

Future64 Study

Technical 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

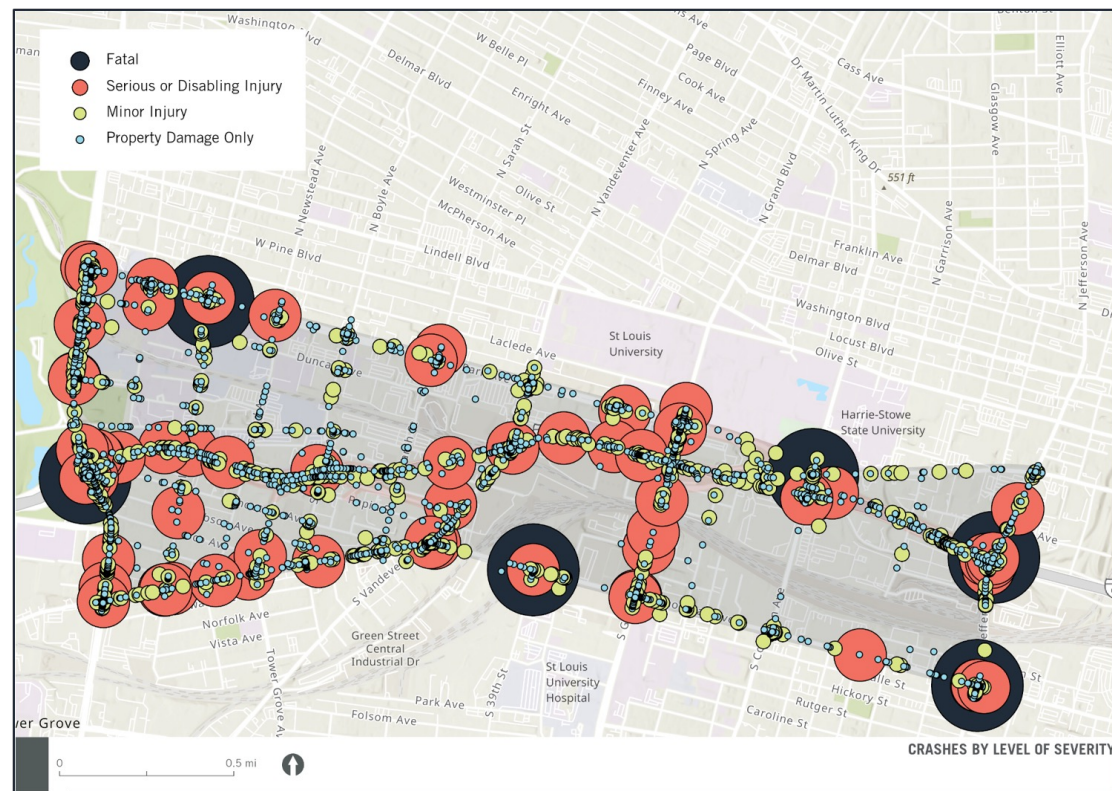


Advisory Group Meeting #1 – May 2022

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



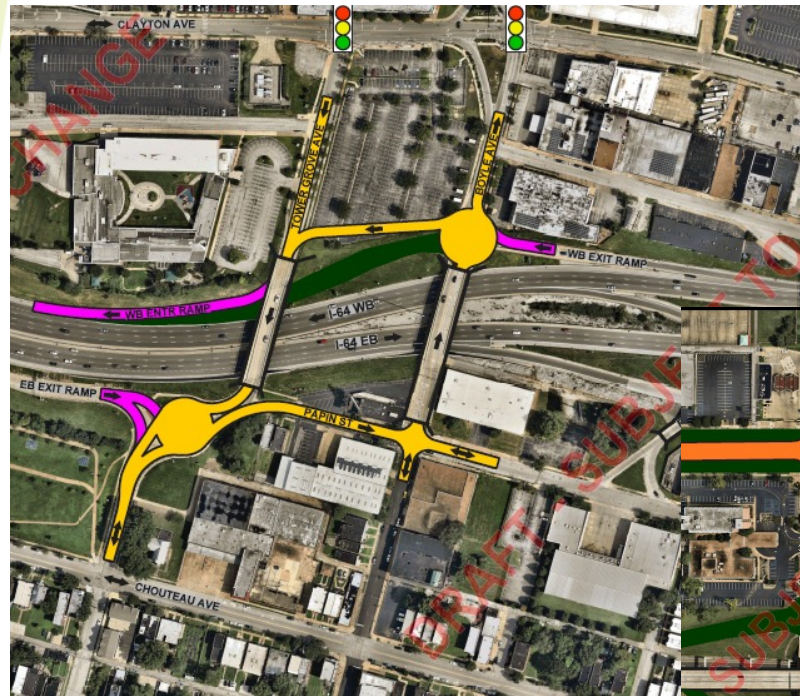
Maintain Interstate function, operations, and capacity for the future



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.



