

# 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*

# 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.



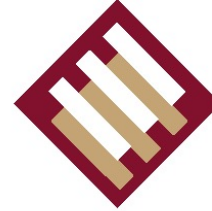
# Study Map



# 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
- 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



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries



# 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.

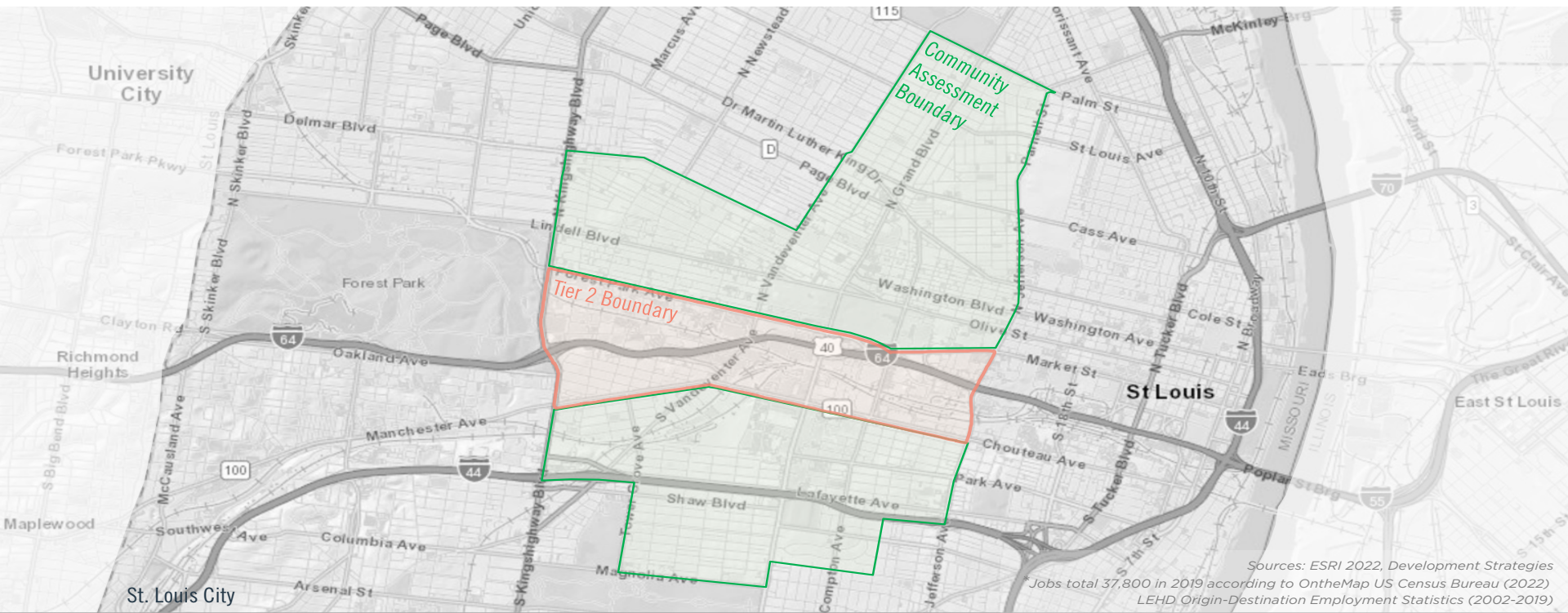
# Group Exercise #1

# Corridor Findings

## Introduction to Study Area – Key Metrics

## INTRODUCTION TO STUDY AREA

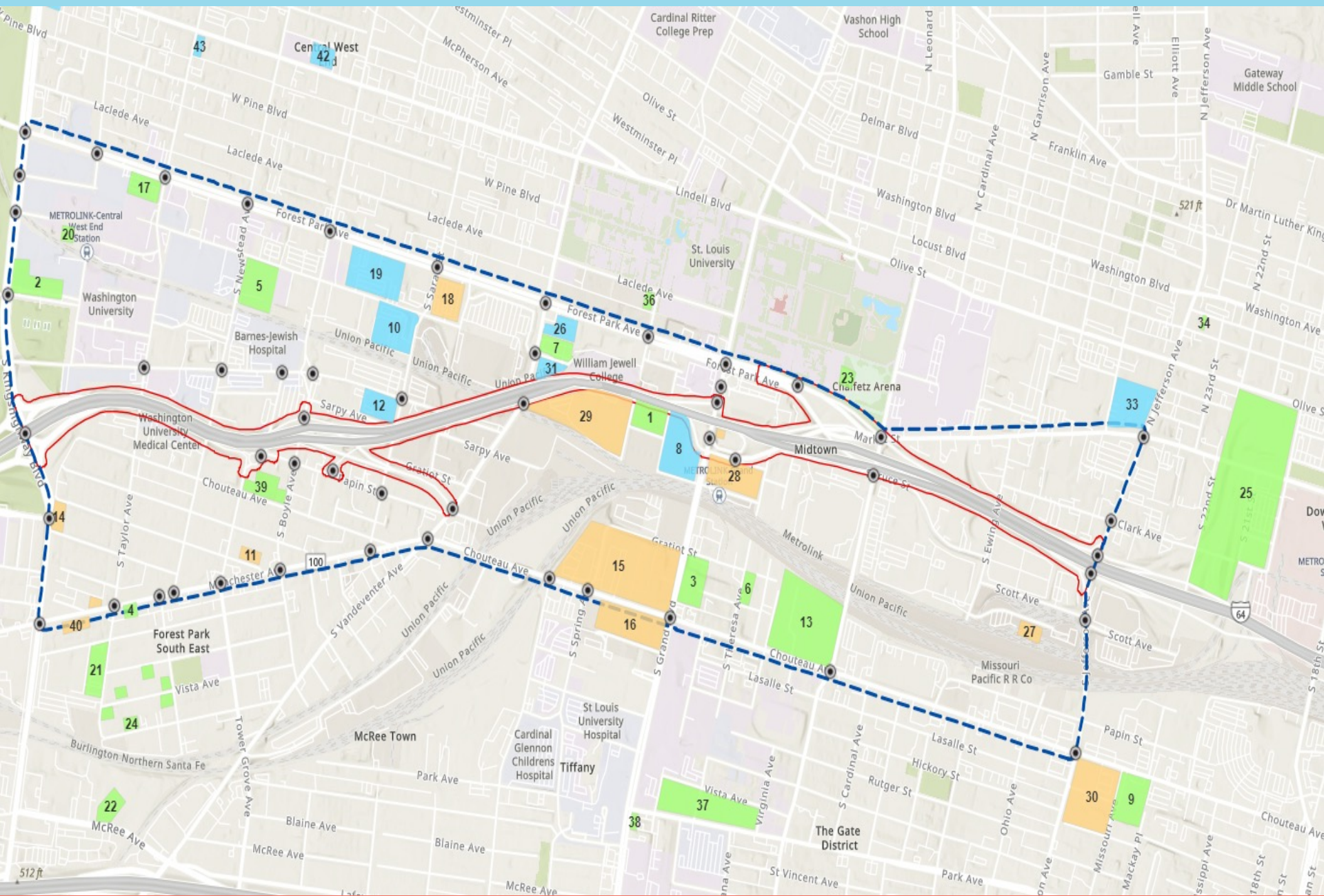
