

# Future64 Study

*Community Advisory Group Meeting #2*

*July 28, 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



# 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**



# PEL Study Update



## Finalized Future64 Purpose and Need

- Advisory Group and Public Meetings Led to Refinement
- Provides Basis for Alternative Development

## 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.

KINGSHIGHWAY TO JEFFERSON

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# Alternative Development

## 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



## 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

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## 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

## 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.

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## Menti Poll

Please Go to [www.Menti.com](http://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

# 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

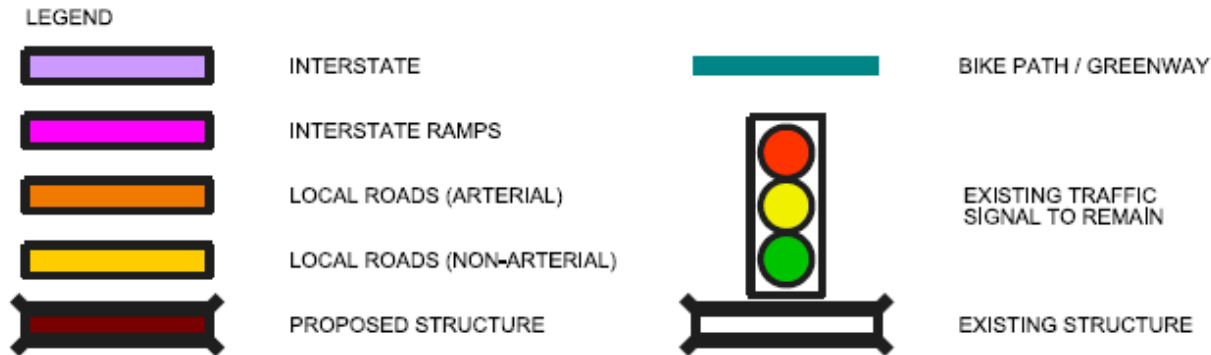


## Corridor Strategies

- Upgrade roadside safety devices (Guardrail/Barrier) to Standard
- Improve Guide Signing and Wayfinding
- Improved Pedestrian Lighting

# 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



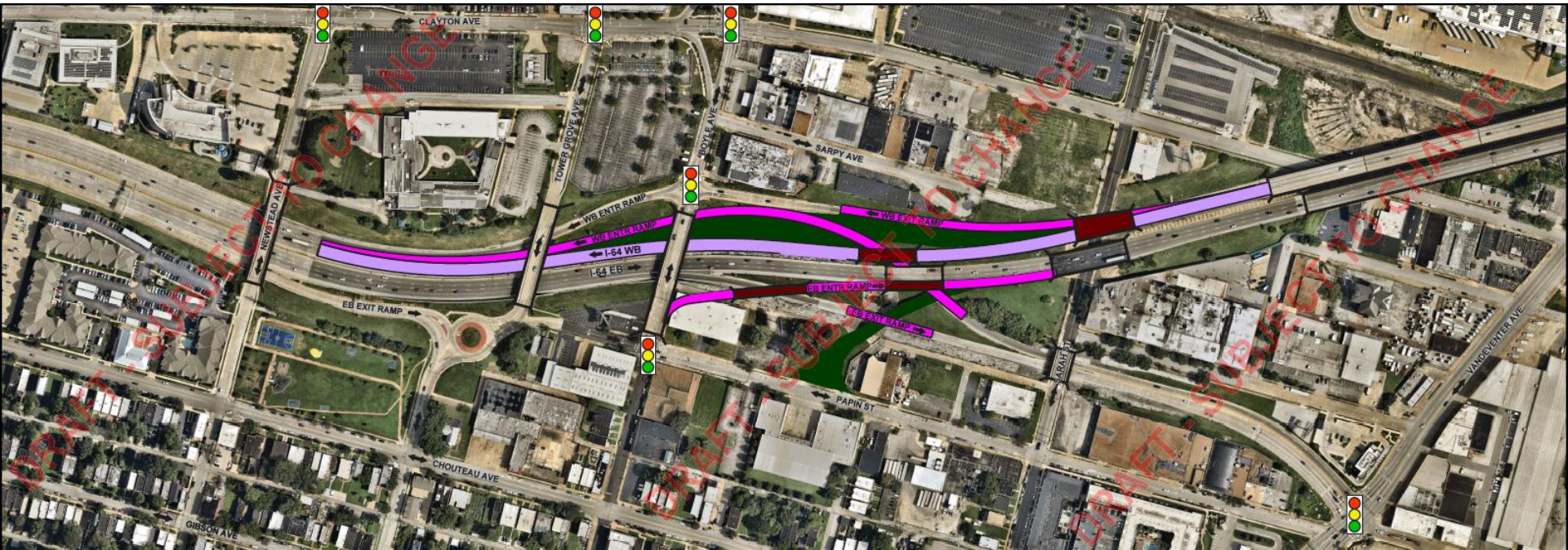
- New Boyle roundabout
  - PRO: Safer for all movements
  - CON: Not preferred for freight
- Tower Grove Ave and Boyle Ave are a one-way couplet.
  - PRO: Reallocate space for bike/peds on bridges
- Moves WB entry ramp to split diamond location
  - CON: Shorter weave with Kingshighway
- No change to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