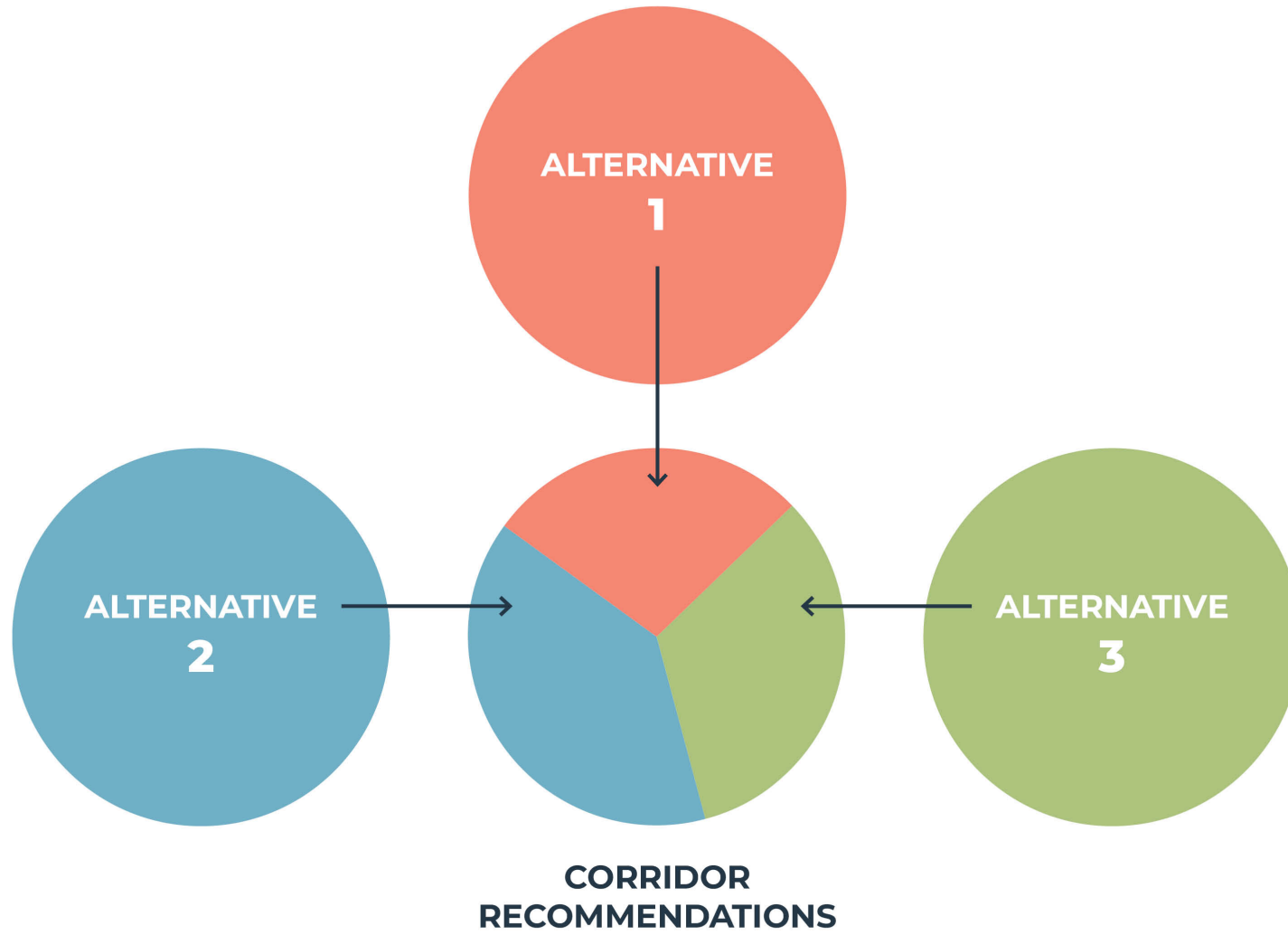
Integrate ecology best practices into project designs and right-of-way use.



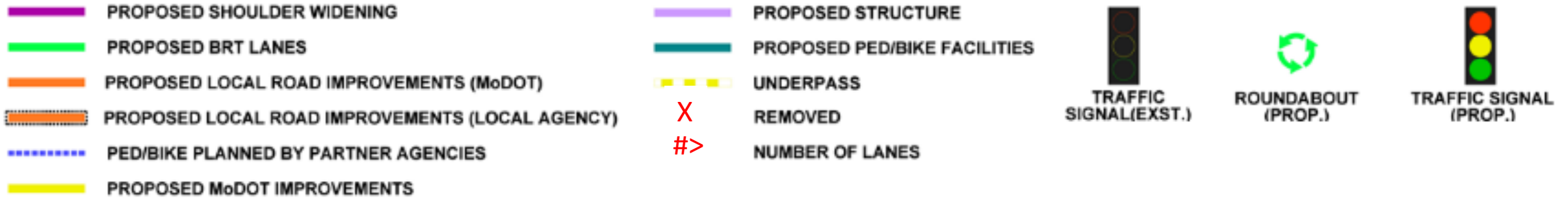
Integrate improved aesthetics and visual environment into project designs.

