Future64 Study

Community Advisory Group Meeting

May 10, 2022

KINGSHIGHWAY TO JEFFERSON FUTURE 64

COMMUNITY » TRANSPORTATION » TOGETHER

MoDOT

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*

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Introductions

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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
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

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

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Corridor Findings

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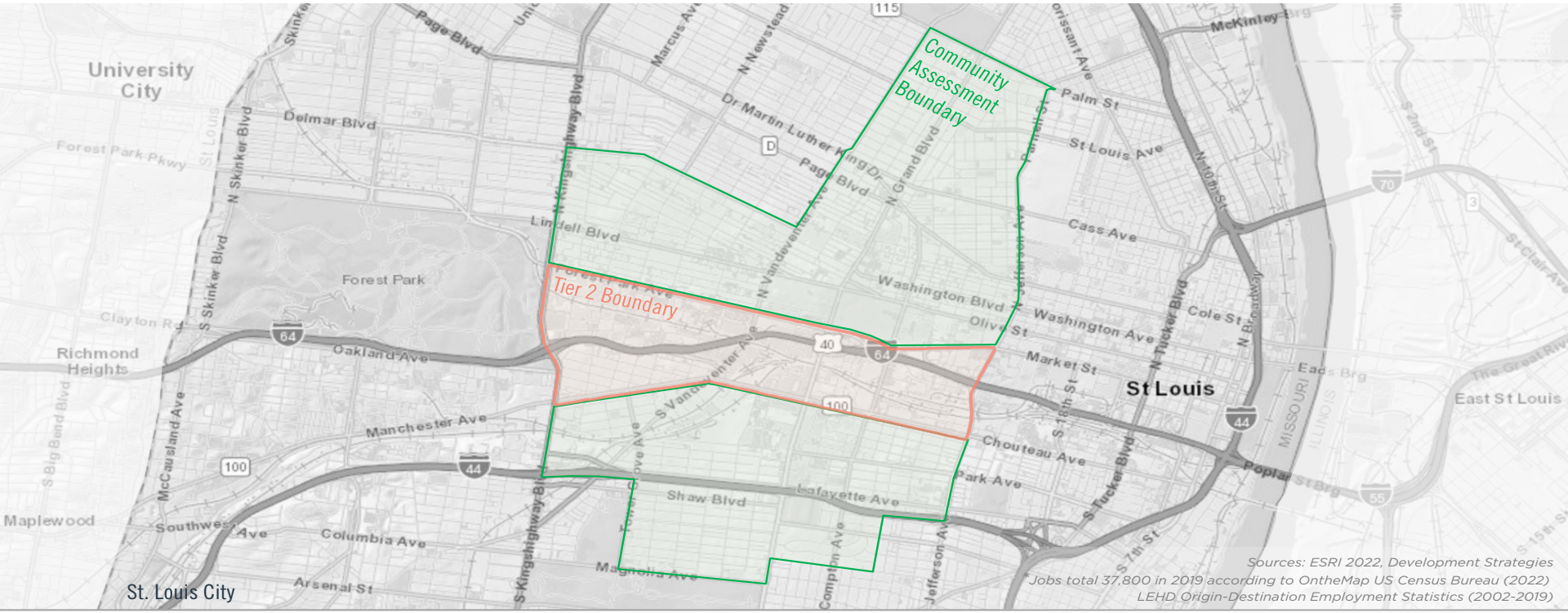
Introduction to Study Area – Key Metrics

INTRODUCTION TO STUDY AREA

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



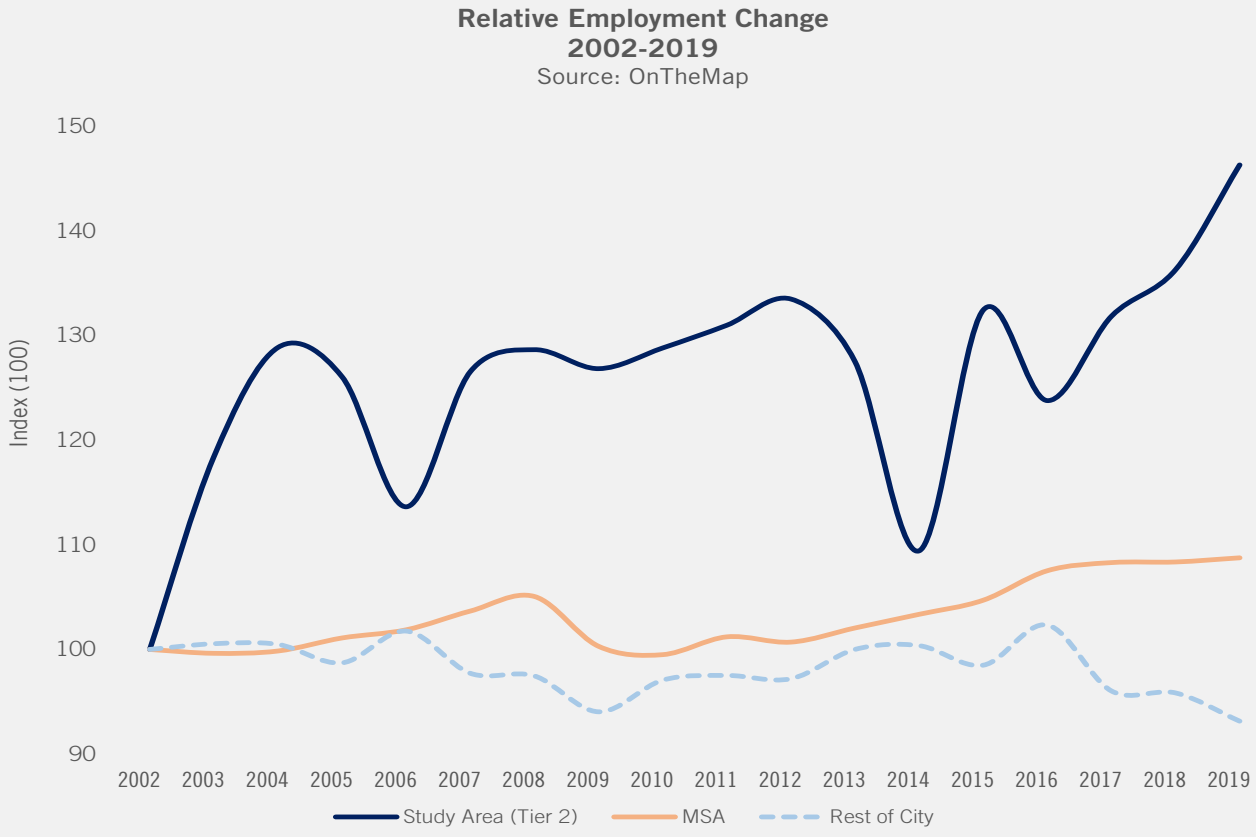
Sources: ESRI 2022, Development Strategies
*Jobs total 37,800 in 2019 according to OntheMap US Census Bureau (2022)
LEHD Origin-Destination Employment Statistics (2002-2019)