## KEY METRICS – CITY, COMMUNITY ASSESSMENT BOUNDARY, TIER 2 BOUNDARY



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



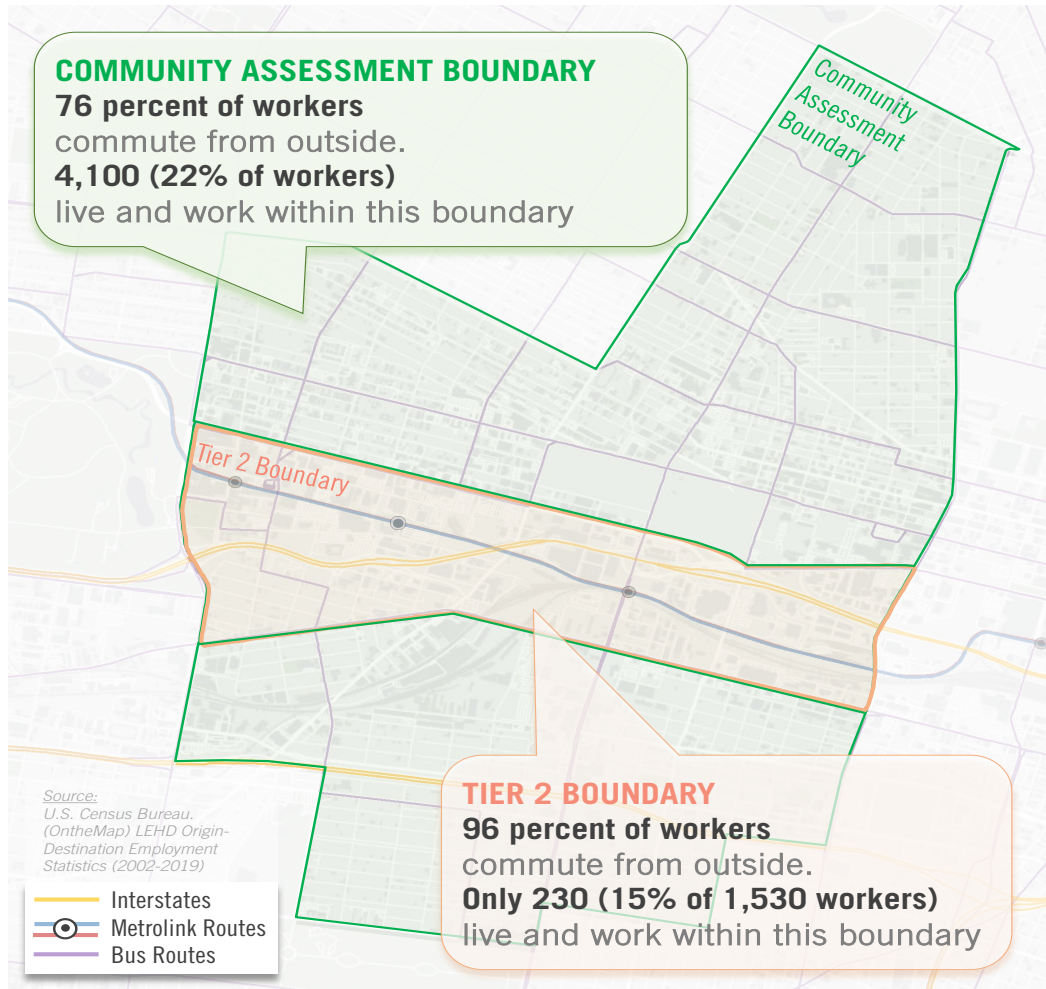
## Growth in the Central Corridor



# Study Area Commuting Patterns

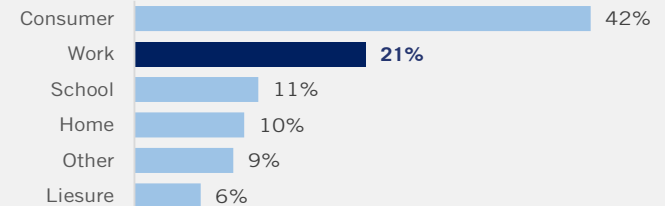
## STUDY AREA ECONOMIC TRENDS

### COMMUTING PATTERNS

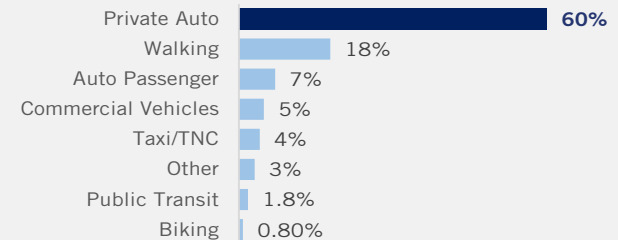


On a typical workday, **~63K trips** are made by **~40K people** with **Tier 2 boundary** as destination