Overview of Alternatives



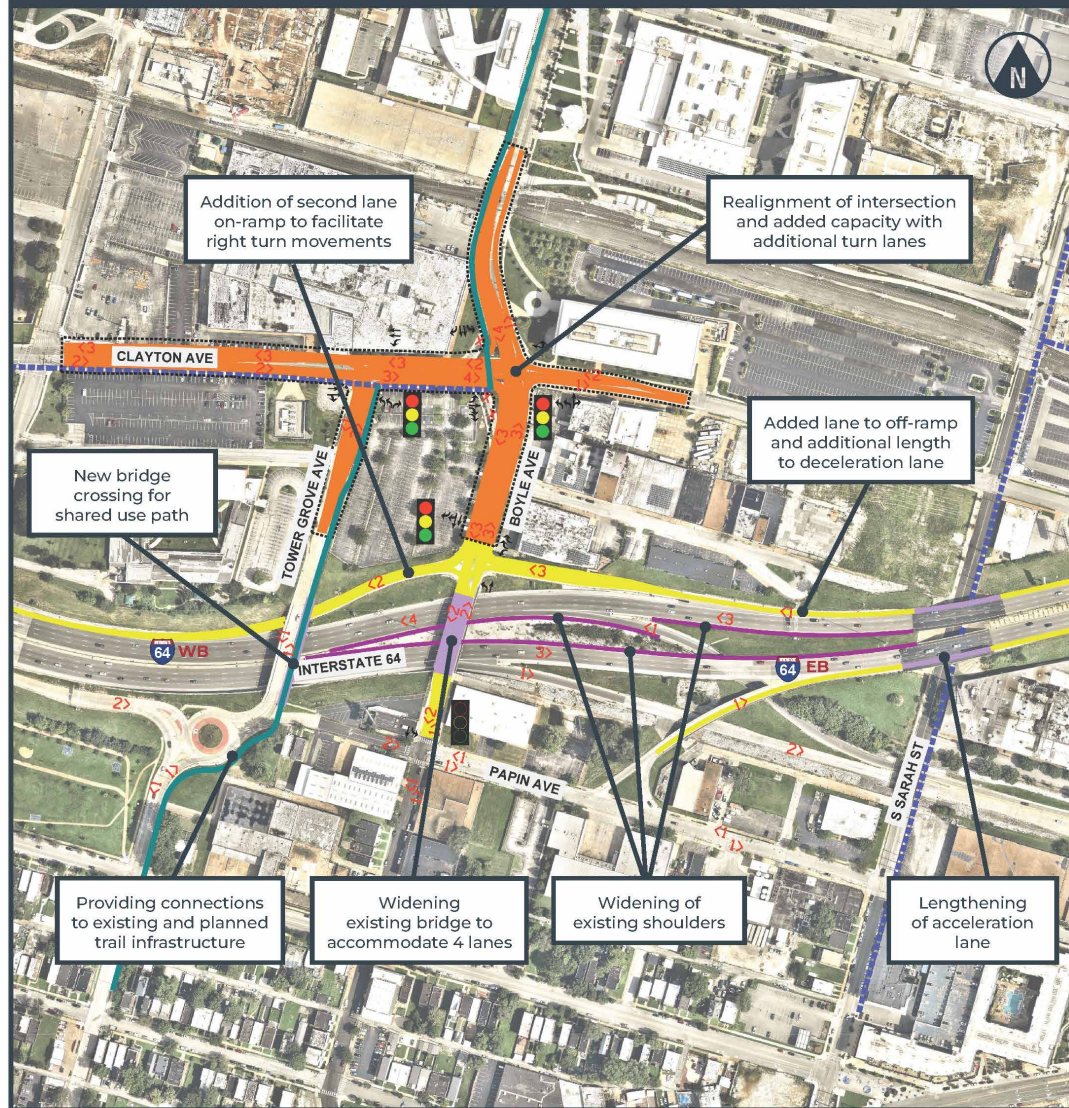


Map and Legend Overview

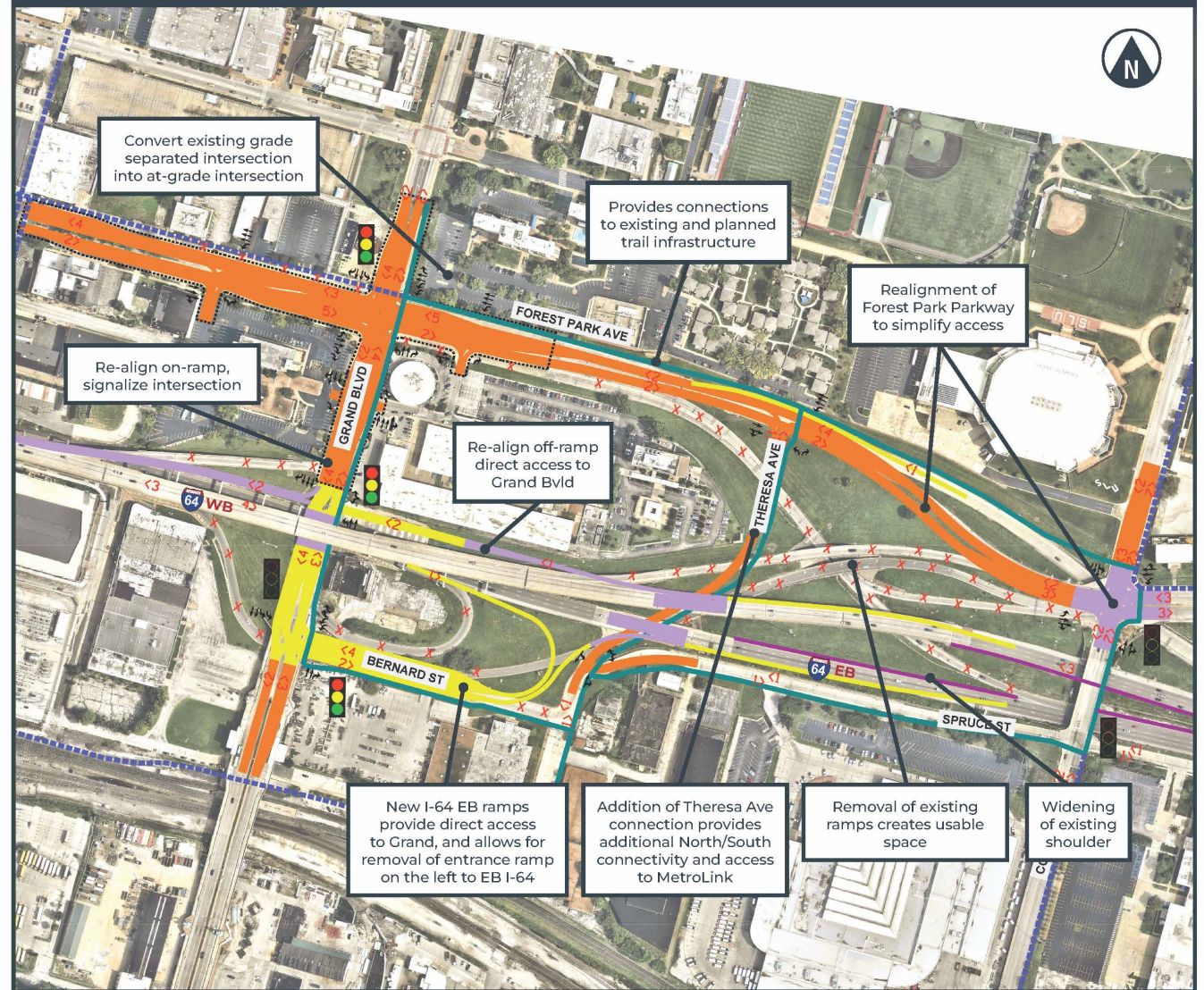


