

## 2 Comments and Coordination

3 Public involvement and agency coordination have been essential to the development of the I-270 North  
4 EA. This section summarizes the activities and methods associated with stakeholder involvement.

5 Recognizing the value that stakeholders bring to the transportation planning process, the study team  
6 employed several tools to ensure there were adequate opportunities for involvement throughout the  
7 study. The study’s Public Involvement Plan (PIP) was guided by both NEPA’s requirements for public  
8 involvement and Context Sensitive Solutions (CSS). CSS is an approach to planning that helps ensure that  
9 the recommended alternative of a project “fits” into the surroundings of the area and balances costs,  
10 safety, environmental impacts, and the project’s goals. Stakeholder involvement is critical to this  
11 approach and helps build awareness and understanding. Ultimately, public involvement should lead to a  
12 final outcome that reflects an interdisciplinary collaborative process and includes input from anyone  
13 with a stake in the project.

14 The current iteration of the PIP (and all public  
15 involvement/agency coordination materials) is included in  
16 **Appendix C**. The following sections summarize the major  
17 elements of the PIP.

18 On June 23, 2016, MoDOT issued a press release announcing  
19 the resumption of the environmental study of I-270 North.  
20 The I-270 North EA was put on hold in early 2015 due to  
21 agency budget shortfalls (see **Appendix C**). The press release  
22 identified that partial funding for the initial elements of the I-  
23 270 North Corridor in the 2017-2021 State Transportation  
24 Improvement Program.

### 25 6.1 Stakeholder Briefings

26 Public involvement for the I-270 North EA kicked off with  
27 stakeholder briefings from May 2013 to July 2013.  
28 Stakeholder briefings were held with elected officials,  
29 community leaders, subdivision trustees, business owners,  
30 and developers within the study corridor. These briefings  
31 allowed the team to uncover potential issues that would  
32 affect the study. **Table 6-1** identifies the stakeholder briefing  
33 attendees.

34 The briefings included an introduction to the study and the assessment process. A set of 14 standardized  
35 questions were used to set a baseline for stakeholder concerns. These questions ranged from what  
36 issues people encounter when traveling the corridor to how they want to be engaged during the study.

37 The most pressing concern for these stakeholders was congestion and perceived dangerous traffic flow  
38 patterns at interchanges and at on- and off-ramps. The complete Stakeholder Briefing Report is included  
39 in **Appendix C**.

40



#### **Post-Project Suspension Coordination**

In early 2015, the I-270 North EA project was suspended as part of a funding shortfall. The project was restarted in mid-2016. Overall, the basic nature of the project is unchanged from the suspension including alternatives, construction methods, and techniques. Some techniques, such as cost estimating and crash evaluations, have evolved. As necessary, those have been updated. New information, such as the updated long-range transportation plan (Connected2045), were also incorporated into the analysis. As necessary, impact analyses were also updated based on new or revised regulations. Public involvement and stakeholder coordination was restarted and is documented here.