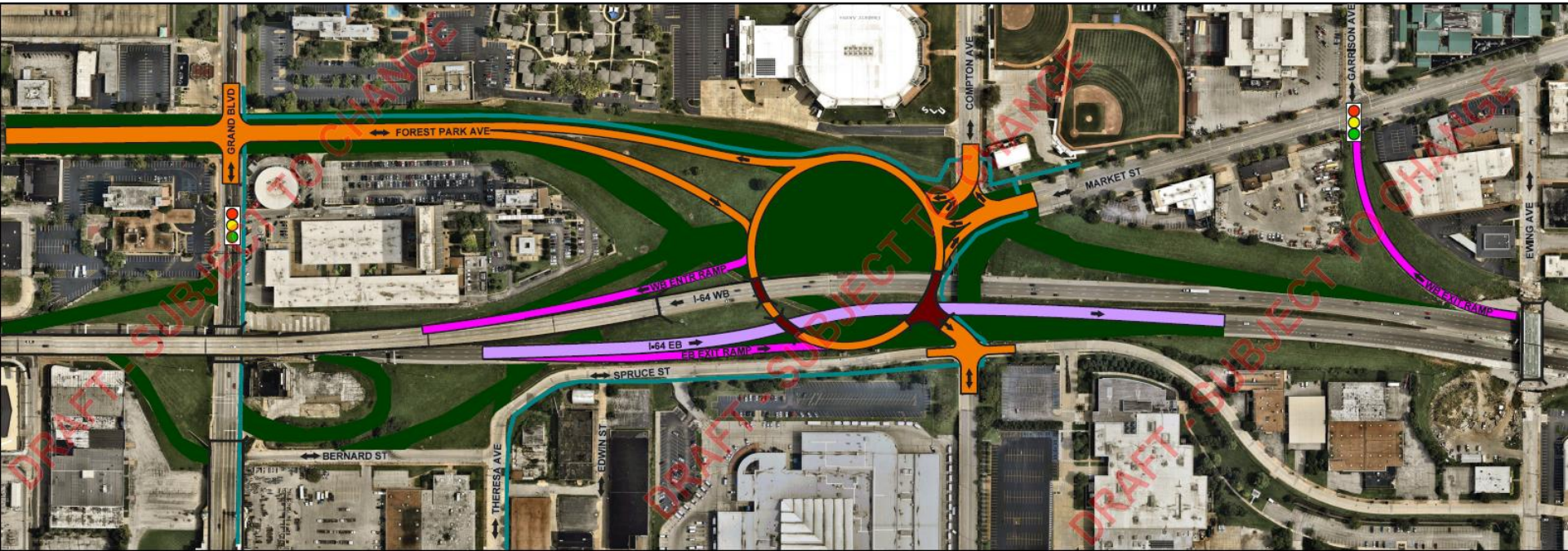


# Concept #1 – Market/Grand



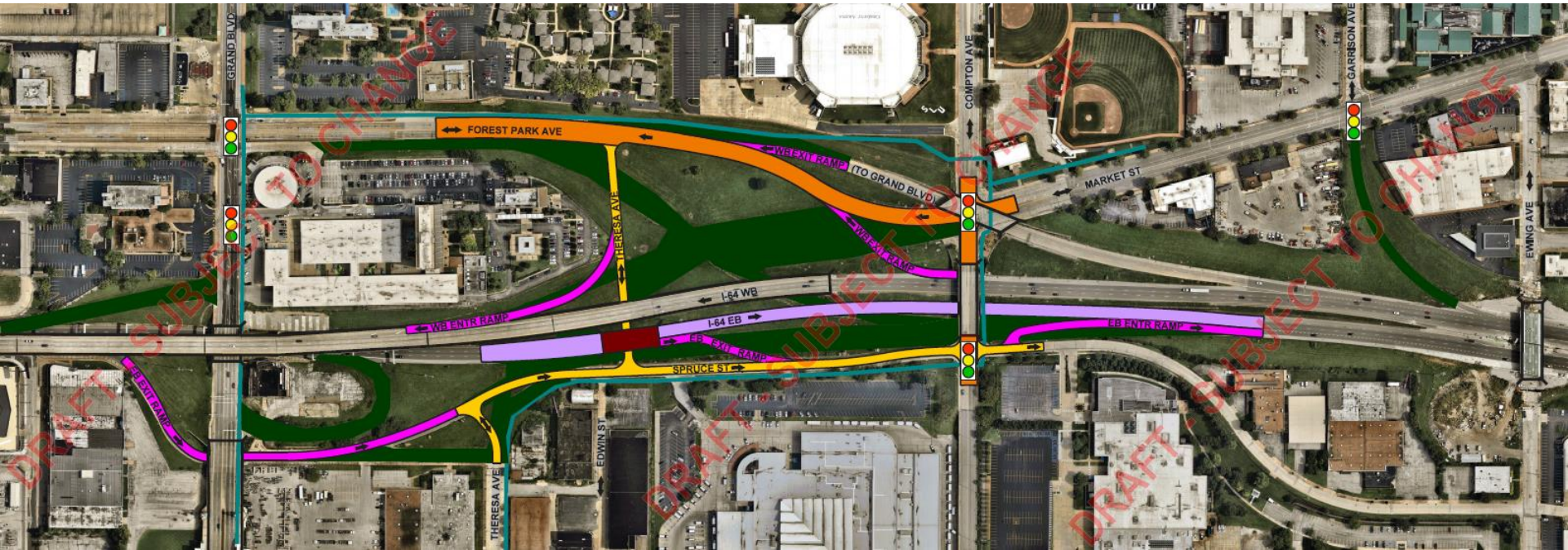
- Modifications to Grand
  - PRO: Removes 3 signals on Grand
  - PRO: Addresses crash hotspot
  - PRO: Improves bike /ped space along Grand
  - CON: No direct access to Grand
  - PRO: Grand and Forest Park at grade is easier for bikes and peds to navigate
- New roundabout
  - CON: Does not provide news 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