Alternative 1

WEST INTERCHANGE

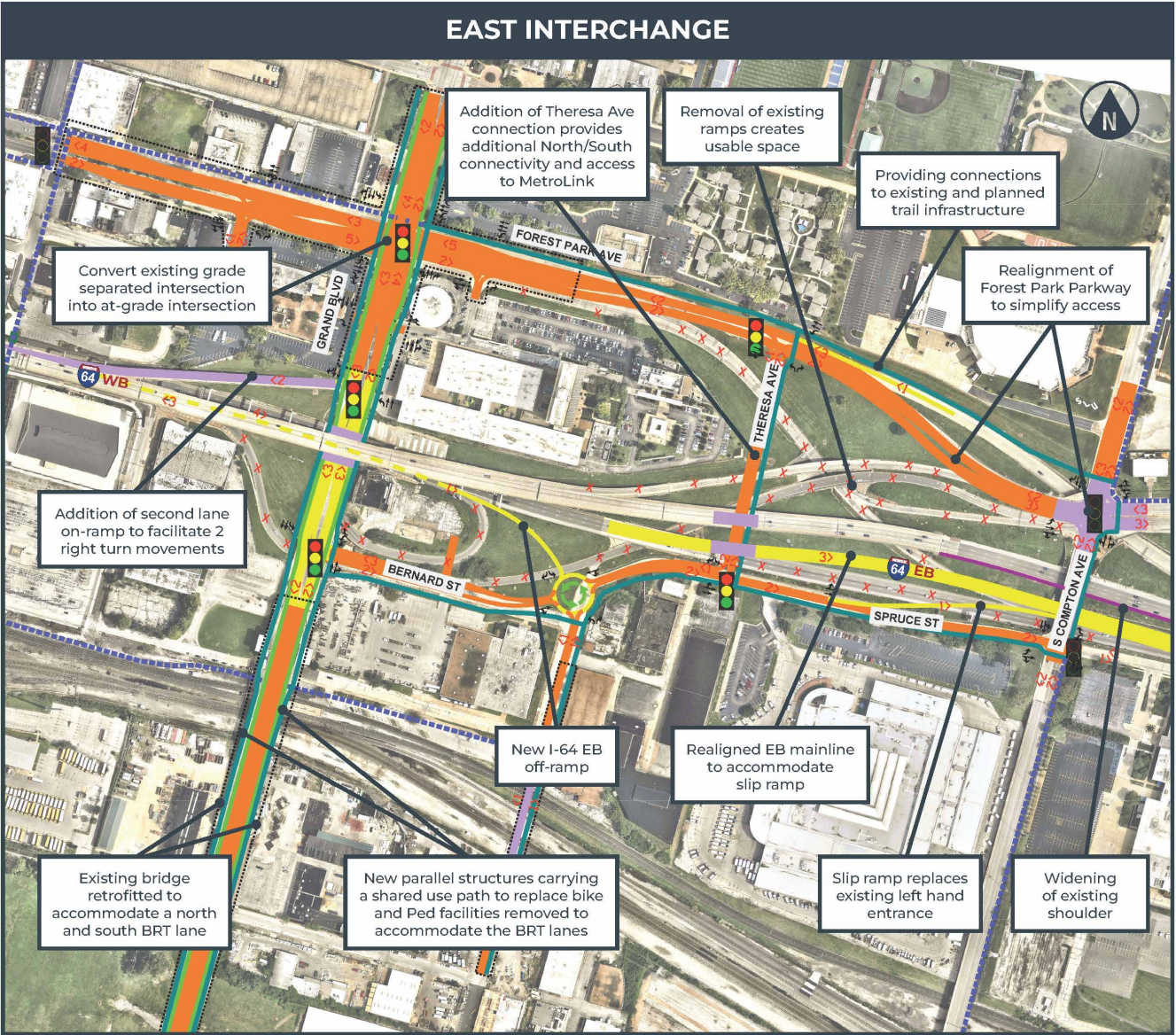
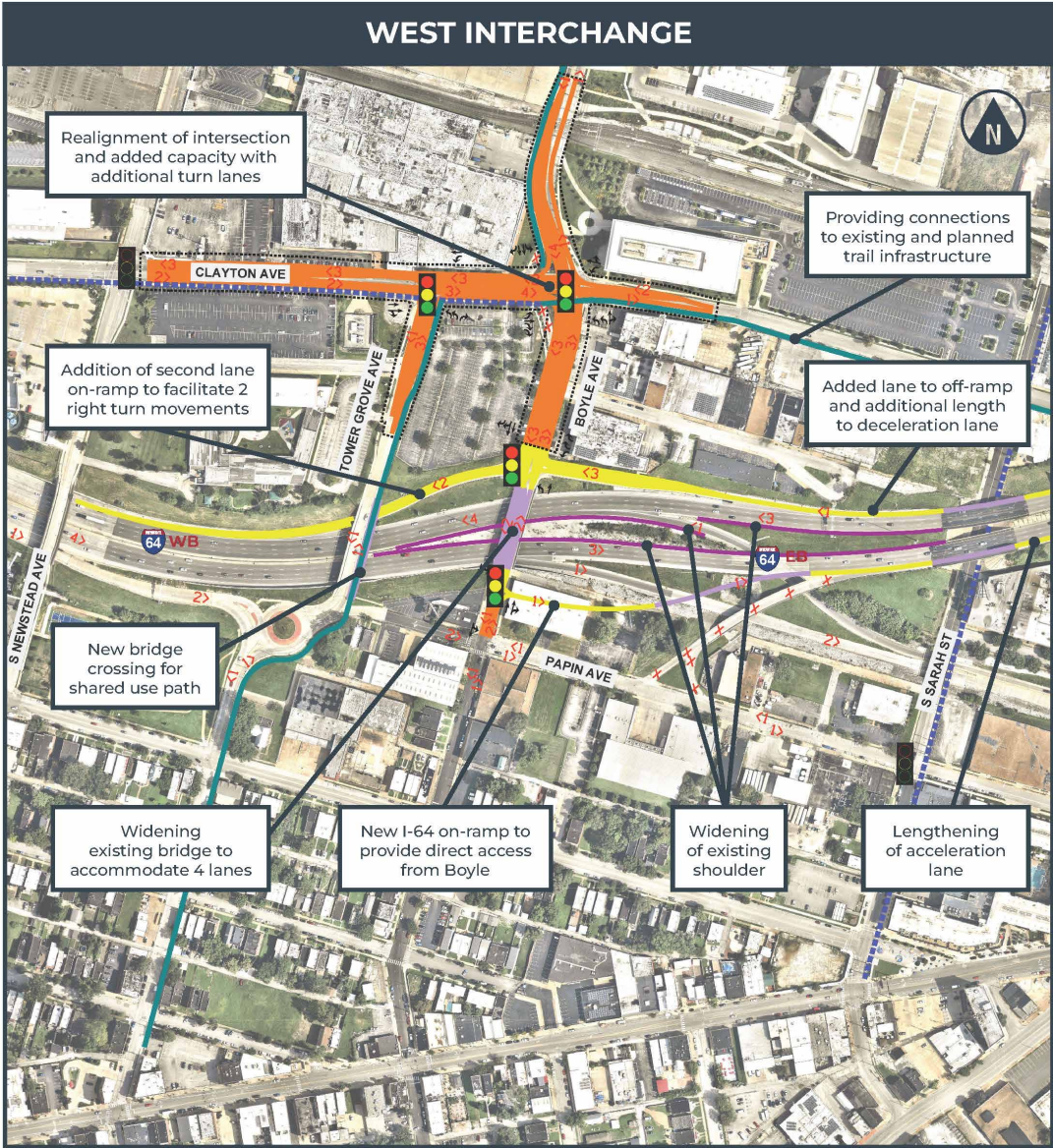