**Table 6-1. Stakeholder Briefing Attendees**

<b>First Name</b>	<b>Last Name</b>	<b>Title</b>	<b>Organization</b>
Kim	Bakker	Director of Community Relations	SSM DePaul Health Center
Michelle	Beckham	Shift Manager	Burger King
Heather	Blacketer	Regional VP Leasing, Central Region	Brixmor Property Group (Clocktower Plaza)
Vessie	Bradley	Trustee	Summerwood Condominiums
Conrad	Bowers	Mayor	City of Bridgeton
Marielle	Brown	Bicycle and Pedestrian Planning Manager	Trailnet
Hazel	Erby	St. Louis County Councilwoman (1st District)	St. Louis County Council
Tina	Garrison	Vice President Operations	DePaul Hospital
Brian	Goldman	President/CEO	Northwest Chamber of Commerce
Jerry	Grimmer	Councilman – Ward 2	City of Bridgeton
Kitty	Harrison	Marketing Manager	Johnny Londoff Chevrolet, Inc.
Damon	Harvey	Pastor's Assistant	Grow 2 Go Church (St. Louis Christian Center)
Mrs.	Carr	Pastor's Assistant	Grow 2 Go Church (St. Louis Christian Center)
Sean	Hogan	President	DePaul Hospital
Don	Hood	City Administrator, Chief of Police	City of Bridgeton
Bishop L.O.	Jones	Founder	Greater Grace Church
Kimberly	Lackey	Attorney	Paraquad
Johnny	Londoff	Owner	Johnny Londoff Chevrolet, Inc.
Carolyn	Marty	President	Greater North County Chamber of Commerce
Daryl	Meese	Lay Minister	North Hills United Methodist Church
Heather	Navarro	Executive Director	MO Coalition for the Environment
Mike	O'Mara	St. Louis County Councilman (4th District)	St. Louis County Council
Rev. Susan	Sneed	Reverend and Community Organizer	Metropolitan Congregations United
Darryl	Vandiver		The Desco Group (Grandview Plaza)
Honorable Ann	Wagner	Congresswoman, 2nd District of Missouri	U.S. Congress
Almaree	Williams	Trustee	Hanaway Manor South Subdivision

1 Since the study re-start, one of the most painful developments in northern St. Louis County was the  
2 events in Ferguson. While those events didn't occur within the I-270 North EA study area, they affected  
3 the larger community, including the transportation community. As part of the study's effort to reach  
4 out, it was decided to make additional efforts to discuss the study with influential spokespeople for the  
5 low income/minority populations. This resulted in a series of in-person interviews. The following  
6 interviews were held:

- 7 • May 5, 2016 Matt Unrein, Assistant City Manager, City of Ferguson
- 8 • August 17, 2016 Kimberly Lackey, Staff Attorney, Paraquad

- 1 • August 22, 2016 Vanessa Garcia, Assistant Director, Hispanic Chamber of Commerce of Greater  
2 St. Louis
- 3 • August 23, 2016 Ella M. Jones, Councilwoman, City of Ferguson
- 4 • August 23, 2016 Delrish Moss, Police Chief, City of Ferguson
- 5 • August 23, 2016 Hazel Erby, Councilwoman, St. Louis County
- 6 • August 26, 2016 Heather Navarro, Executive Director, Missouri Coalition for the Environment
- 7 • August 29, 2016 Reverend Susan Sneed, Metro Congregations United

8 The interviews were largely freeform. The study team presented basic background facts about the  
9 study, including its status and completion. The presentation discussed the study's goals, its  
10 recommendations, public involvement efforts to date, funding, and the anticipated public hearing.  
11 Invitations were issued for the public hearing and to review the I-270 North EA. Questions about the  
12 study were fielded. Among the most common issues that would affect low income and minority  
13 populations were the following:

- 14 • Accommodations for non-motorized users
- 15 • Concerns with existing slip ramps to and from Dunn Road
- 16 • The importance of access and its effect on neighboring communities
- 17 • Pedestrian use in the area and safety along and across I-270
- 18 • Sidewalks, paved shoulders, and lighting
- 19 • How the one-way system accommodates pedestrians
- 20 • Business impacts as a result of access alterations

21 These concerns and needs were acknowledged, and plan details were explained. The importance of  
22 developing safe accommodations was noted. The study team offered assurances that these will be  
23 examined more thoroughly when a project is selected for construction and detailed design is initiated.  
24 Continued coordination will be a component of the project.