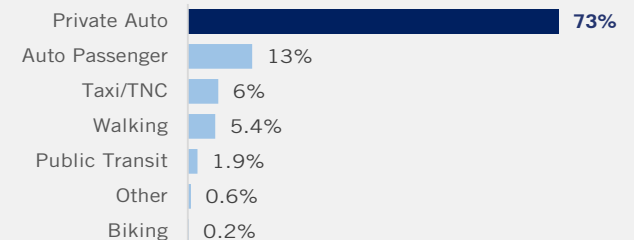
#### Trip Purpose



#### 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)

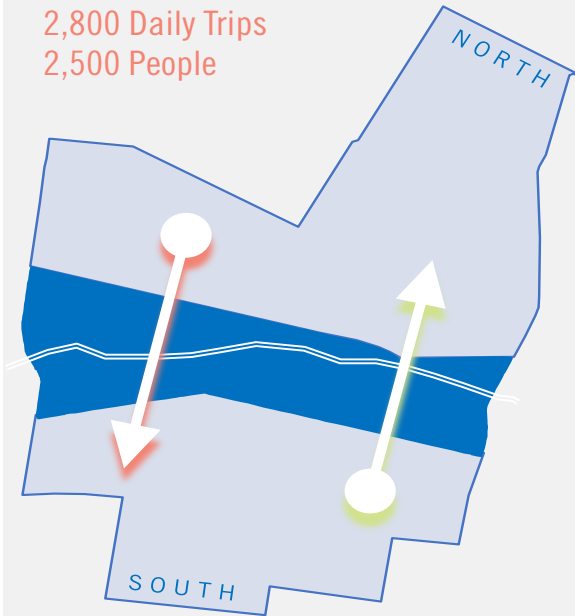
## TRAVEL PATTERNS

NORTH – SOUTH TRIPS ON A TYPICAL WEEKDAY

### NORTH – SOUTH TRIPS TYPICAL WEEKDAY

#### NORTH -> SOUTH

2,800 Daily Trips  
2,500 People



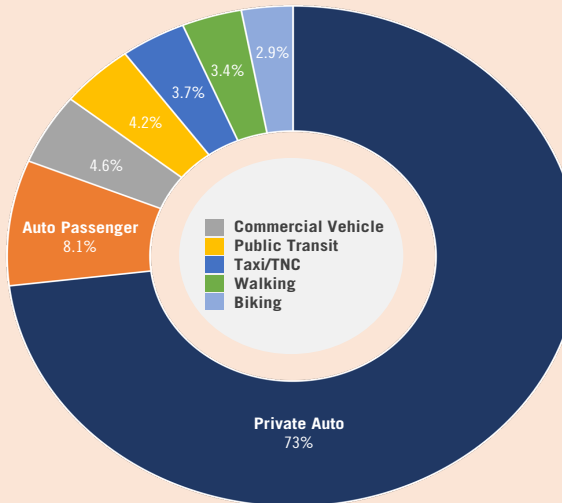
#### SOUTH -> NORTH

2,900 Daily Trips  
2,600 People

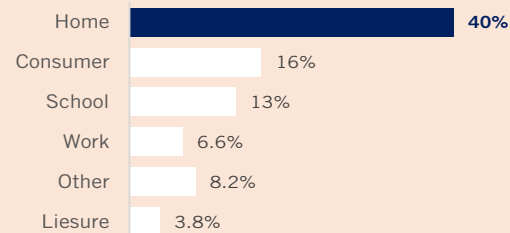
Source: REPLICA, 2021

### NORTH -> SOUTH

#### Travel Mode

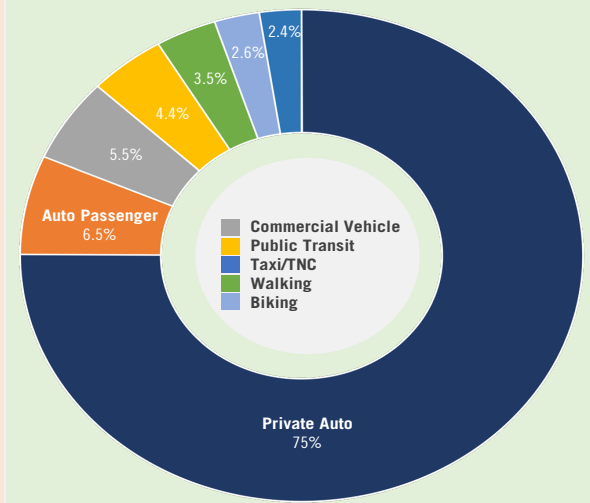


#### Trip Purpose

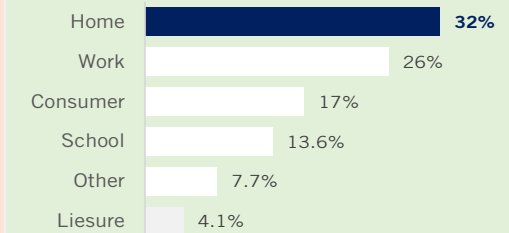


### SOUTH -> NORTH

#### 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

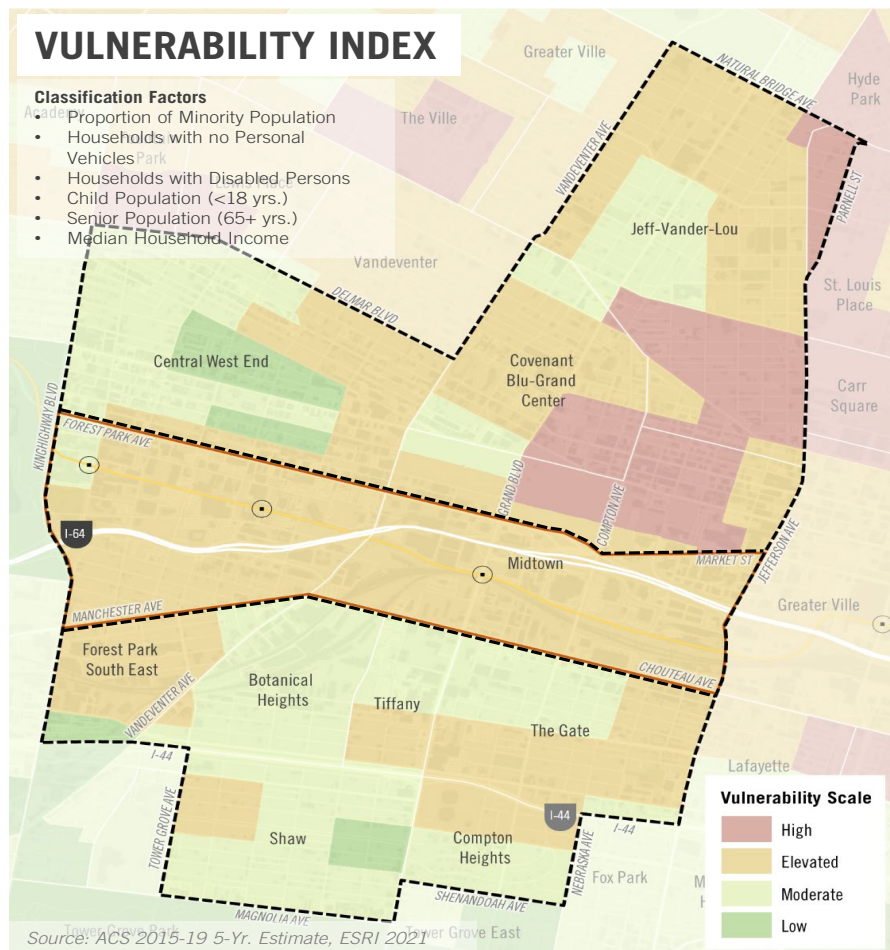
## TRANSPORTATION EQUITY

### COMPOSITE INDICATORS: VULNERABILITY INDEX

#### VULNERABILITY INDEX

##### Classification Factors

- Proportion of Minority Population
- Households with no Personal Vehicles
- Households with Disabled Persons
- Child Population (<18 yrs.)
- Senior Population (65+ yrs.)
- Median Household Income



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

- <20%
- 20% to 40%
- 40% to 60%
- >60%

##### Number of Households with no Personal Vehicles

- <50 Households
- 50 to 100 Households
- 100 to 200 Households
- >200 Households

##### Median Household Income

- >\$80K
- \$45K to \$80K
- \$30K to \$45K
- <\$30K

##### Number of Households with at least one Disabled Person

- <50 Households
- 50 to 100 Households
- 100 to 200 Households
- >200 Households

##### Senior Population Count

- <50
- 50 to 100
- 100 to 200
- >200

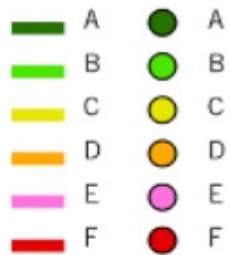
##### Child Population Count

- <50
- 50 to 100
- 100 to 200
- >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.