EAST INTERCHANGE



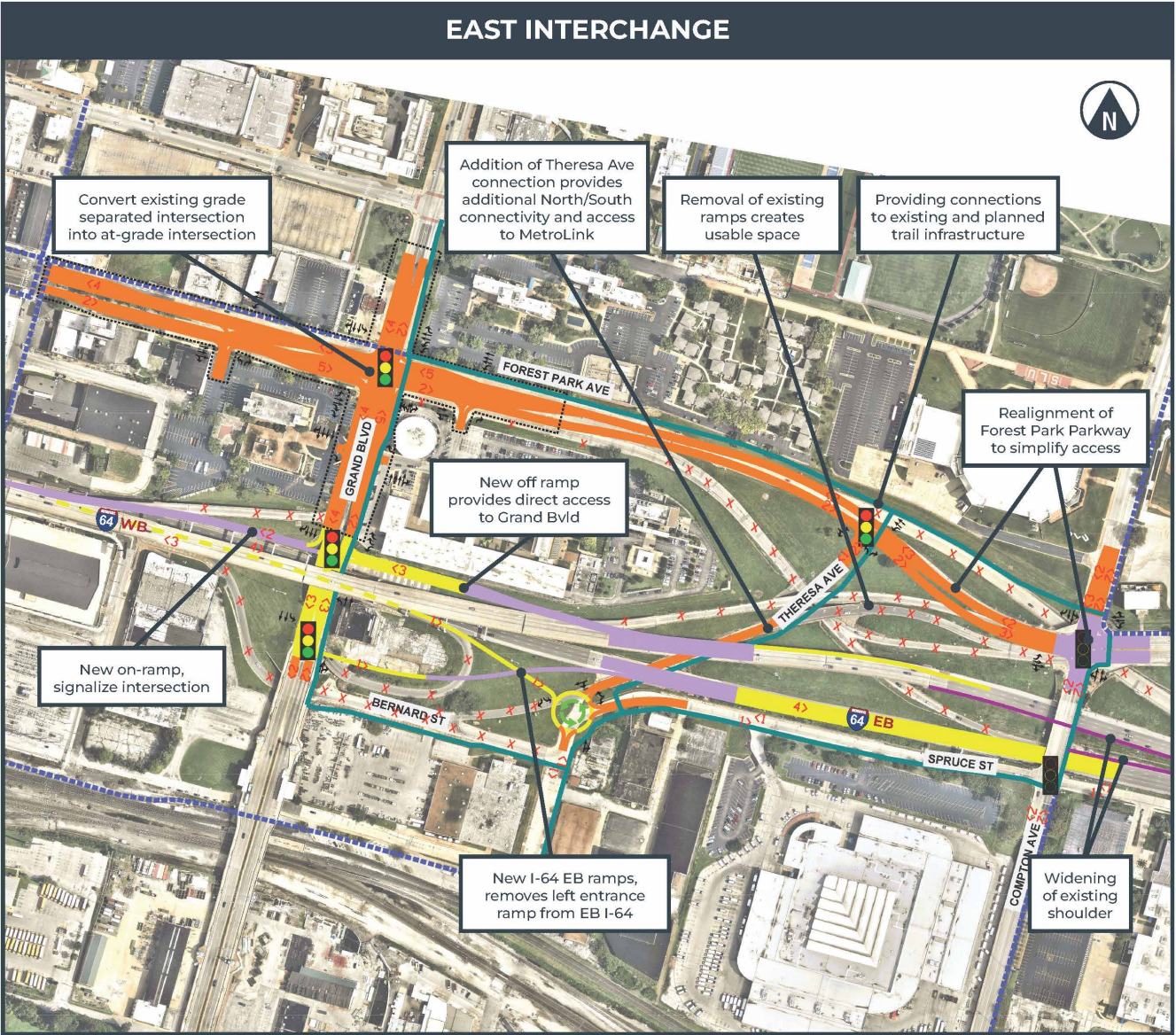
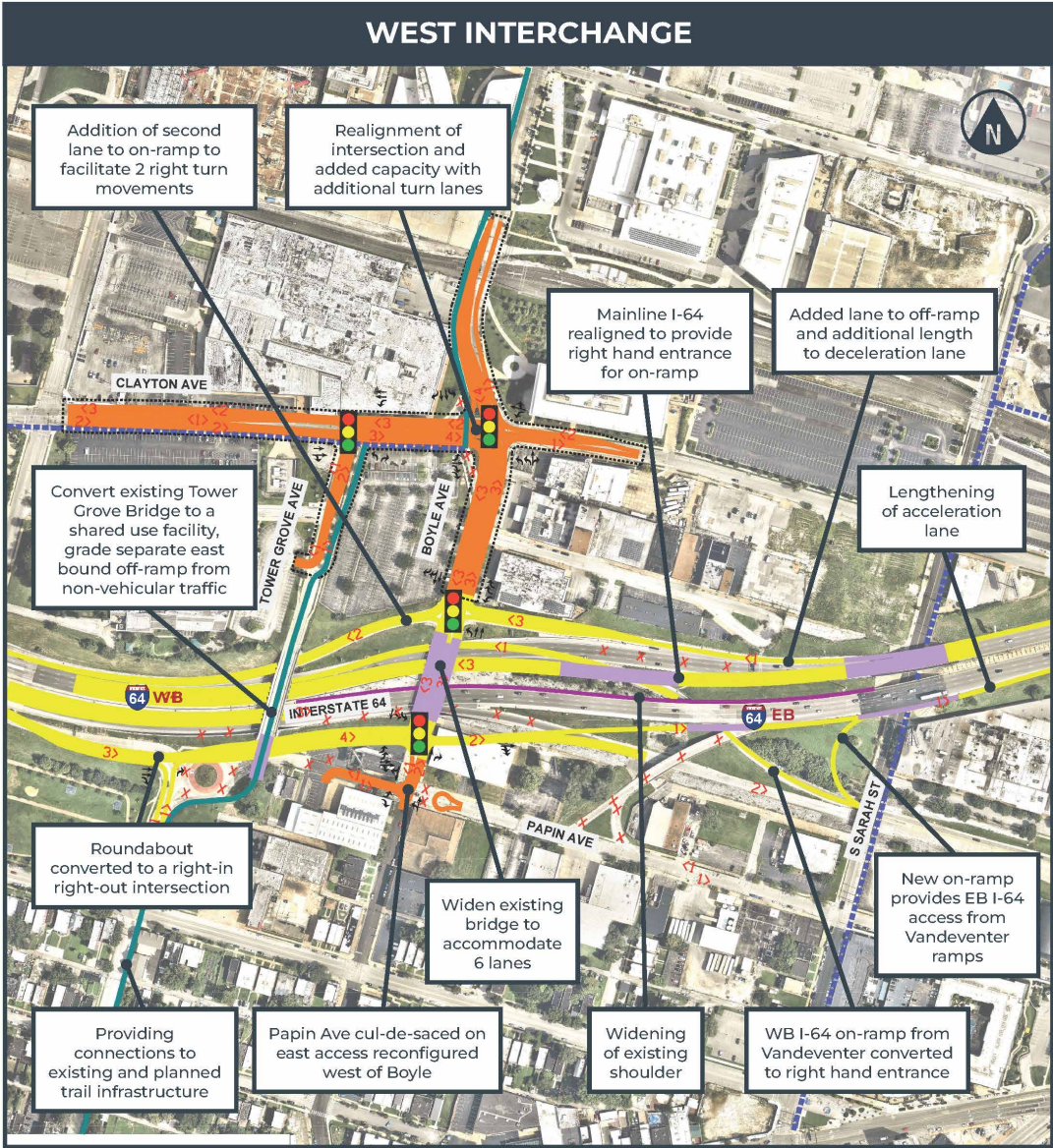
FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into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