## 25 6.2 Commuter Surveys

26 In August 2013, a survey team was used to administer a short questionnaire to gauge the attitudes and  
27 concerns of commuters using I-270. The survey team visited bus stops and gas stations throughout the  
28 corridor and used iPads loaded with survey software to administer the six-question survey. In all,  
29 150 surveys were completed. The questions and top answers are summarized as follows:

- 30 1. Main reason to use I-270? Work (39 percent), work/shop/play (31 percent)
- 31 2. How do you use I-270? Car (70 percent)
- 32 3. Issues encountered on I-270? Congestions delays (65 percent)
- 33 4. Where are these encountered? Dunn and West Florissant were the most common responses
- 34 5. Main problem to solve? Safety at ramps (very important 83 percent)
- 35 6. Type of respondent? Commuter (48 percent)/resident of unincorporated North  
36 Saint Louis (27 percent)

37 The complete Commuter Survey Report is attached in **Appendix C**.

## 1 6.3 Small Group Presentations

2 Small group presentations are an effective method for reaching populations who may not have  
3 transportation to attend study-sponsored events, such as public meetings, or who have other special  
4 interests. Presentations to groups such as condominium associations, subdivision trustees, chambers of  
5 commerce, senior citizen organizations, and churches are the most common. On an as-needed basis, the  
6 study team made themselves available to meet with various groups requesting a presentation.

7 The typical presentation included a 15-minute slide show, followed by an open-ended question-and-  
8 answer session. The slide show discussed the study status and schedule. Particular audience interests  
9 were also typically a focus. Most questions focused on aesthetics, bike/pedestrian access, slip ramps,  
10 business impacts, the status of the Chain of Rocks Bridge reconstruction, and freight.

11 Since September 2013, the study team has made numerous presentations including the following:

- Saint Louis County Economic Council and Planning Department
- Drive Time, Inc.
- Northwest Chamber of Commerce
- Village of Calverton Park
- John Bommarito Auto Group
- Saint Louis Christian College
- City of Bellefontaine Neighbors
- City of Florissant Mayor
- Boeing
- City of Bridgeton
- Krispy Kreme Restaurant
- DePaul Health Center
- Christian Hospital
- North County Christian School
- McCluer High School
- Lambert-St. Louis International Airport
- Gas Stations (Mobil and Circle K)
- Land Developers (Brixmor, L3Corporation, and Daniels Realty Group)
- City of Hazelwood
- City of Ferguson

12 During the I-270 North corridor study, elected  
13 officials participated in the Community Advisory  
14 Group (CAG). For the I-270 North EA, elected  
15 officials were invited to briefings. This allowed for  
16 more meaningful dialogue. In addition to local  
17 elected officials, invitations were extended to U.S.  
18 Senator Claire McCaskill, U.S. Senator Roy Blunt,  
19 U.S. Representatives Lacy Clay and Ann Wagner,  
20 Missouri State Senators Gina Walsh and Maria  
21 Chappelle-Nadal, and the nine Missouri State  
22 Representatives who represent the corridor.  
23 Meetings were scheduled a few days before each  
24 of the two public informational meetings.

25 **Figure 6-1** is a typical agenda for the small group  
26 presentations. Meeting summaries are included  
27 in **Appendix C**.

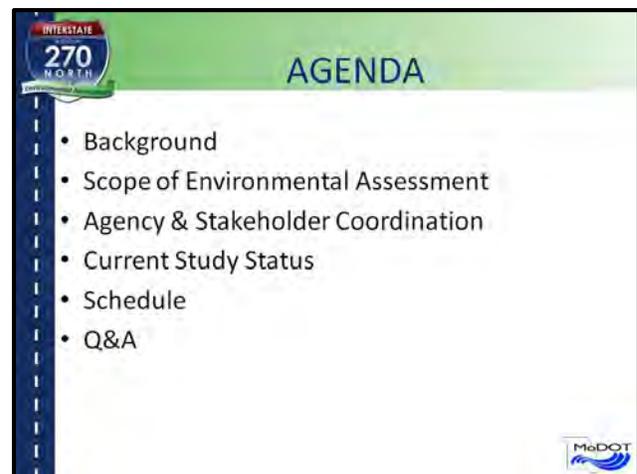


Figure 6-1. Typical Agenda for a Small Group Presentation

## 1 6.4 Agency Collaboration

2 As part of the PIP (**Appendix C**), an Agency Collaboration Plan was developed to define the process by  
3 which the study team would communicate information about the I-270 North EA to the interested  
4 federal and non-federal governmental agencies.