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%**

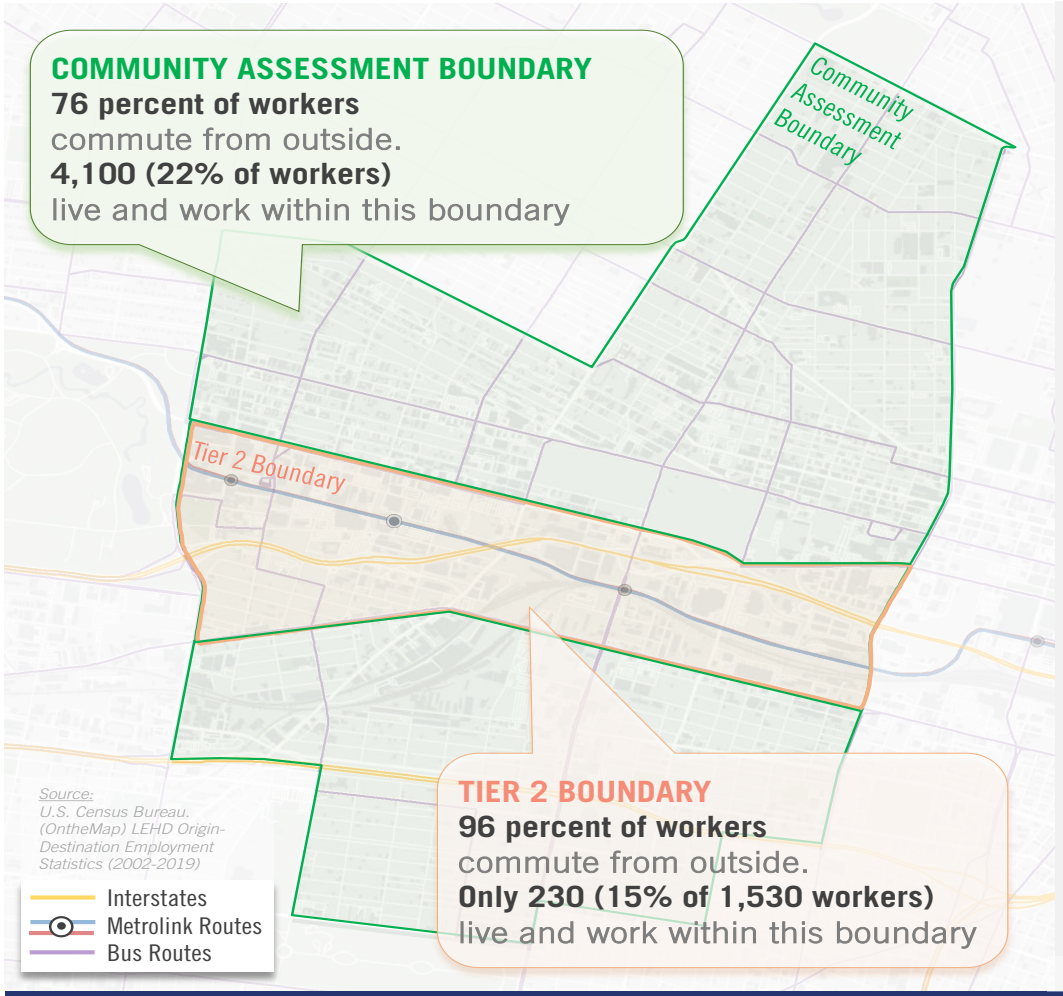
VS **9%** IN THE REGION **–7%** REST OF CITY

Growth in the Central Corridor

Study Area Commuting Patterns

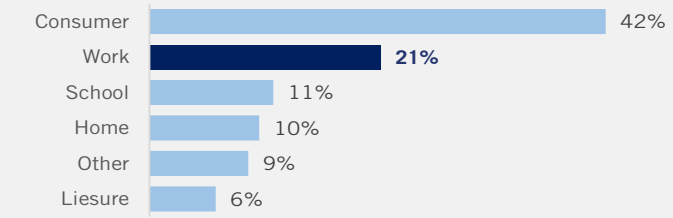
STUDY AREA ECONOMIC TRENDS

COMMUTING PATTERNS

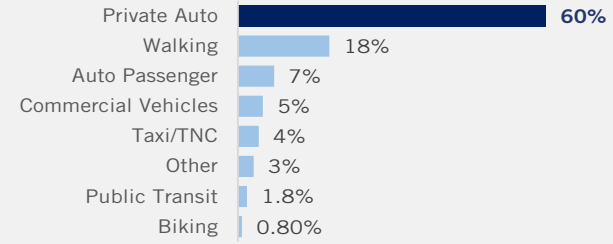


*On a typical workday, **~63K trips** are made by **~40K people** with **Tier 2 boundary** as destination*

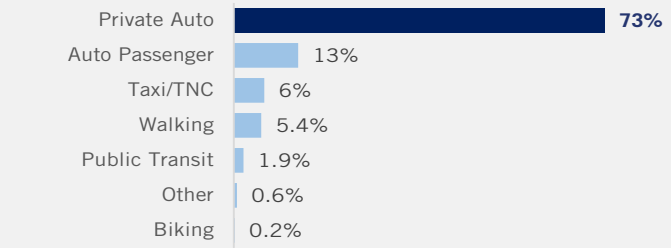
Trip Purpose



Mode Share for all Trips



Mode Share for Work Trips



Source: REPLICA, 2021

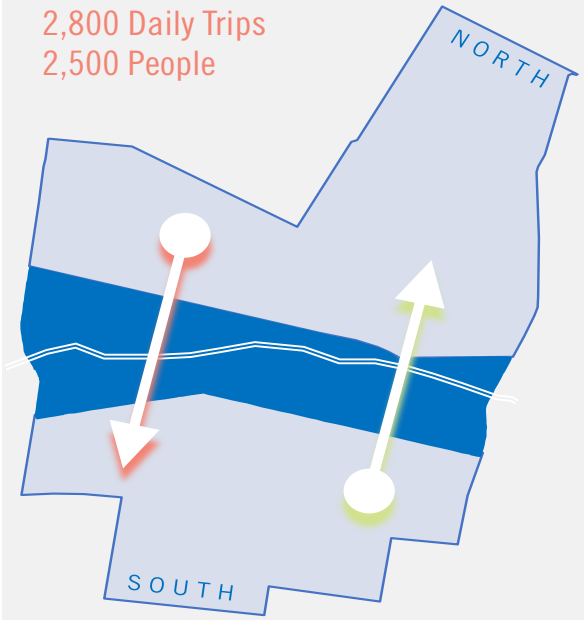
96 percent of the workforce in Tier 2 commute into the area, which can be attributed to the lack of housing stock to meet the needs of the workforce—future housing development will create more opportunities for commuters to walk/bike to work.