Alternative 2



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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				√+

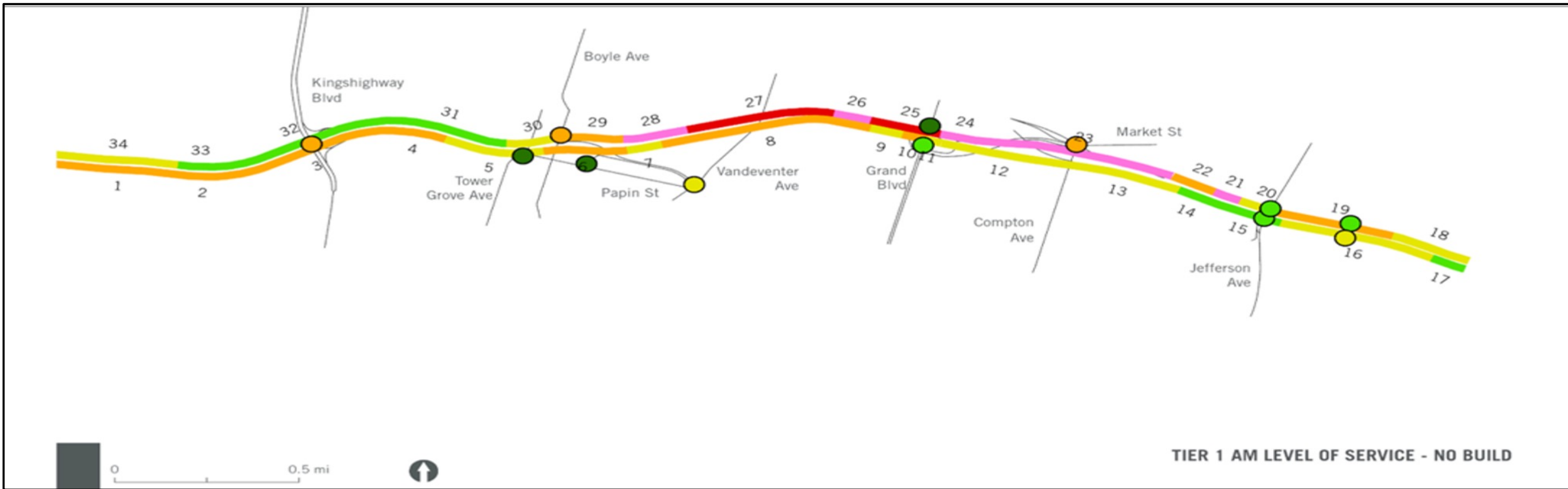
Need – Intuitive I-64 Access

	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