5 The standard for identifying potential agencies for collaboration was federal and non-federal  
6 governmental agencies that may have an interest in the project because of their jurisdictional authority,  
7 special expertise, local knowledge, and/or statewide interest. The definition of “governmental” was  
8 broadened to include any organization with an official mandate. The following agencies were identified  
9 as potentially interested in the I-270 North EA:

- US Fish and Wildlife Service (USFWS)
- Federal Aviation Administration
- National Parks Service
- Missouri State Emergency Management Agency (SEMA)
- Saint Louis County Department of Highways and Traffic
- Saint Louis County Department of Parks and Recreation
- Metro Transit
- East-West Gateway
- Federal Emergency Management Agency (FEMA)
- U.S. Coast Guard
- U.S. Army Corps of Engineers (USACE)
- U.S. Environmental Protection Agency (EPA)
- U.S. Department of Agriculture, Natural Resource Conservation Service
- Illinois Department of Transportation
- Missouri Department of Natural Resources (MDNR)
- Missouri Department of Conservation
- Missouri Federal Assistance Clearinghouse
- Missouri State Historic Preservation Organization (SHPO)

10 The goal of the collaboration process is to provide the agencies, which may have an interest in the study,  
11 the data they need to provide relevant input. Two primary mechanisms were developed. First, specific  
12 opportunities (collaboration points) were defined. These collaboration points are key points in the study  
13 development process, where agency input is most powerful. The anticipated points of contact are  
14 (1) when the Draft Purpose and Need is produced, (2) when Reasonable Alternatives are established,  
15 and (3) when a Preferred Alternative begins to emerge. All collaboration will occur through  
16 review/response of supplied data packages. A second coordination mechanism is specifically to invite  
17 the agencies to all public involvement meetings.

18 Collaboration Point #1 was distributed in December 2013. This collaboration point focused on  
19 introducing the study and the transportation problems (Purpose and Need) that affect the study area. In  
20 addition to the Draft Purpose and Need Statement, the materials provided to the agencies included all  
21 public involvement materials, detailed mapping, and the North Corridor Study. The only substantive  
22 comment came from MDNR. It identified the locations of landfills in the study’s vicinity.

23 Collaboration Point #2 was distributed in May 2014. This collaboration point focused on identifying the  
24 Reasonable Alternatives under consideration. The materials provided included most of the materials and  
25 references developed for the study’s second public involvement meeting. Again, minimal formal  
26 responses were received in response to this distribution of materials. However, informal dialog  
27 increased during this timeframe as a result of the cumulative effects of the study’s outreach efforts. This  
28 dialog covered a broad array of typical topics, focused mostly on understanding the specifics of the  
29 alternatives. The Agency Collaboration Plan successfully raised the profile of the I-270 North EA and  
30 engaged the interested parties.

- 1 Pursuant to the resumption of the study in 2016, a letter was sent to the regulatory agencies. The  
 2 distribution list was updated. Both the letter and the updated distribution list are contained in  
 3 **Appendix C**. It explained the resumption of the environmental study of I-270 after it was put on hold in  
 4 early 2015 because of agency budget shortfalls. It explained that the study team is currently working on  
 5 finalizing the EA. Once accepted by FWHA, the EA will be circulated for comment and a Location Public  
 6 Hearing will be conducted. The acceptance of the EA is expected in early fall 2016. Once accepted, a  
 7 CD/DVD copy of the EA will be sent for review and comment.
- 8 The status of the partial funding for the I-270 North Corridor was also explained.

## 9 6.5 Community Advisory Group

10 As part of the PIP (**Appendix C**), a CAG was established to assist in developing a comprehensive  
 11 understanding of the study and refining potential solutions. CAG members were broadly categorized in  
 12 two areas—municipal/service stakeholders (such as municipal engineers and fire chiefs) and general  
 13 interest stakeholders (such as residents, business owners, and commuters).

14 To engage the CAG, a series of meetings were  
 15 held. The CAG meeting summaries are  
 16 contained in **Appendix C**.