# Existing Traffic Operation - Evening

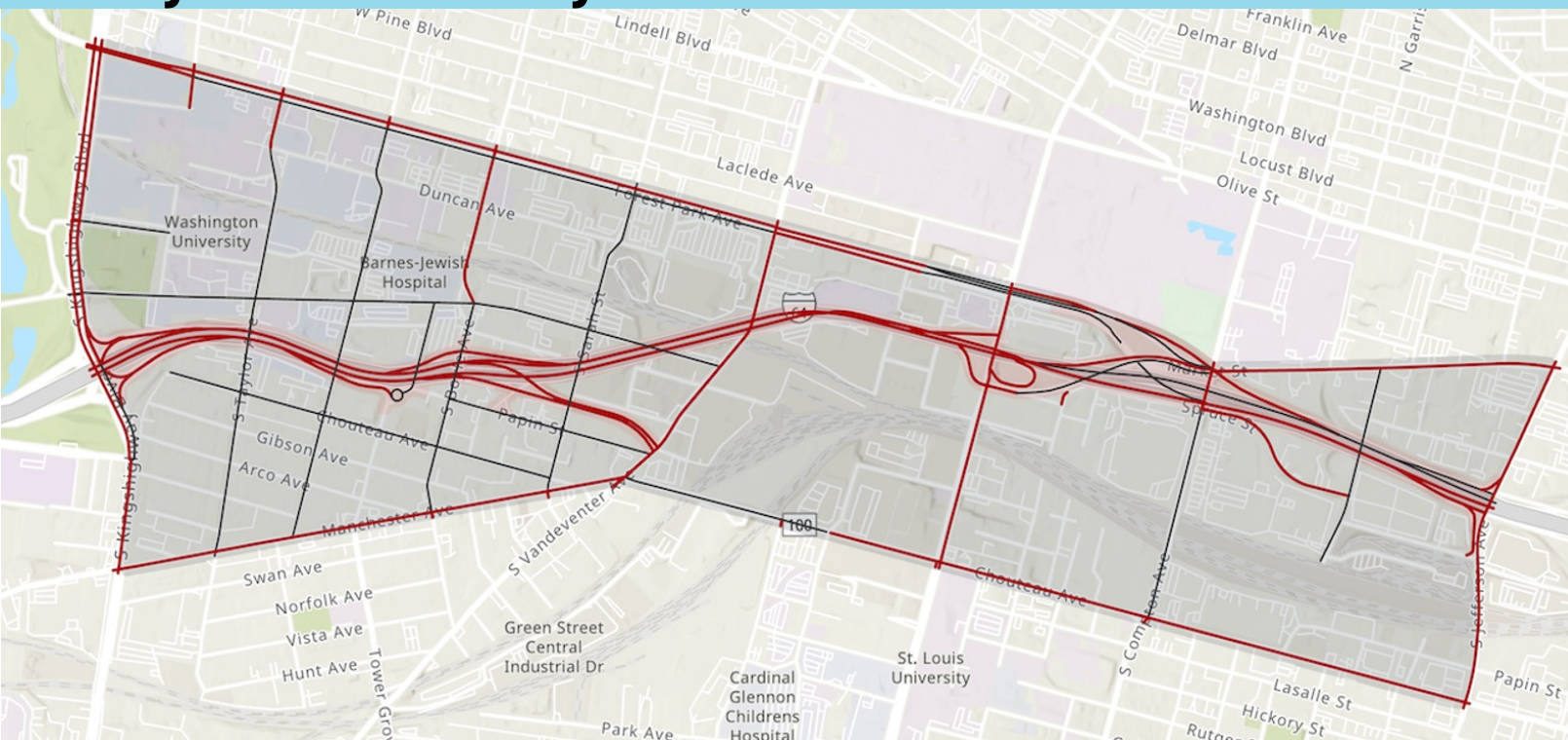


0 0.6 mi



TIER 1 PM LEVEL OF SERVICE

# Safety – Crash History



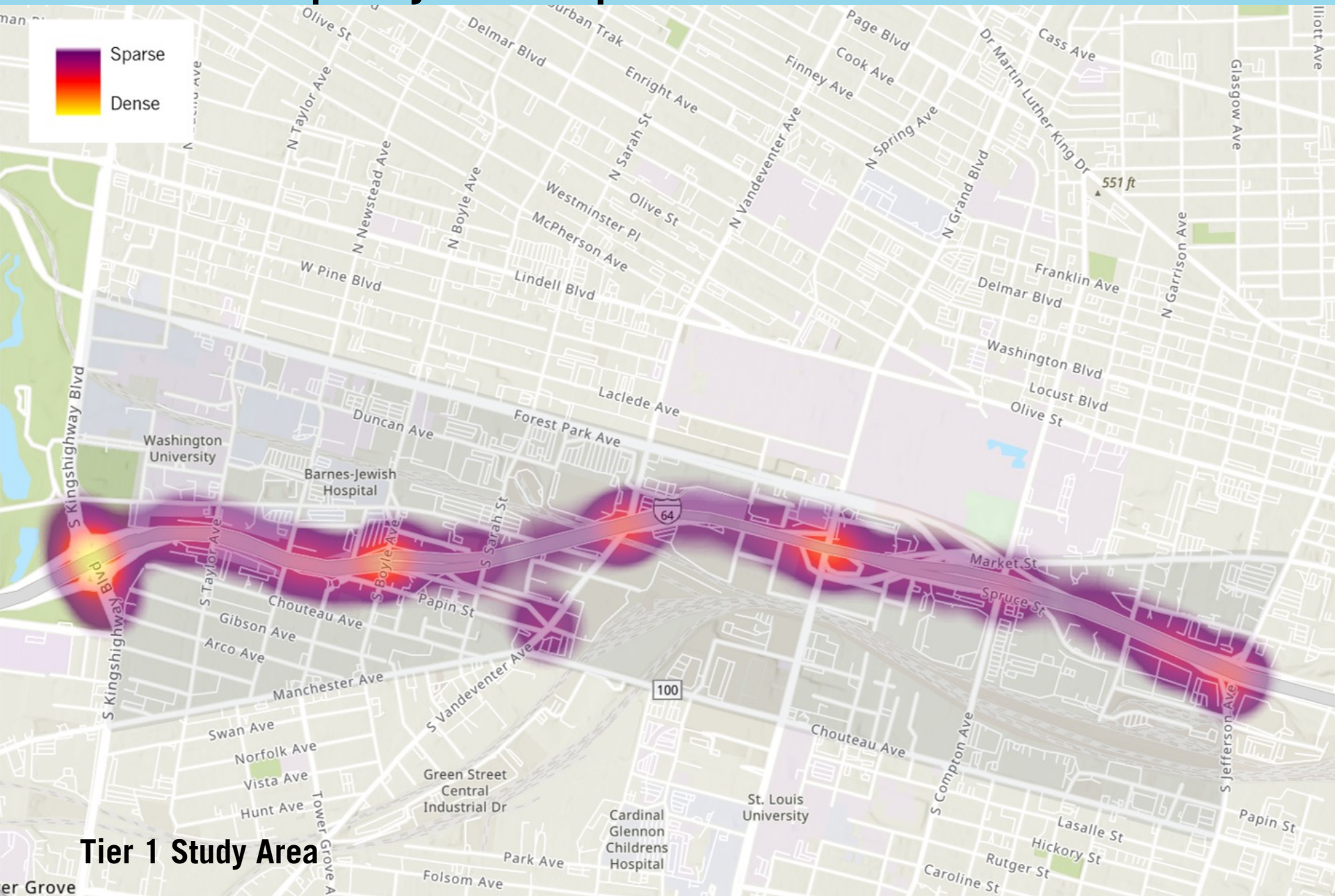
Crash Rates  
Above Statewide  
Average