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

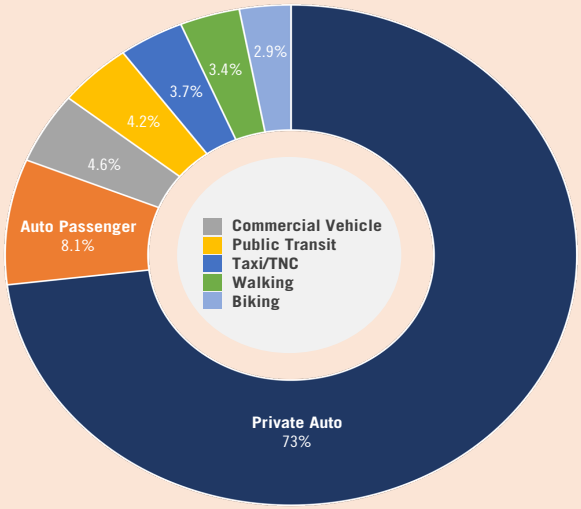


SOUTH -> NORTH
2,900 Daily Trips
2,600 People

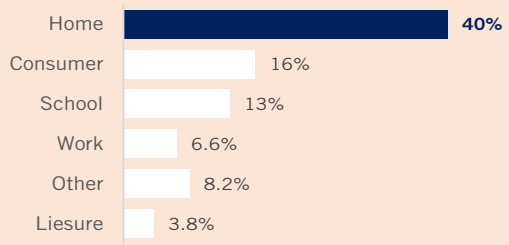
Source: REPLICA, 2021

NORTH -> SOUTH

Travel Mode

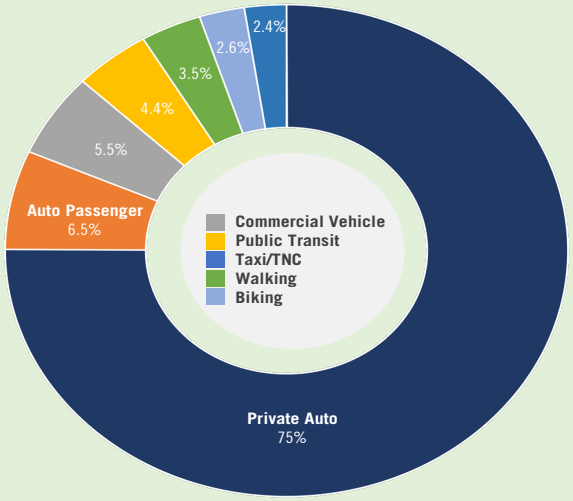


Trip Purpose

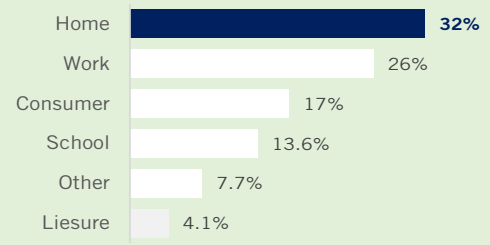


SOUTH -> NORTH

Travel Mode



Trip Purpose

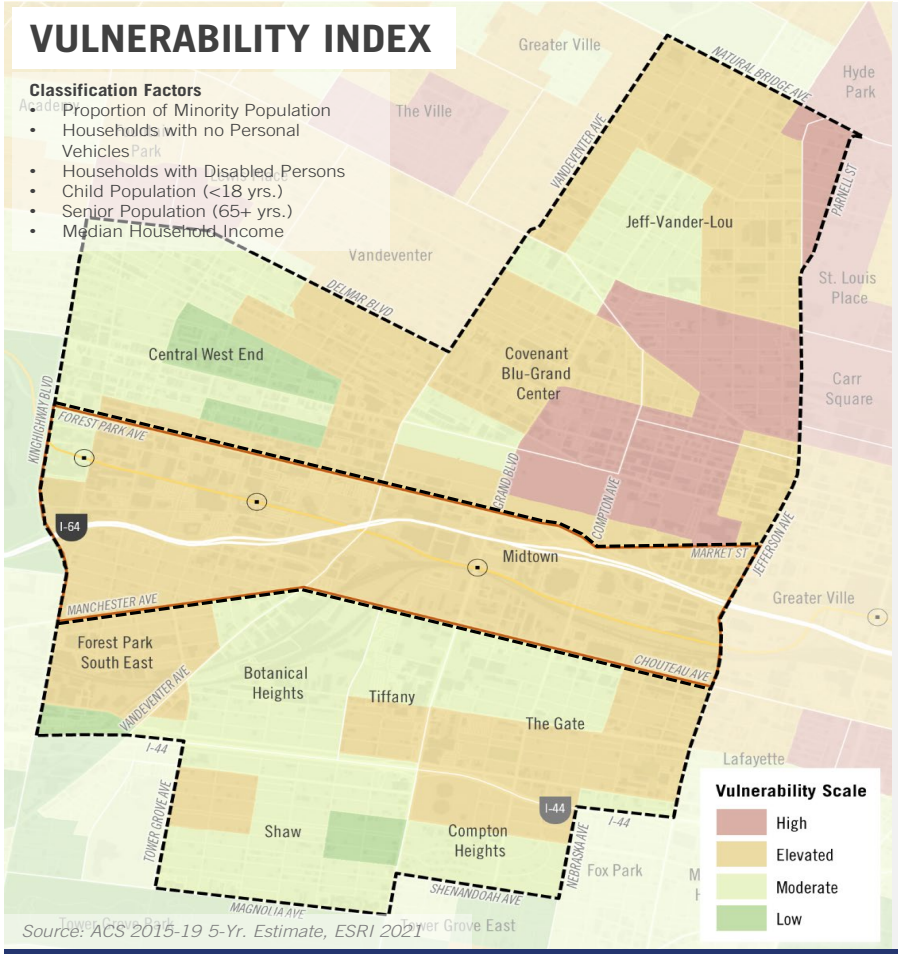


On a typical weekday, trips between the north and south neighborhoods are dominated by private auto, and biking and walking combine for just over 6 percent of the trips.