### 17 6.5.1 CAG Meeting 1

18 The primary goal of the first meeting was to  
 19 explain the how the public involvement  
 20 associated with the North Corridor Study  
 21 relates to the I-270 North EA and to work  
 22 with the group to identify/validate their key  
 23 issues, goals, and desires. A clear definition of  
 24 the CAG's roles and expectations were  
 25 reviewed. A preview of the first Public  
 26 Information Meeting was also provided.

27 CAG Meeting 1 was held on July 16, 2013, at  
 28 the Hazelwood Civic Center (8969 Dunn  
 29 Road). Each of the 24 attendees received a  
 30 binder containing an agenda (**Figure 6-2**), a  
 31 study area map, a copy of the meeting's  
 32 presentation slides, a fact sheet,  
 33 Newsletter #1, and the announcement for  
 34 the study's first Public Informational  
 35 Meeting.

36 A presentation outlining the study was given  
 37 by key team members. MoDOT Project  
 38 Manager Lisa Kuntz reviewed CAG member  
 39 roles, CAG meeting rules/guidelines, study  
 40 decision-making authority, and the timing of  
 41 future CAG meetings. MoDOT North Area  
 42 Engineer Larry Welty presented a study  
 43 description and background discussion.  
 44 MoDOT Senior Environmental Specialist Matt

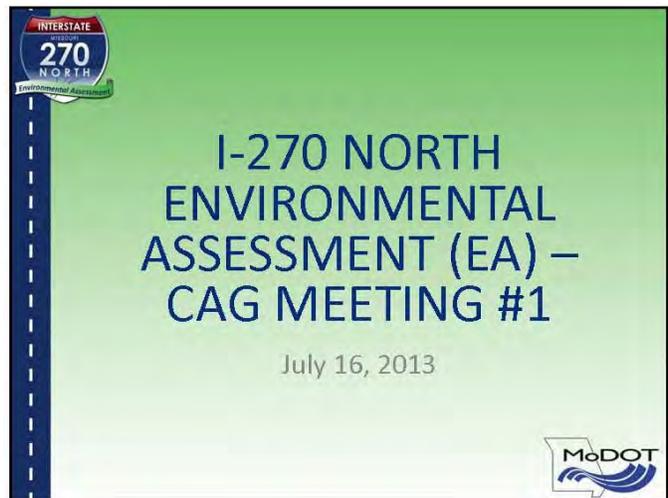


Figure 6-2. Agenda for CAG Meeting 1

1 Burcham provided information on the NEPA process.

2 Meeting 1 also included a group exercise intended to identify specific issues along the I-270 North EA  
3 corridor. Attendees reviewed large-scale maps and noted/discussed issues that affected them or their  
4 constituents. Issues were recorded and circulated for use by the study team and at future CAG  
5 meetings. The meeting concluded with a presentation/discussion on the topics of aesthetics, flexibility,  
6 and performance measures.

### 7 6.5.2 CAG Meeting 2

8 CAG Meeting 2 focused on the Purpose and Need identified for the study, the performance measures,  
9 and evaluation criteria that will be applied to the Build Alternatives, and the initial iterations of the  
10 Conceptual Alternatives.

11 Meeting 2 was held on October 29, 2013, at the Lewis and Clark Branch of the Saint Louis County  
12 Library. Each of the 17 attendees received an agenda and a copy of the meeting's slideshow. The  
13 presentation addressed the Fundamental Principles of Urban Freeway Planning and Design. The overall  
14 purpose was to establish a basic understanding of how and why alternatives are being developed. The  
15 tradeoffs associated with different scenarios were also considered. The philosophical approach taken by  
16 the study team was to allow the systems roads to carry traffic as intended. Freeways handle long trips,  
17 outer roads handle trips between interchanges, and local roads provide access to individual residences  
18 and businesses.

19 The CAG was also briefed on the Conceptual Alternatives for two of the study's sub-areas. This included  
20 a presentation on the iconography for the Interstate, the outer roads, the number of lanes, and  
21 direction of travel on that road. The methodology associated with dividing the corridor into 11 sub-areas  
22 was discussed, as were pedestrian, bicycle, and transit accommodations.