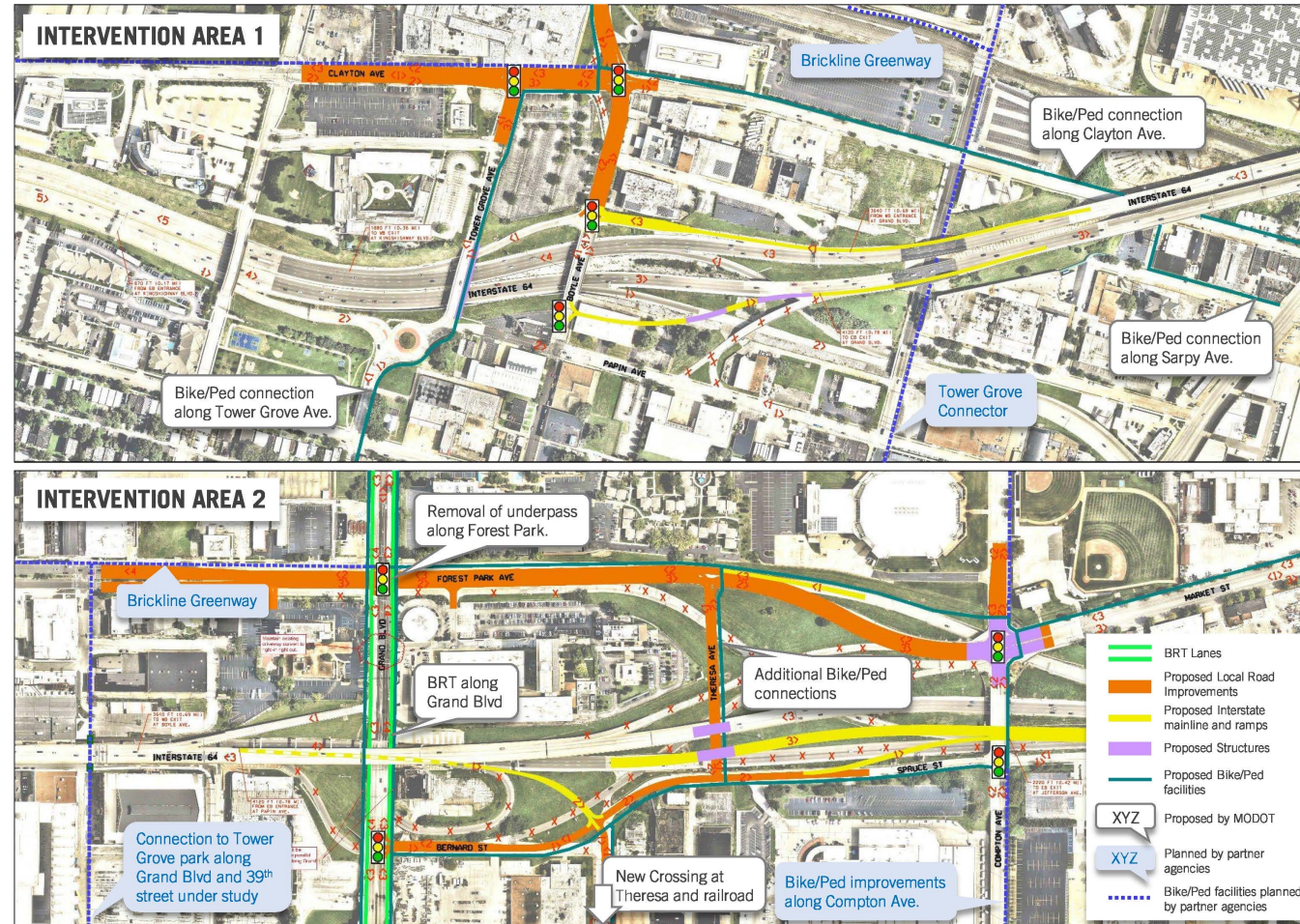
Goal – Right-size I-64 to Reduce Highway Footprint

	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

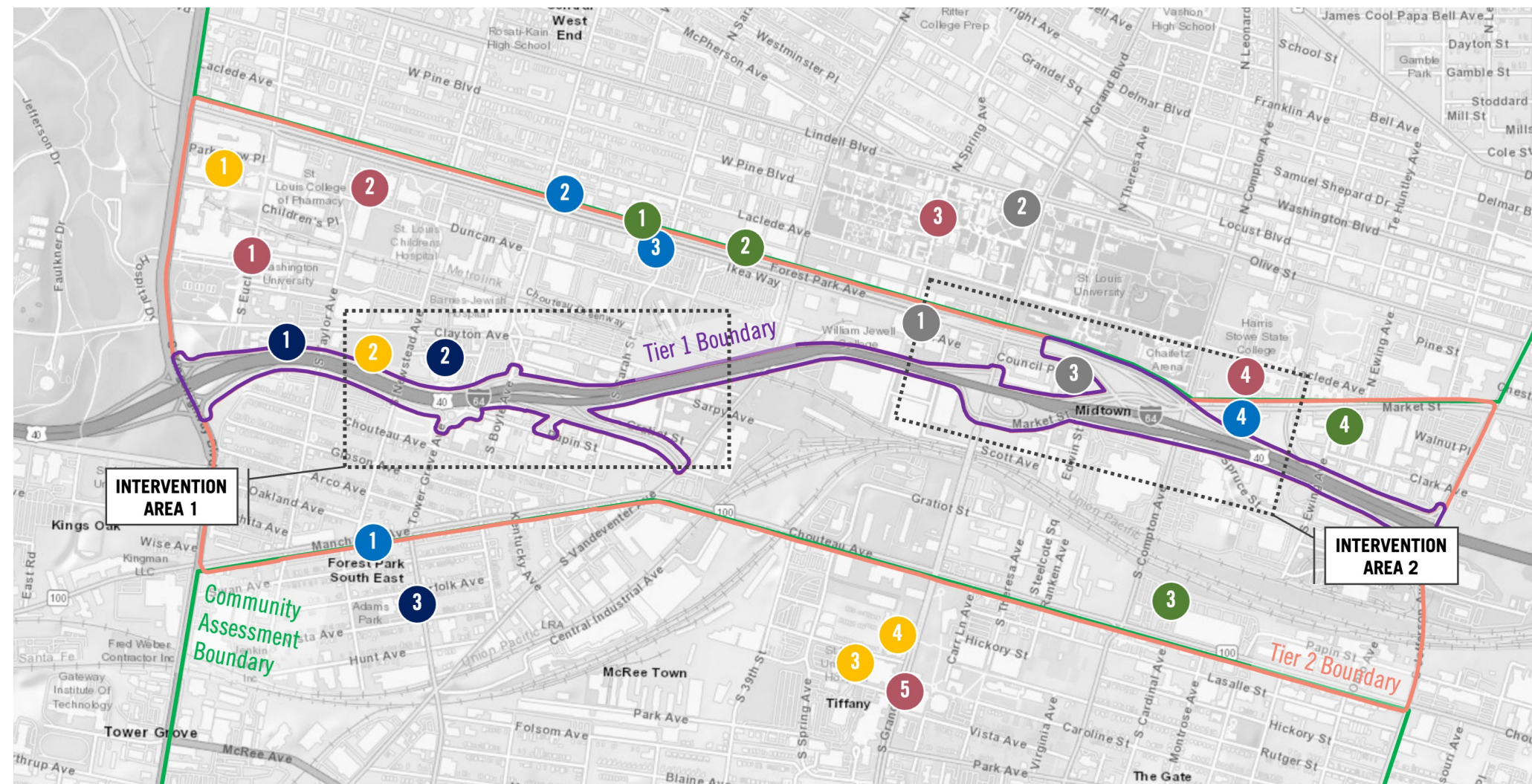
Goal – Community Benefits of Alternatives