Transportation Equity – Vulnerability Index

TRANSPORTATION EQUITY

COMPOSITE INDICATORS: VULNERABILITY INDEX



Source: ACS 2015-19 5-Yr. Estimate, ESRI 2021

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

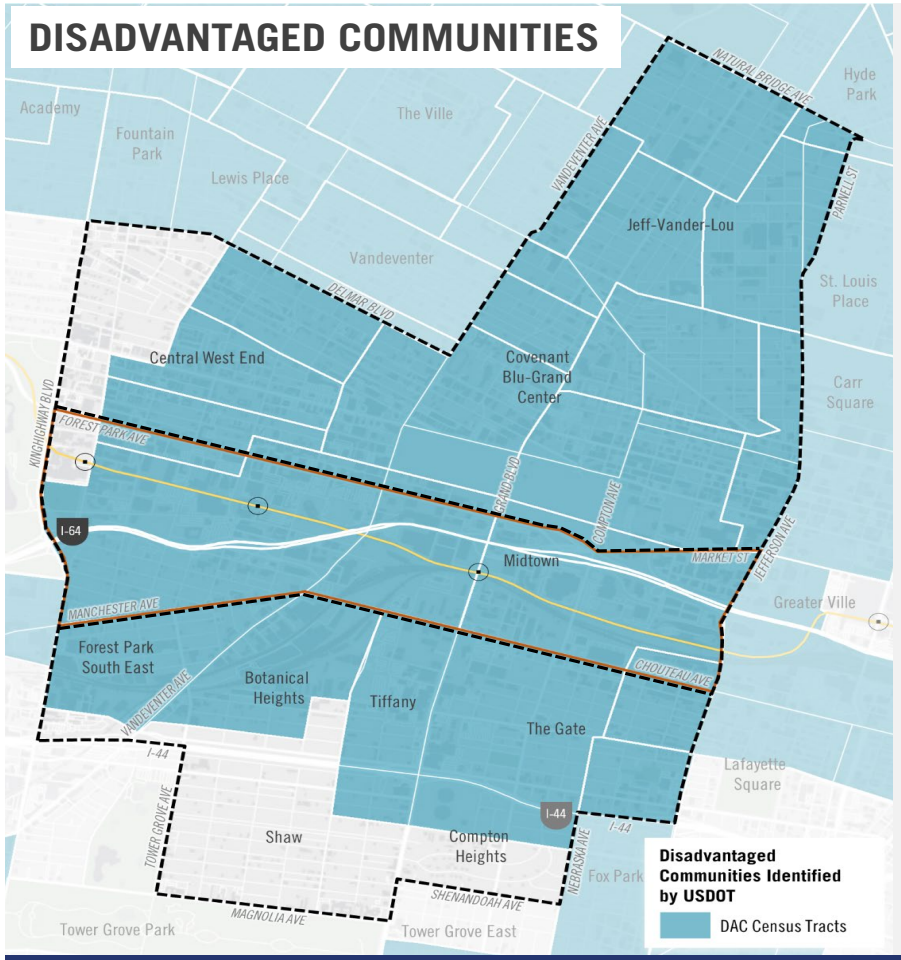
Scale	Overall Score
High	21 to 24
Elevated	16 to 20
Moderate	12 to 15
Low	8 to 11

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

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:

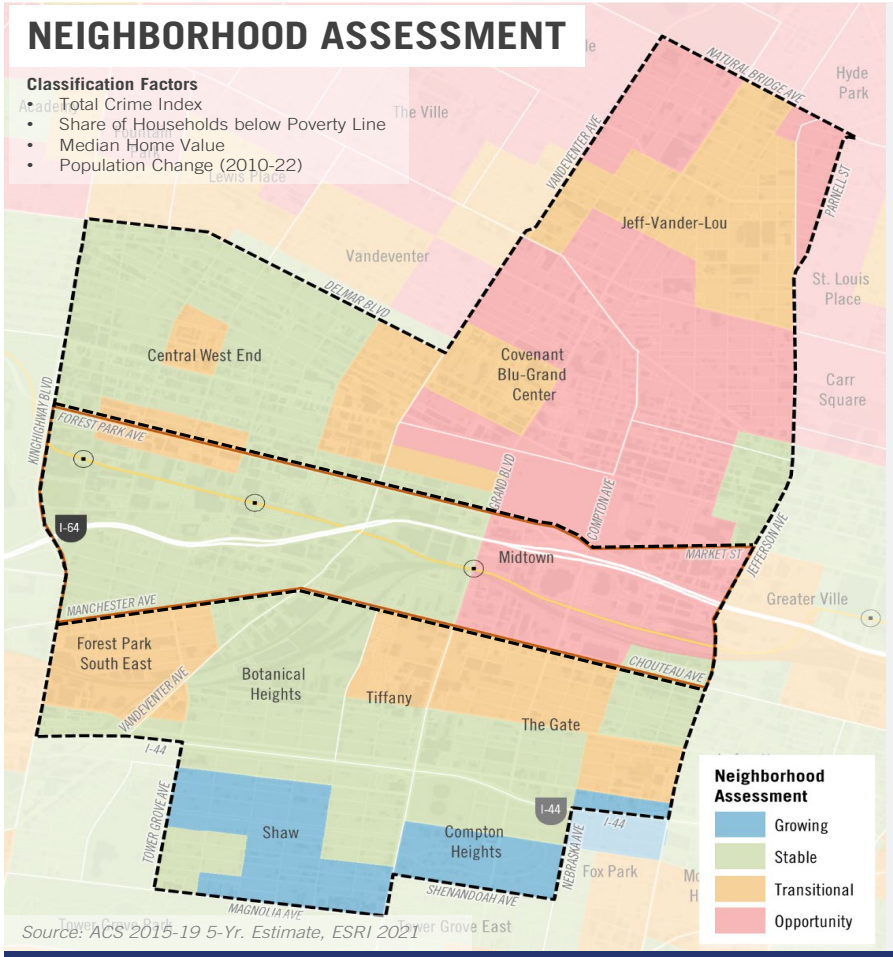
- **Transportation access disadvantage** identifies communities and places that spend more, and take longer, to get where they need to go. (4)
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures. (3)
- **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).

Transportation Equity – Neighborhood Assessment

TRANSPORTATION EQUITY

COMPOSITE INDICATORS: NEIGHBORHOOD ASSESSMENT



Source: ACS 2015-19 5-Yr. Estimate, ESRI 2021

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%

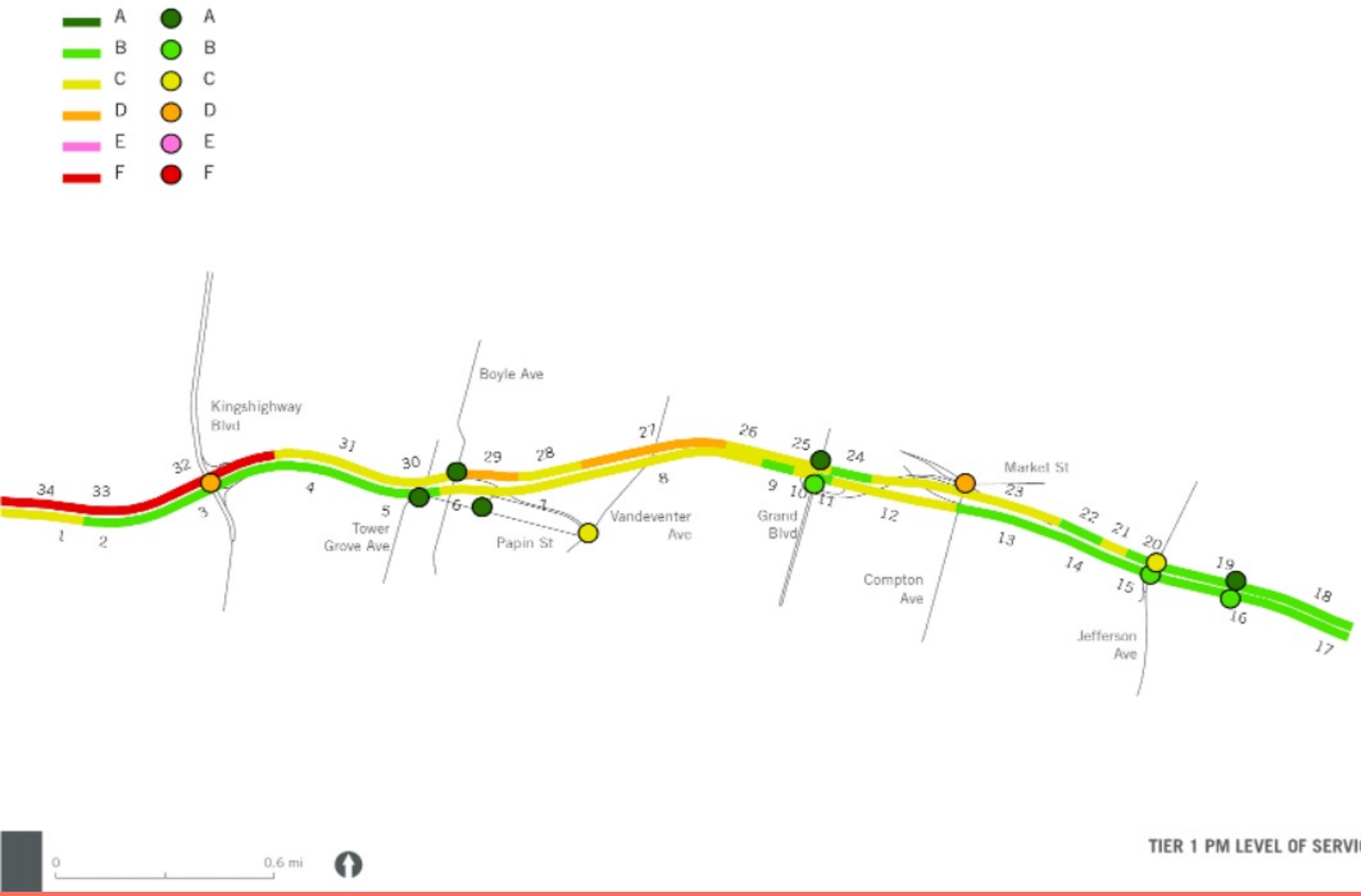
Category	Overall Score
Growing	4 to 6
Stable	7 to 10
Transitional	11 to 13
Opportunity	14 to 17