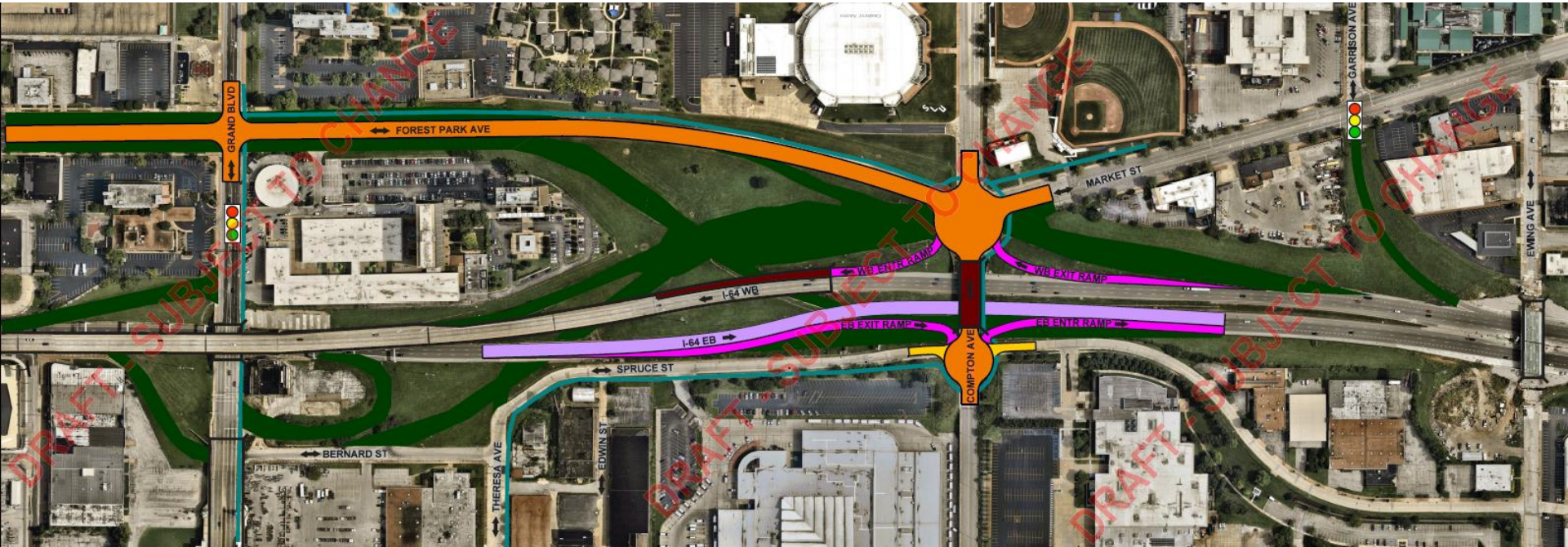
# Concept #3 – Market/Grand



## 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

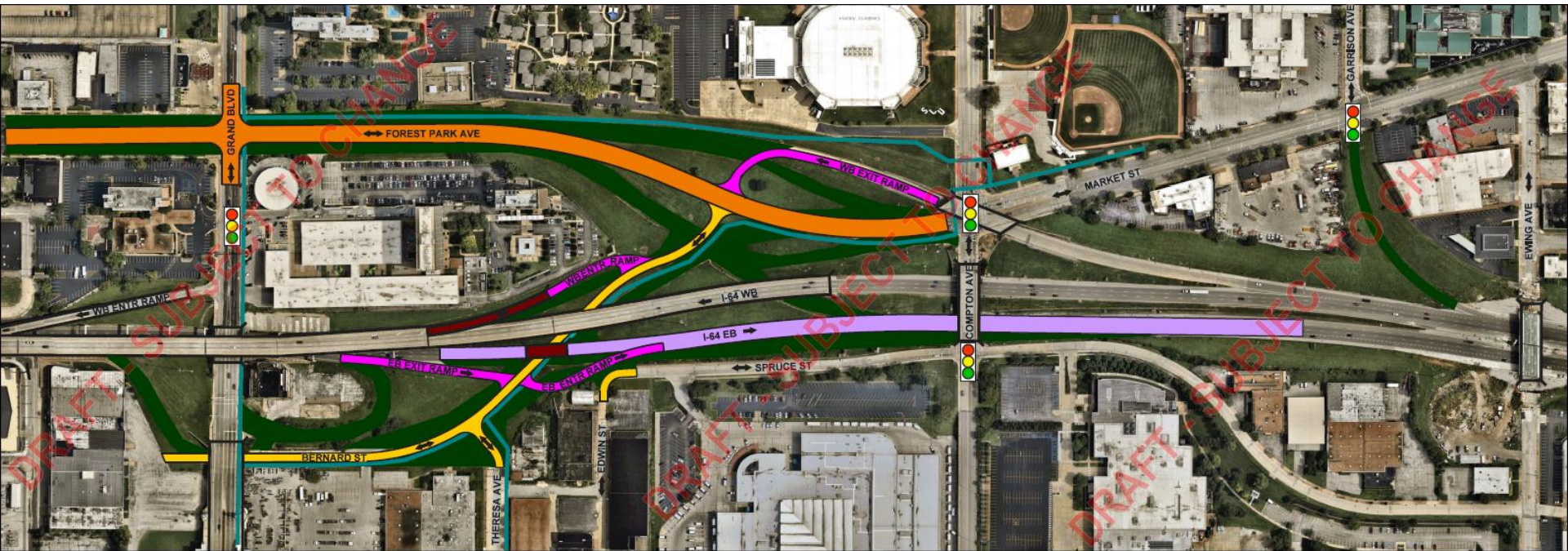