## 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	<b>4,266</b>	<b>123</b>



# Total Crash Frequency Heat Map – 2016 to 2020





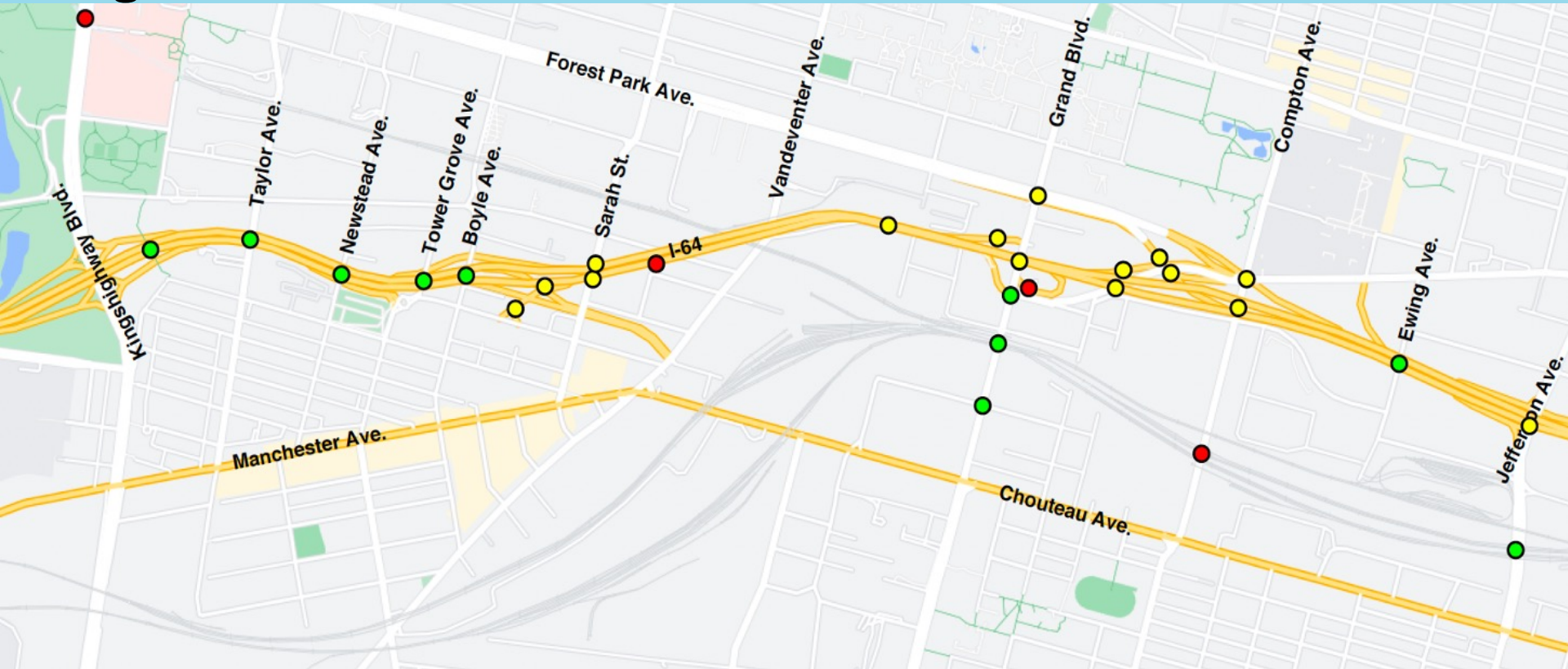
# Existing Access is Challenging to Navigate