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.

Existing Traffic Operations – Morning

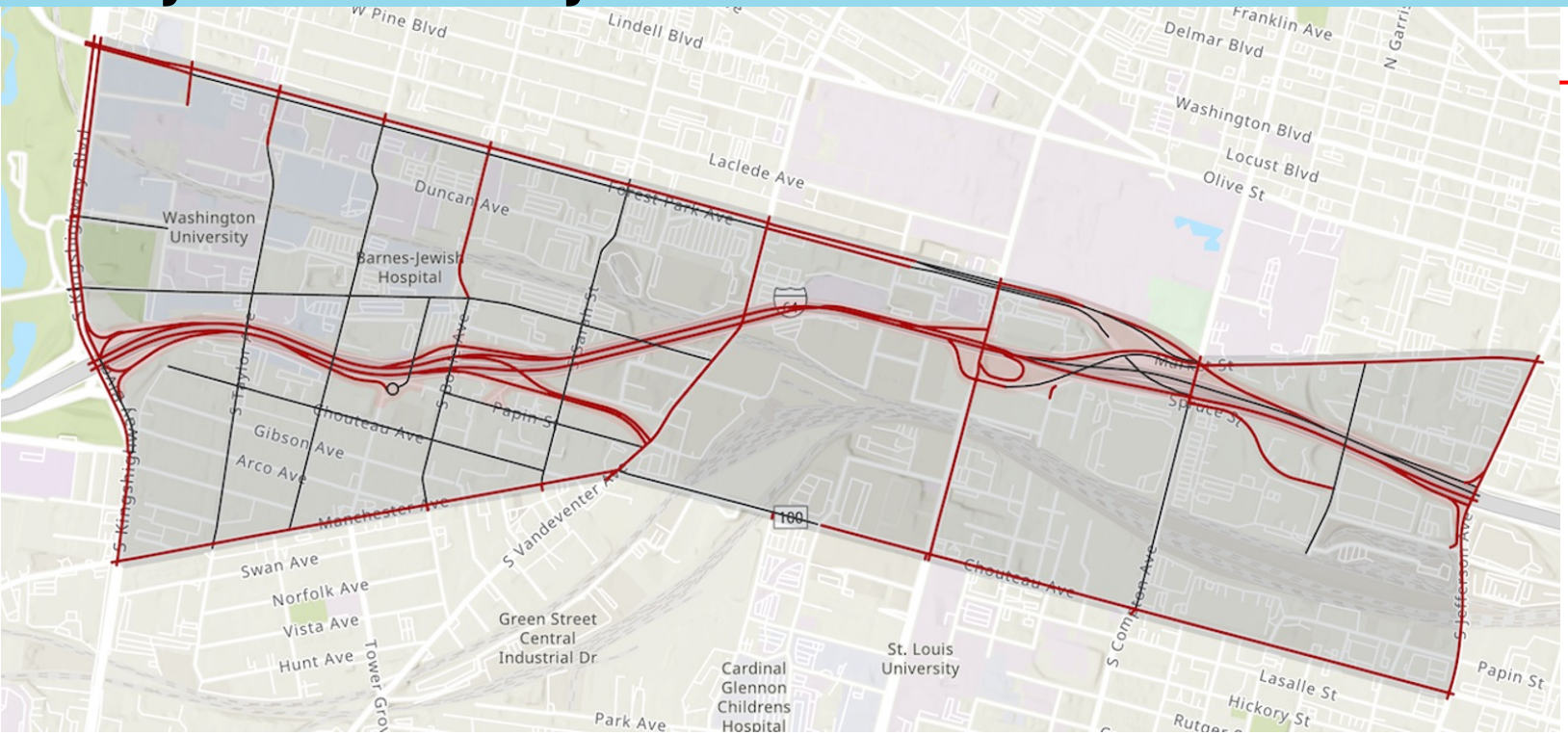
TIER 1 AM LEVEL OF SERVICE

Existing Traffic Operation - Evening