# Concept #4 – Market/Grand



## 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

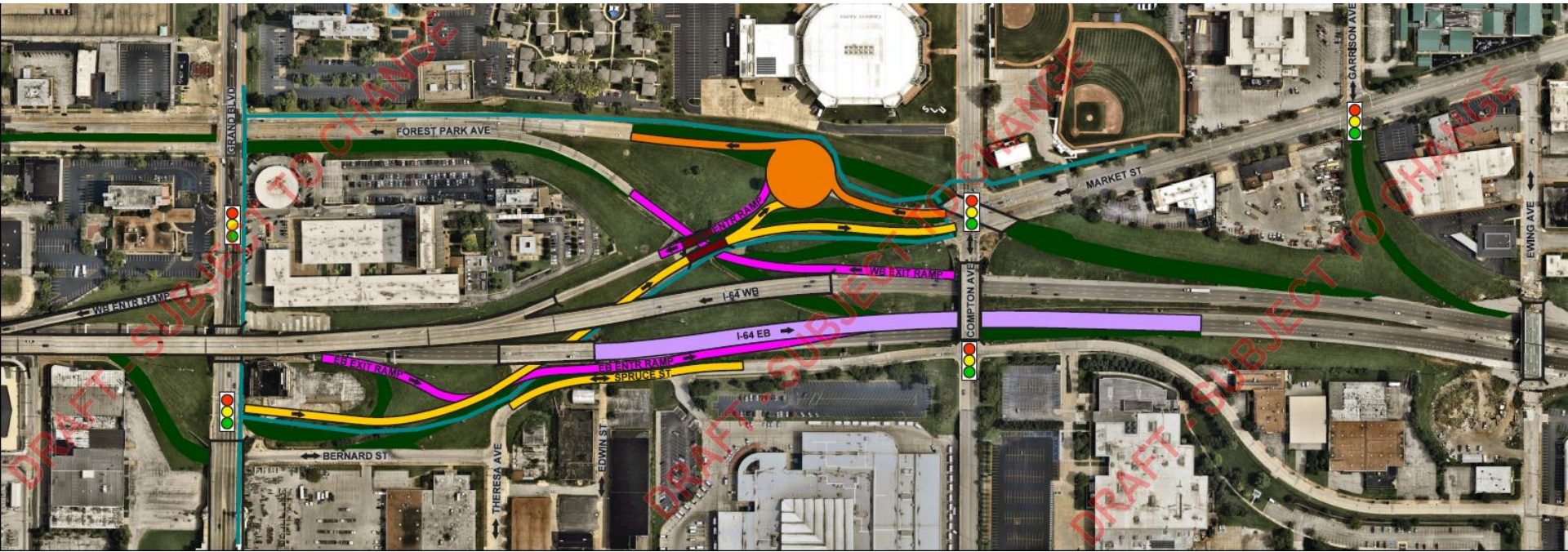
# Concept #5 – Market/Grand



## 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