- 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

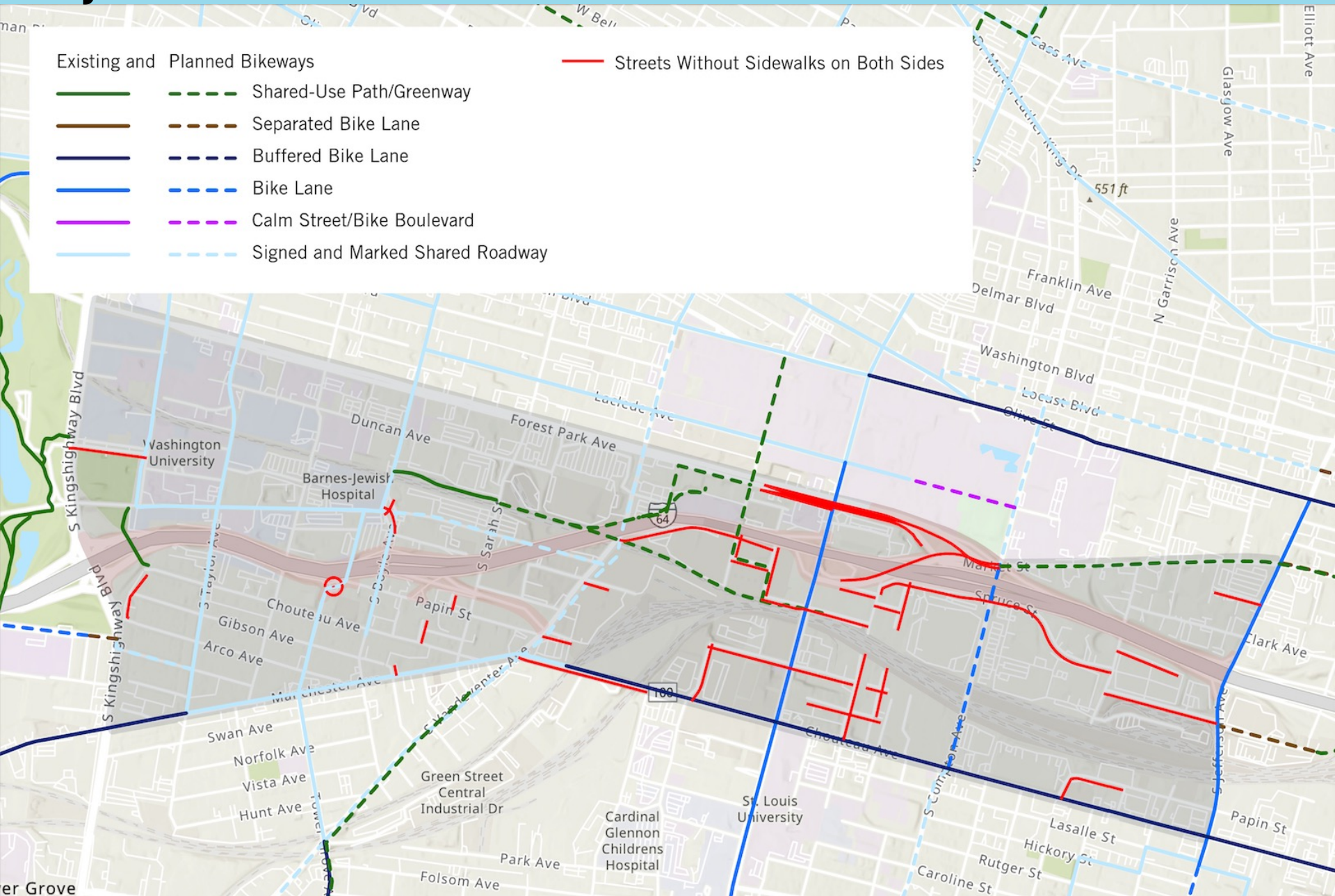
- Good
- Fair
- Poor

# 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



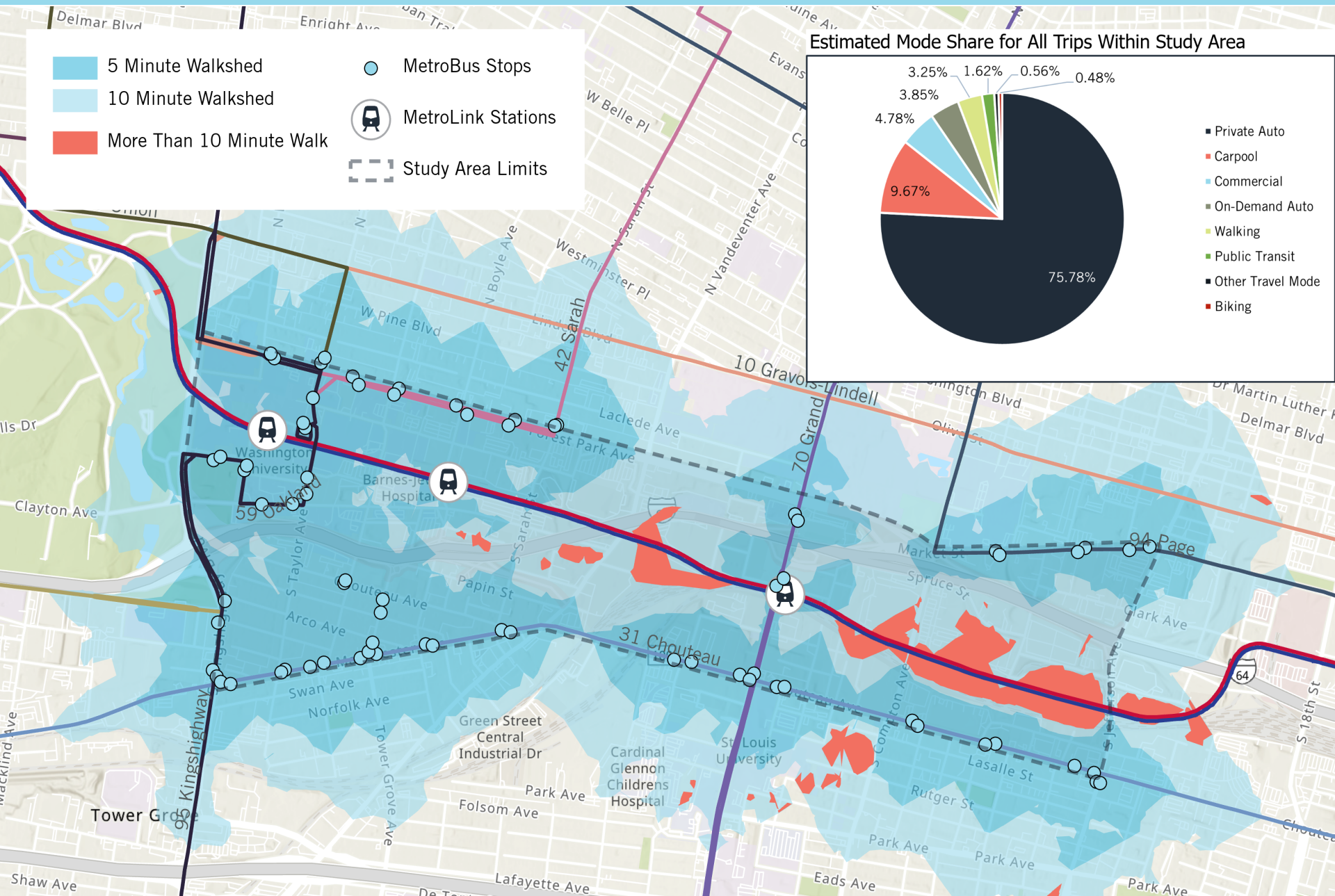
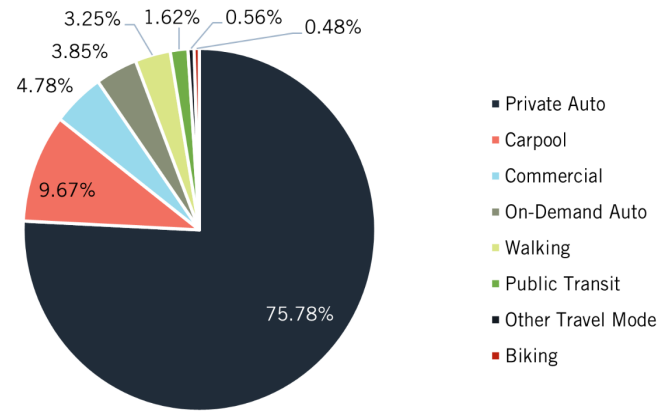


# Transit Access

- 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



# 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?

- |  |   |
|--|---|
| <input type="radio"/> East through the corridor            | <input type="radio"/> Forest Park Southeast, The Grove – 63110                    |
| <input type="radio"/> West through the corridor            | <input type="radio"/> Midtown, Foundry, SLU, Harris Stowe – 63103                 |
| <input type="radio"/> South through the corridor           | <input type="radio"/> Botanical Heights, Rail corridor – 63110                    |
| <input type="radio"/> North through corridor               | <input type="radio"/> The Tiffany, SLU Medical Complex – 63110                    |
| <input type="radio"/> Central West End, BJC – 63108, 63110 | <input type="radio"/> The Gate District, L'Ouverture Middle School – 63103, 63104 |
| <input type="radio"/> 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](http://www.future64.com)

or

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