, project personnel should immediately contact the appropriate USACE District (link below) and the Department's Operating Permits Section at 573-522-4502 for more information.
http://www.mvr.usace.army.mil/Portals/48/docs/regulatory/MORegBound.pdf

Mitigation

An alternatives analysis would need to be submitted prior to any impacts to jurisdictional waters as part of the avoidance and minimization measures that precede mitigating unavoidable impacts. Mitigation for wetlands should be in conformance with the *Missouri Wetland Mitigation Method*, http://www.nwk.usace.army.mil/Portals/29/docs/regulatory/mitigation/2017-11-17_MWMM.pdf while mitigation for streams should be in conformance with *Missouri Stream Mitigation Method*, http://www.mvm.usace.army.mil/Portals/51/docs/regulatory/May_2013_Missouri_Stream_Mitigation_Method.pdf.

Any mitigation plans must be in conformance with the *Compensatory Mitigation for Losses of Aquatic Resources,* https://www.epa.gov/cwa-404/compensatory-mitigation.

This rule establishes a hierarchy for mitigation, with the purchase of credits from a mitigation bank at the top of that hierarchy. The rule also emphasizes in-kind and in-watershed mitigation; to go outside the watershed may result in a higher credit purchase calculation. The applicant should receive mitigation plan approval from the Department prior to certification.

Land Disturbance
Acquisition of a Section 401 Certification should not be interpreted to mean that the requirements for other permits are replaced or superseded, including Clean Water Act Section 402 National Pollutant Discharge Elimination System Permits. Work disturbing an area of one acre or more requires issuance of a land disturbance permit prior to any earth work. Disturbance to valuable resource waters, including springs, sinkholes and losing streams, could require additional conditions or a site-specific permit.

Information and application for online land disturbance permits are located at https://dnr.mo.gov/water/business-industry-other-entities/permits-certification-engineering-fees/stormwater/construction-land-disturbance.

Questions regarding permit requirements may be directed to the appropriate Department Regional Office https://dnr.mo.gov/about-us/division-environmental-quality/regional-office.

Demolition and Construction Waste Management
Additional information on managing construction and demolition waste can be found at the following link https://dnr.mo.gov/print/document-search/pub2045.

Hazardous Waste
The project area has several hazardous waste program sites and tank storage sites within 0.25 miles. These have been documented and are available to view through the E-START portal (https://apps5.mo.gov/ESTARTMAP/map/init_map.action).

Additional information on hazardous waste and petroleum tanks can be found at https://dnr.mo.gov/waste-recycling/long-term-stewardship-lts/environmental-site-tracking-research-tool-e-start.

During the project, if any underground tanks or contaminated soil is discovered, workers should withdraw to a safe distance and notify the Department's spill line at 573-634-2436.

It is the generator's responsibility to determine if materials generated during construction and demolition are hazardous wastes. Demolition-related waste categories typically include: paint residue (paint chips, paint scrapings, etc.); demolition debris (metal and boards that have been painted with lead-based or other heavy metal-based paint); and scrap metal (metal objects that contain lead or other heavy metals). A hazardous waste determination is not required for materials that will be reused or recycled without additional processing.

Asbestos
Prior to demolition activities, regulated structures must be thoroughly inspected by a Missouri-certified asbestos inspector to determine if any Asbestos Containing Materials are present and a notification made to the Department at least 10 working days prior to demolition. Regulated structures include any building which has been used as a commercial, institutional or industrial building (even if it was historic use), and projects involving two or more residential structures. In addition, this includes but is not limited to the following "non-building" structures: bridges,

pipelines, cooling towers, chimneys, dams, and tunnels. Any asbestos found must be properly managed to prevent release of asbestos fibers.

Solid Waste
Information about solid waste uncovered during construction activities can be found at the following link.
https://dnr.mo.gov/document-search/managing-solid-waste-encountered-during-excavation-activities-pub2192/pub2192.