### 23 6.5.3 CAG Meeting 3

24 CAG Meeting 3 presented the Conceptual Alternatives for all portions of the study corridor. Meeting 3  
25 was held on December 10, 2013, at the Florissant Valley Branch of the Saint Louis County Library. To  
26 facilitate the alternatives review, four tables were set up with each focusing on a portion of the corridor  
27 and showing the Conceptual Alternatives for that area. As the CAG was shown the Conceptual  
28 Alternatives, MoDOT encouraged questions and comments. The details of each alternative in each area  
29 were described to the CAG. In addition, tradeoffs were presented so that the CAG could get a better  
30 understanding of the potential benefits and impacts of each alternative. Much of the conversation was  
31 focused on the benefits of a one-way outer road system compared to a two-way outer road system.  
32 Many of the CAG members offered input related to existing Interstate operations, safety concerns,  
33 concerns about emergency services access, and locations where congestion and weaving challenges  
34 occur on a regular basis.

### 35 6.5.4 CAG Meeting 4

36 CAG Meeting 4 presented and discussed the Preferred Alternative. Meeting 4 was held on November 18,  
37 2014, at the Florissant Valley Branch of the Saint Louis County Library. After a PowerPoint presentation,  
38 the CAG was invited to view the Preferred Alternative on 200-scale maps placed on tables. The  
39 improvements were summarized from the west end of the I-270 North EA corridor at I-70 to the east  
40 end at Chain of Rocks Bridge. Key changes were identified at each interchange location and questions  
41 were encouraged.

### 1 6.5.5 CAG Meeting 5

2 CAG Meeting 5 was held on August 18, 2016. The meeting’s goals include the specifics of the study re-  
3 start, a review of the Preferred Alternative, and a discussion of next steps.

## 4 6.6 Technical Advisory Committee

5 As the membership list for the CAG was assembled, it became clear that many more people were  
6 interested in the study than could be effectively accommodated in a single group. Consequently, a  
7 second stakeholder group was established. Known as the Technical Advisory Committee (TAC), this  
8 group was populated with individuals with a background in engineering, infrastructure design, and other  
9 technical backgrounds. This allowed for a different type of discussion than was possible with the CAG.

10 The TAC is primarily composed of representatives from Metro Transit, EWG, Saint Louis County  
11 Highways and Traffic, MoDOT, and Lambert-Saint Louis International Airport.

12 To engage the TAC, a series of workshops were planned/held. The TAC meeting summaries are  
13 contained in **Appendix C**.

### 14 6.6.1 TAC Workshop 1

15 The first TAC workshop was held on May 28, 2013, at the MoDOT Transportation Management Center.  
16 The meeting focused on introducing the study and introducing the participants.

17 CH2M Project Manager Buddy Desai facilitated the meeting. His presentation included the  
18 following information:

- 19 • **Project Details**—The purpose of performing an EA was explained including a discussion of the  
20 expanded study area from I-70 to the Mississippi River, the desire to maintain flexibility for  
21 innovative contracting methods, and the study’s aggressive 18-month schedule, which will require  
22 efficient review periods and timely input.
- 23 • **Role of the Technical Advisory Committee**—As the technical staff for their respective agencies, the  
24 goal is to receive input/advise during the development, analysis, refinement, and selection of  
25 study solutions.
- 26 • **Project Context**—A summary of the conditions and context of the existing corridor was presented.

27 The remainder of the meeting was an open discussion regarding the importance and meaning of the  
28 I-270 North EA to the participants. TAC members provided many detailed opinions and much specific  
29 study-related data. The meeting summary contains extensive specifics on the participants’ opinions.

### 30 6.6.2 TAC Workshop 2

31 TAC Workshop 2 was held on June 20, 2013, at the MoDOT Transportation Management Center. The  
32 meeting focused on corridor planning and corridor sizing.