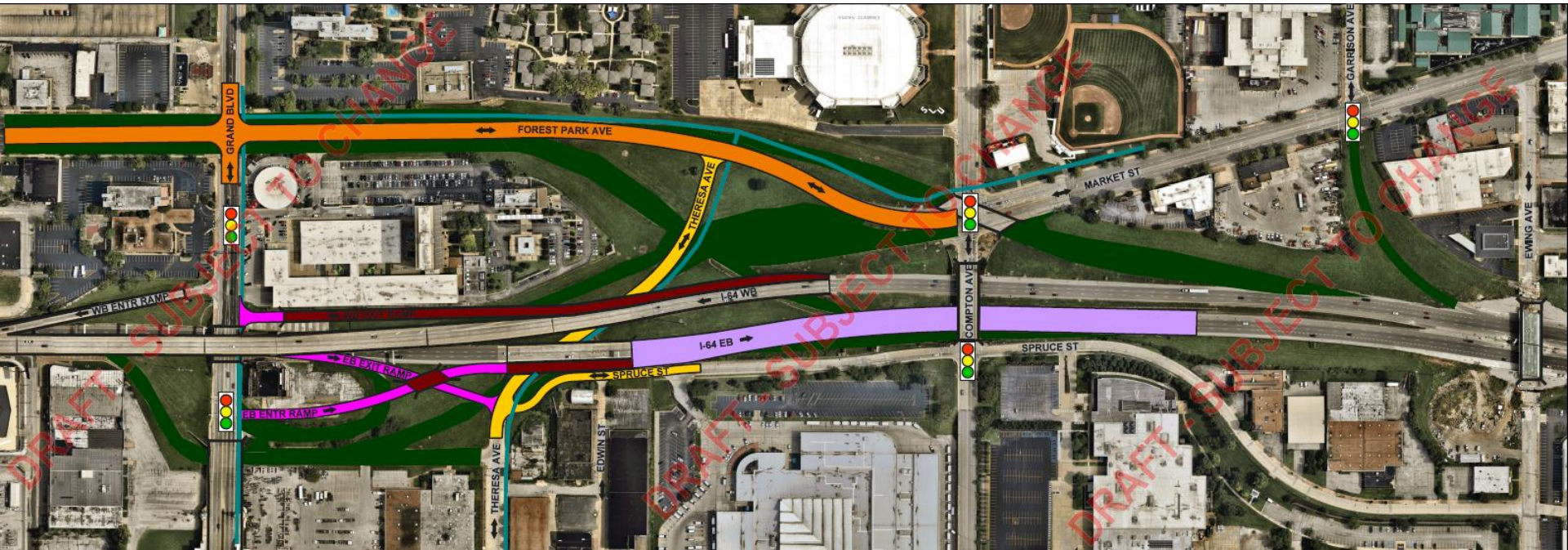
# Concept #6 – Market/Grand



## 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

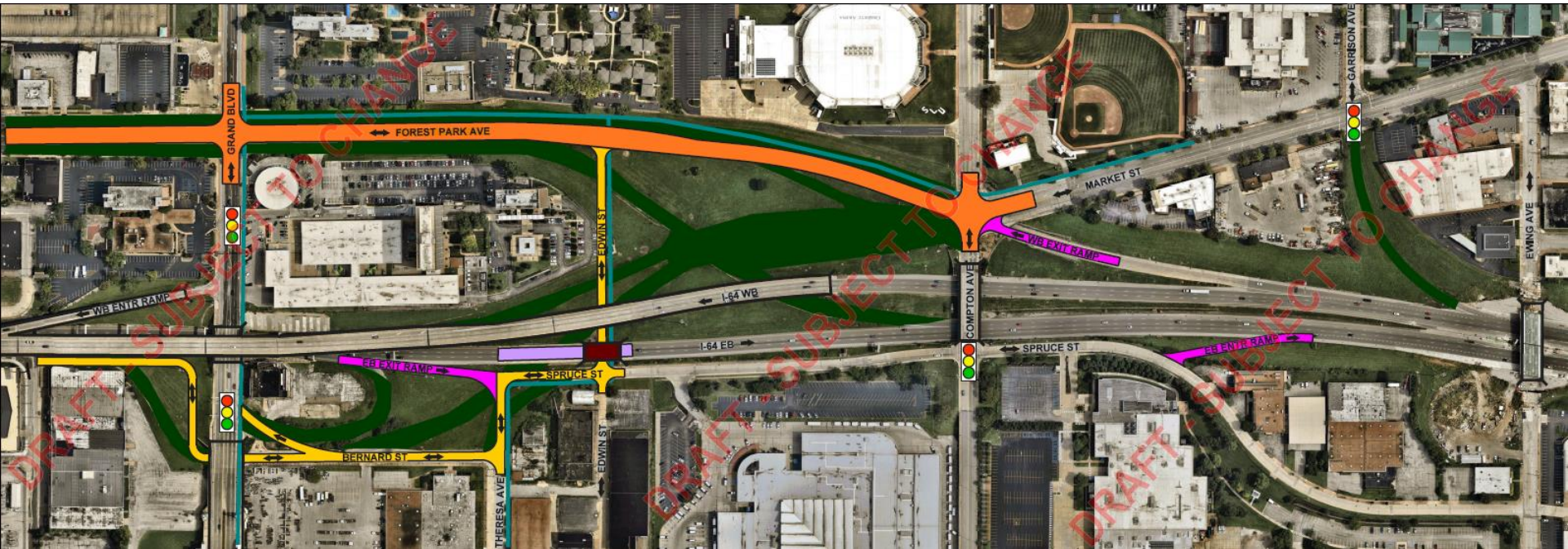


## Theme - Tight Diamond at Grand

- 