TIER 1 PM LEVEL OF SERVICE

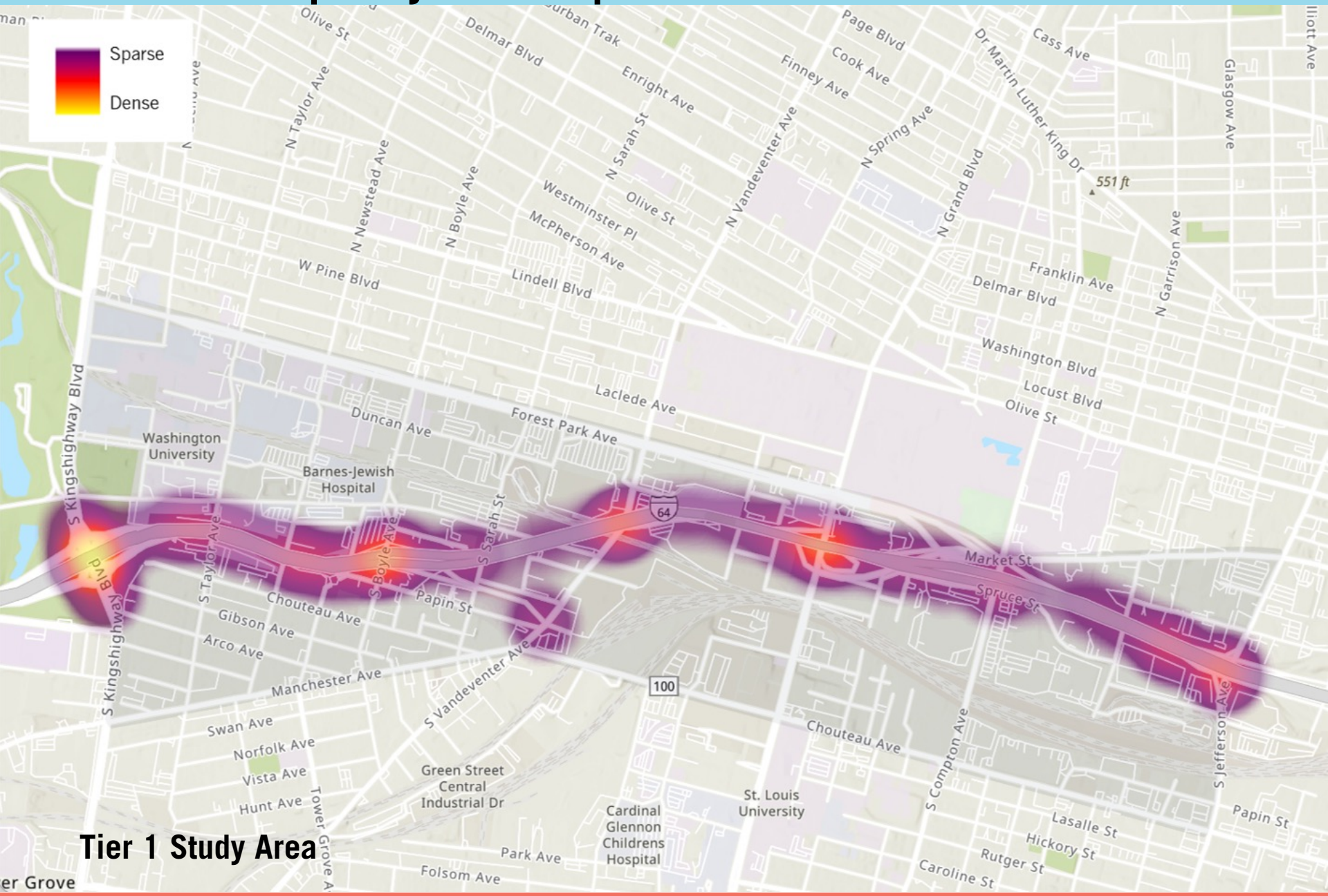
Safety – Crash History



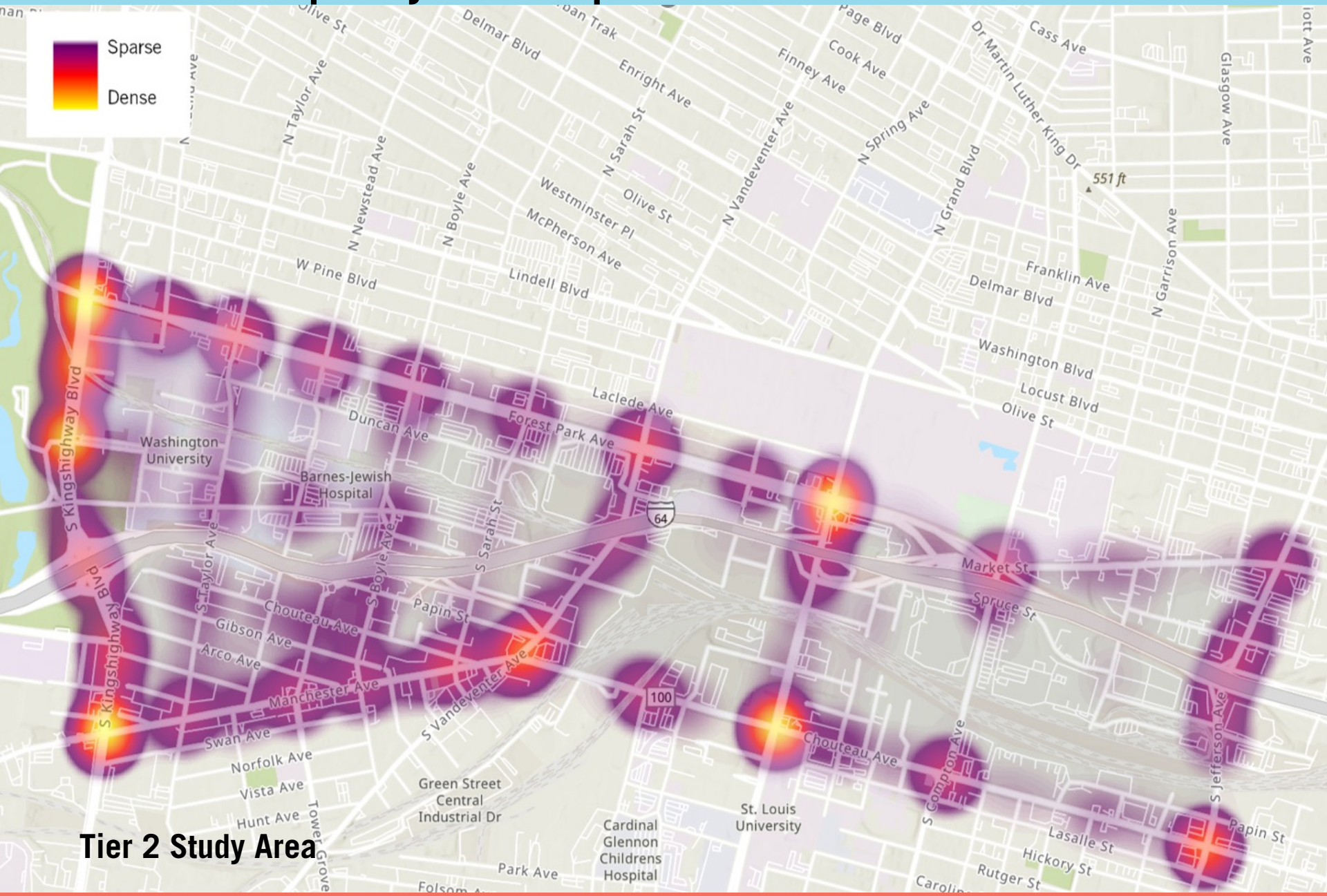
5 Year Crash History for Study Area 2016 to 2020