No waste may be buried on-site or at an alternate site, except for clean fill. Clean fill is defined by the Revised Statutes of Missouri as "uncontaminated soil, rock, sand, gravel, concrete, asphaltic concrete, cinder blocks, brick, minimal amounts of wood and metal and inert (non-reactive) solids...for fill, reclamation or other beneficial use." Clean fill must not contain protruding metals or demolition debris. Although not regulated as waste, placement of clean fill materials may be subject to requirements of the Department's Water Protection Program if it is placed in contact with surface or subsurface waters of the state, or would otherwise violate water quality standards.

Air Pollution
Dust
Ensure fugitive particulate matter emissions, such as dust, resulting from the project do not remain on surfaces or in the air beyond the property line of origin. 10 CSR 10-6.170 restricts the emission of particulate matter to the ambient air beyond the premises of origin. Additional information on general dust emissions may be found here https://dnr.mo.gov/print/document-search/pub2200.

Open Burning
The open burning of refuse and trade waste is restricted according to 10 CSR 10-6.045. Construction, demolition, and trade waste cannot be open burned, except for untreated wood. Brush from land clearing activities may be burned if the burning is conducted outside the city limits and greater than 200 yards from the nearest occupied structure. Additional information on open burning can be found at https://dnr.mo.gov/print/document-search/pub2047.

Historic Preservation
Project personnel should check with the Department's State Historic Preservation Office to determine if a Section 106 Review is needed. Information on the Section 106 Review can be found on the Department's we site at https://mostateparks.com/page/84371/state-historic-preservation-office.

Additional Considerations
Floodplain
For information concerning flood plains in Missouri, contact the Missouri State Emergency Management Agency, Floodplain Management and Mitigation Branch, at 573-526-9100 or 2302 Militia Drive, Jefferson City, MO 65101.

Endangered Species
The MDC is responsible for collecting and managing information on the location and status of endangered species in the state. Contact MDC's Endangered Species Coordinator at 573-751-4115 or P.O. Box 180, Jefferson City, MO 65102 for general information.

We appreciate the opportunity to provide comments. If you have any questions or need clarification, please feel free to contact me at 573-522-6211.

Sincerely,

Hannah Humphrey

Hannah Humphrey
Deputy Director

HH/man

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Michael L. Parson
Governor

Dru Buntin
Director

March 24, 2023

Shaun E. Tooley
MoDOT, St. Louis District
1590 Woodlake Drive
Chesterfield, MO 63017-5712

Re: **SHPO Project Number: 022-SLC-23** – Future64 Planning and Environmental Linkages Study Review, I-64 between Kingshighway Boulevard and Jefferson Avenue, St. Louis City County, Missouri (FHWA/MoDOT)

Dear Shaun Tooley:

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

We have reviewed the information regarding the above-referenced project and have included our comments on the following page(s). Please retain this documentation as evidence of consultation with the Missouri SHPO under Section 106 of the NHPA. SHPO concurrence does not complete the Section 106 process as federal agencies will need to conduct consultation with all interested parties. **Please be advised that, if the current project area or scope of work changes, such as a borrow area being added, or cultural materials are encountered during construction, appropriate information must be provided to this office for further review and comment.**

If you have questions please contact the SHPO at (573)751-7858 or call/email Jeffrey Alvey, (573) 751-7862, jeffrey.alvey@dnr.mo.gov. If additional information is required please submit the information via email to MOSection106@dnr.mo.gov.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl

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

c: Michael Meyer, MoDOT
Taylor Peters, FHWA
Ian Waters, HDR

SHPO Project Number: 022-SLC-23 – Future64 Planning and Environmental Linkages Study Review, I-64 between Kingshighway Boulevard and Jefferson Avenue, St. Louis City County, Missouri (FHWA/MoDOT)

COMMENTS:

We have reviewed the letter dated February 24, 2023 inviting our office to offer comments on the above-referenced project. We thank you for the opportunity to comment on this project as it develops. After reviewing the results of your screening process for the various alternatives, we concur with your description of the undertaking's potential impacts and recommended actions for future stages of the project. We look forward to continued consultation on this project with your agency.

SHPO Reviewer: Jeffrey Alvey, (573) 751-7862, jeffrey.alvey@dnr.mo.gov