ALTERNATIVE 2

ALTERNATIVE 2 WITH PROPOSED BIKE AND TRAIL DEVELOPMENTS BY PARTNERS



Goal – Improve Equitable Outcomes: Protect Community Assets



Health Clinics

Educational

Hospitals

Community
Services

Schools

Other

Goal – Improve Equitable Outcomes: Protect Community Assets



10 MIN WALK RADIUS – OVERALL AVERAGES

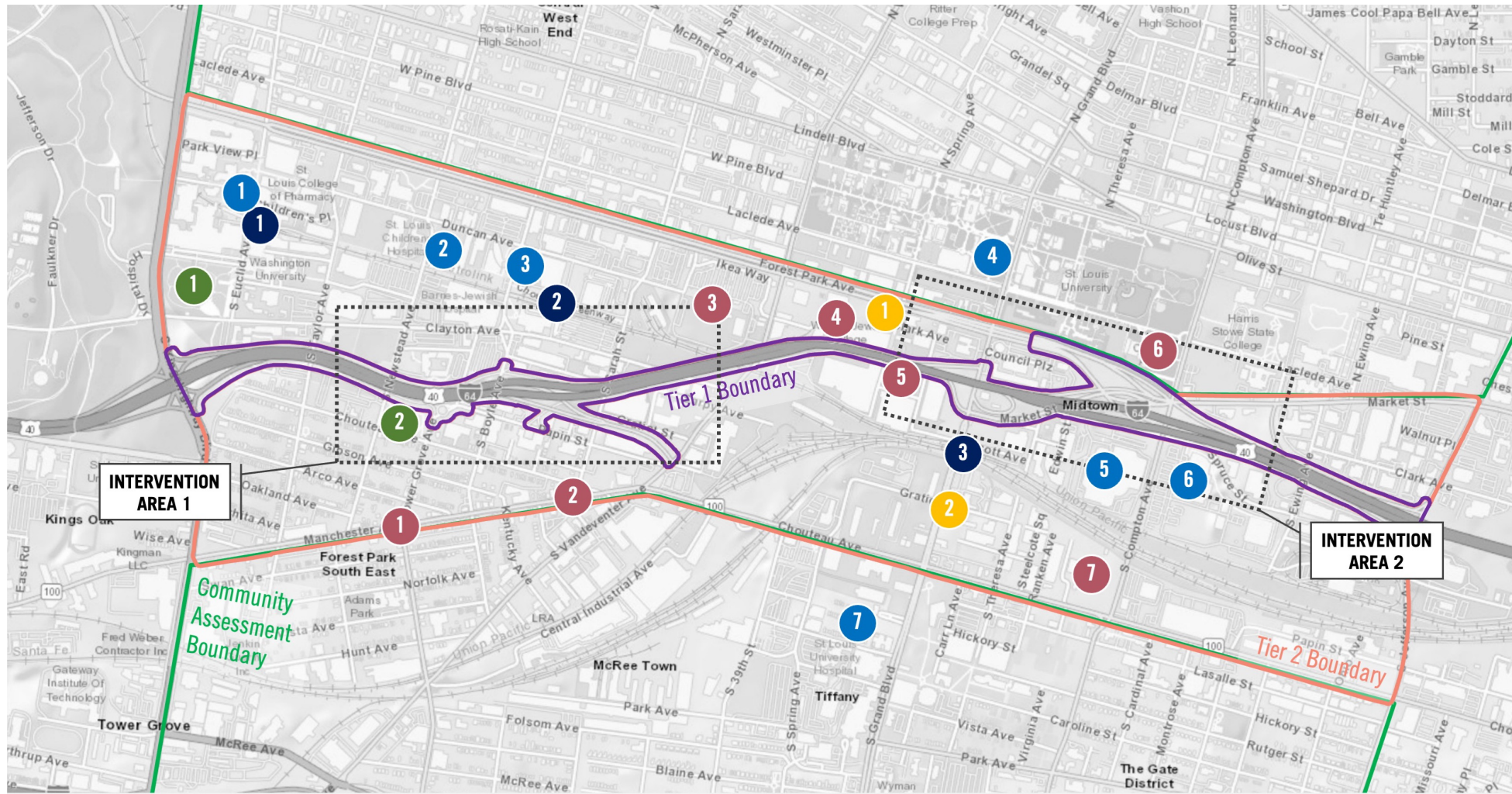
Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Marginal	High
Higher Education	Medium	Marginal	Medium
Hospitals	Marginal	Low	Low
Community Services	Low	Marginal	Low
Schools	Marginal	Marginal	Marginal
Other Community Assets	High	Medium	High
OVERALL SCORE	Medium	Low	Medium



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



Major Employers

Commercial /
Entertainment

Grocery Stores

Parks

MetroLink

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





Benefits & Impacts of Each Alternative: Report Out

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