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



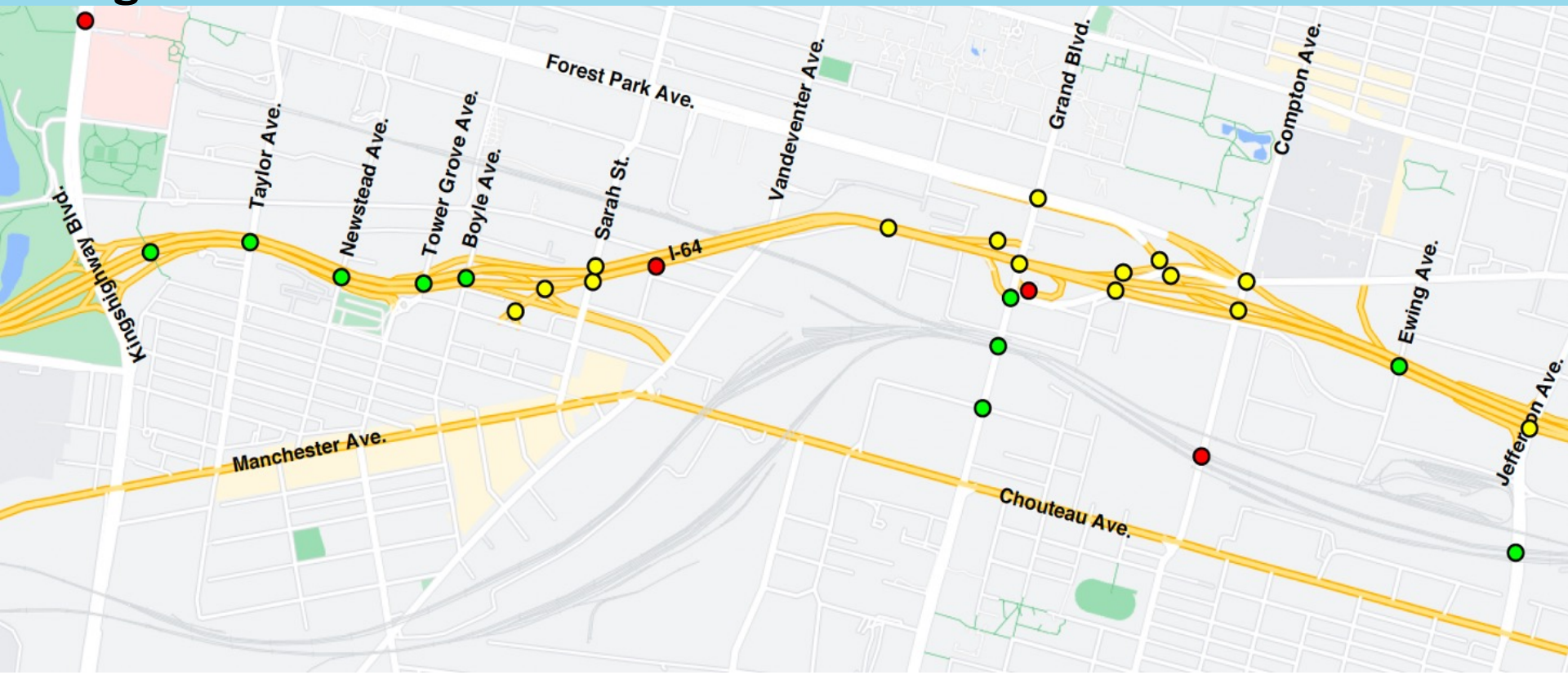
Total Crash Frequency Heat Map – 2016 to 2020



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.