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



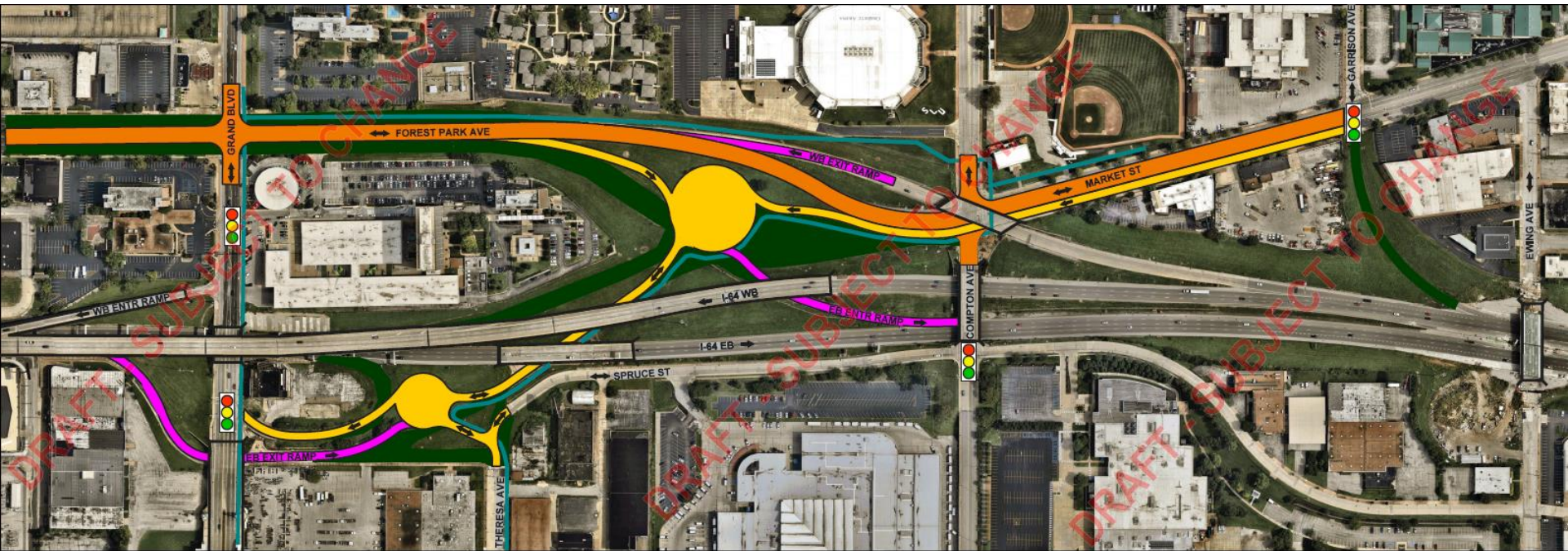
# Concept #9 – Market/Grand



## 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

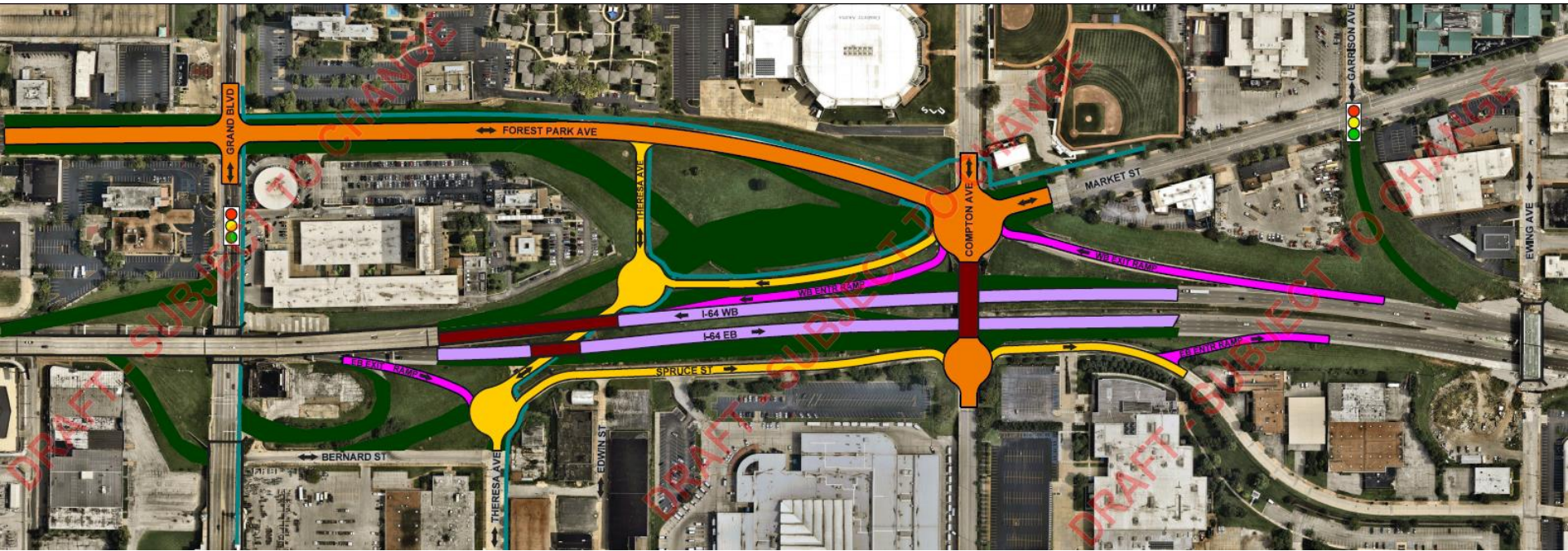
# Concept #10 – Market/Grand



## 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](http://www.future64.com)

or

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