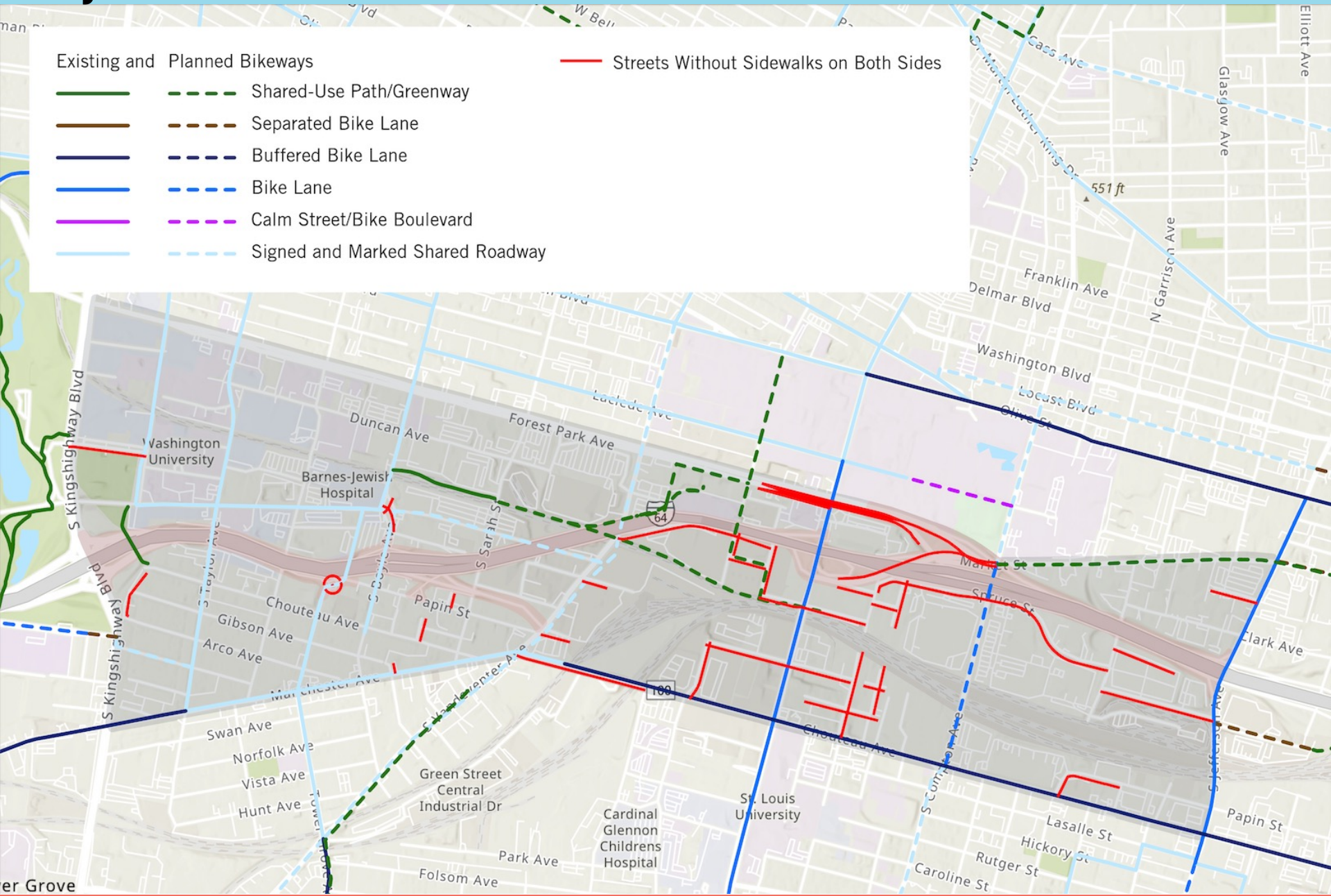
Bridge Conditions



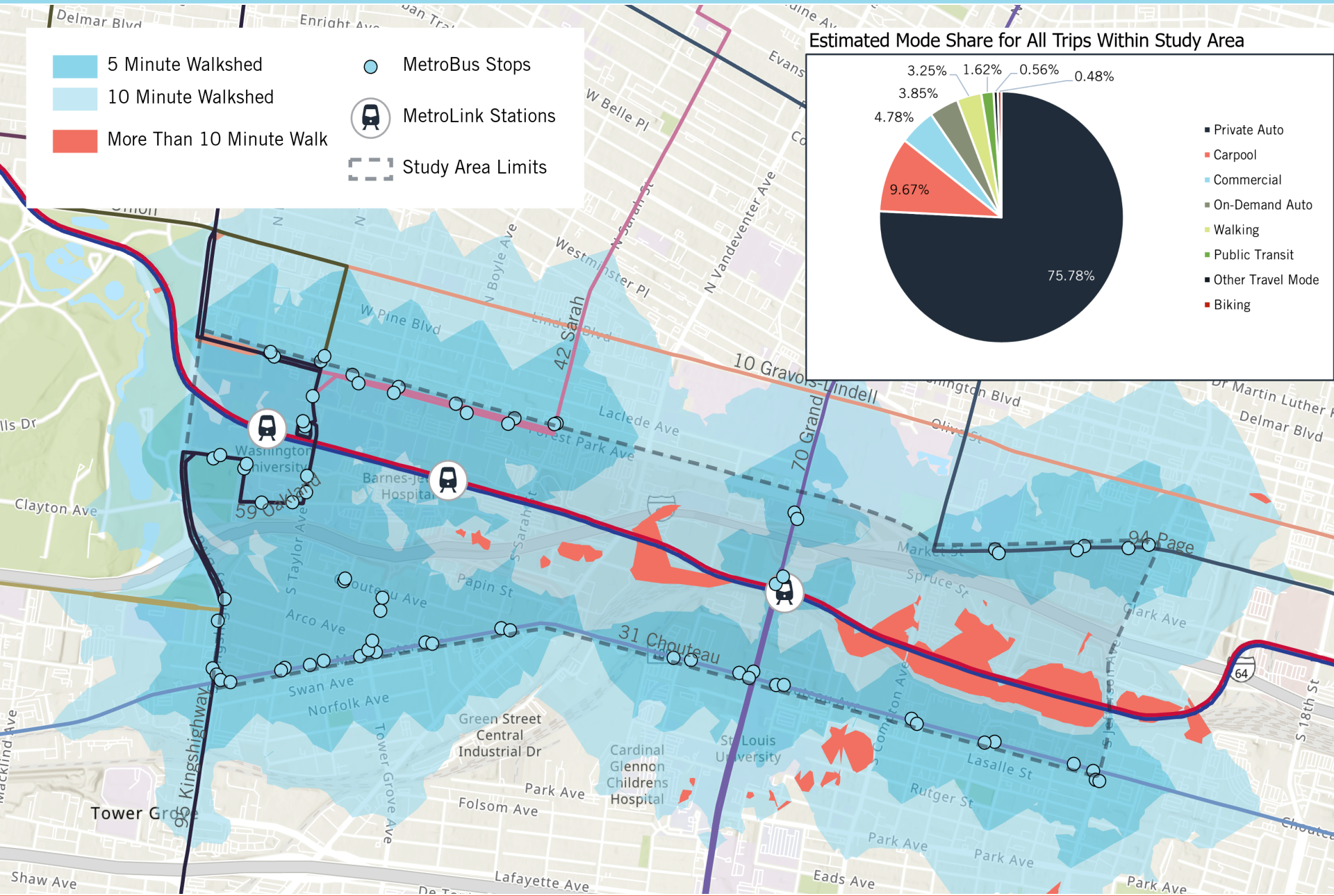
Bridge Condition

- Good
- Fair
- Poor

Bicycle and Pedestrian Infrastructure



Transit Access



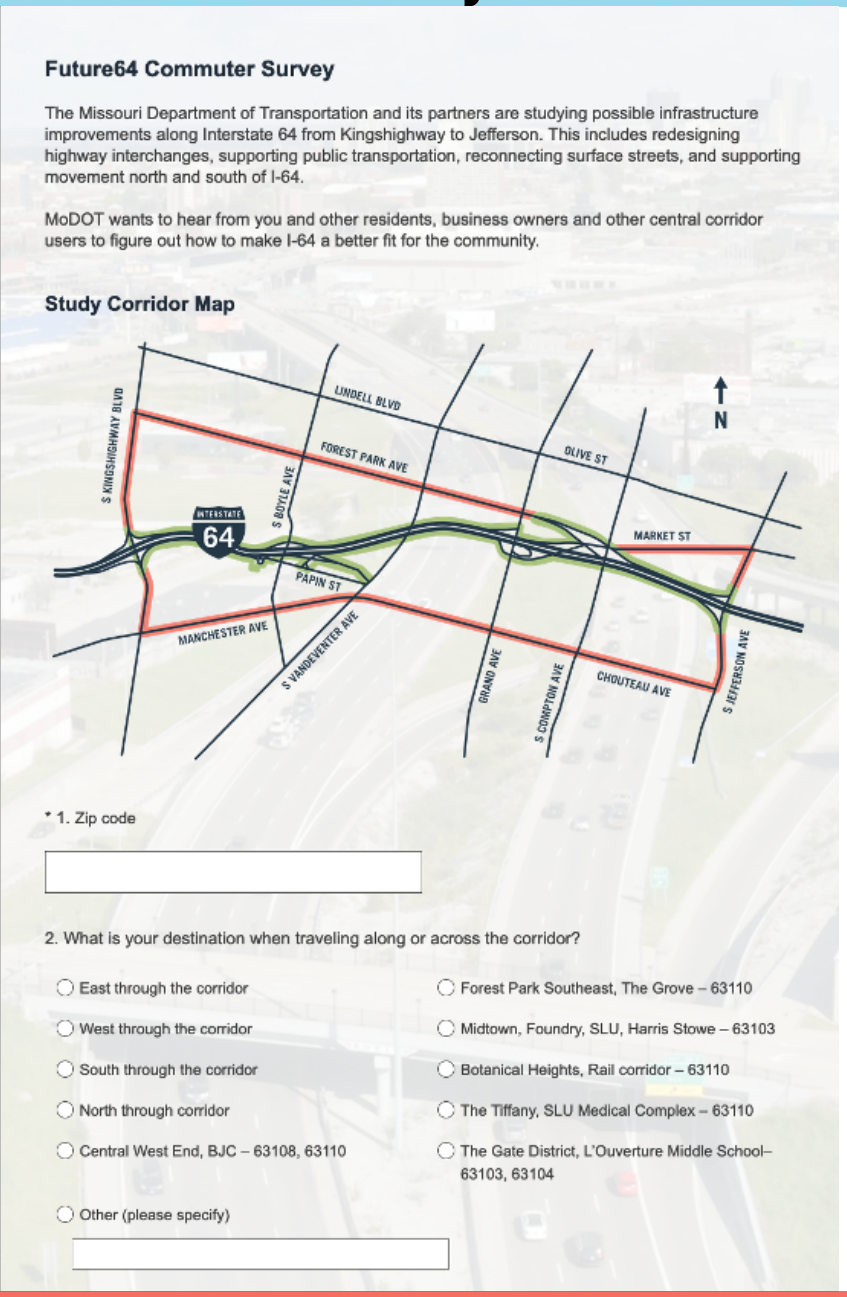
Environmental Resources Assessed

- 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



- 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

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Q&A

KINGSHIGHWAY TO JEFFERSON
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Thank You!

For more information, visit
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