33 TAC Workshop 2 proceeded with CH2M Project Manager Buddy Desai facilitating the meeting. The  
34 presentation, given by CH2M Senior Technical Advisor Tim Neuman, covered the following topics:

- 35 • Existing conditions and projected traffic
- 36 • Infrastructure conditions
- 37 • Lane continuity
- 38 • Existing LOS
- 39 • Existing land use

1 The concept of corridor sizing around a master or ultimate planning vision for the corridor was  
2 presented. The building blocks for corridor planning is the basic number of continuous lanes along the  
3 corridor, which define the base capacity. In terms of a basic lane plan, there is an important distinction  
4 between having a plan and implementing a plan. Having a long-term basic lane plan does not obligate  
5 any individual project to construct the full basic lane plan. It simply allows each individual project to be  
6 designed and constructed in such a way that it does not preclude the ultimate basic lane plan from  
7 being constructed in the future or result in the tear out and replacement of infrastructure that has not  
8 met its design life.

9 MAP-21 establishes performance-based planning and decision-making. American Association of State  
10 Highway and Transportation Officials (AASHTO) has developed a number of recommended performance  
11 measures based on goal areas specified by MAP-21.

12 The remainder of the meeting was an open discussion and a group exercise associated with  
13 performance measures.

### 14 6.6.3 TAC Workshop 3

15 TAC Workshop 3 was held on October 8, 2013. The goals of this workshop were to discuss the principles  
16 of freeway planning, to examine the process for alternatives development, and to present the available  
17 portions of the Conceptual Alternatives. The details of each alternative were described and discussed.

### 18 6.6.4 TAC Workshop 4

19 TAC Workshop 4 was held on November 18, 2013. The goals of this workshop were to present the  
20 Conceptual Alternatives for the full corridor and to discuss the performance measures to be used to  
21 analyze them. To allow for more detailed attention, the TAC was broken into two groups. Each was  
22 given roughly 2 hours of review.

### 23 6.6.5 TAC Workshop 5

24 A fifth TAC workshop was held on November 13, 2014. The workshop presented and discussed the  
25 Preferred Alternative. The Preferred Alternative presentation discussed (1) study history, 2) flexibility in  
26 design, 3) the Preferred Alternative, and 4) next steps. The remainder of the meeting allowed for one-  
27 on-one review of the Preferred Alternative. This provided the opportunity to review and provide  
28 feedback on the Preferred Alternative.

### 29 6.6.6 2016 TAC Update

30 A letter was sent to the TAC members before the study resumed. The letter is the same as provided to  
31 the regulatory agencies and contained in **Appendix C**. It provides the members with the data they need  
32 to understand the status of the study, the Preferred Alternative, the anticipated conclusion of the NEPA  
33 process, and the nature of the available funding for design, right-of-way, or construction.  
34

## 35 6.7 Public Involvement Meetings

36 Public meetings represent an important opportunity for direct engagement with the larger, general  
37 public. Two public informational meetings were held.

38 Both meetings were open houses and interactive. Study team members staffed display boards and were  
39 available to discuss, explain, and help attendees understand the information so they could provide

1 feedback. Comment forms were available. Tape recorders were also on hand for attendees who  
2 preferred to leave oral comments.

3 The public meetings were announced using a variety of methods (**Figure 6-3**), including emails to people  
4 on the study's mailing list, the study's website, study newsletters, organizations' newsletters,  
5 advertisements, flyers, church bulletins, media, social media.

### 6 6.7.1 Public Informational 7 Meeting 1

8 The meeting was held on July 30, 2013, at Saint Louis Community College at Florissant Valley. The  
9 purpose of the open house was for attendees to learn about the study and to share their experiences  
10 traveling the corridor. This information was intended to help the study team develop solutions.

11 Eighty-five people attended the open house. Study team members manned five stations that included  
12 30 informational display boards. The stations included (1) a study overview, (2) a review of NEPA,  
13 (3) a summary of the issues, goals, and vision for I-270, (4) a discussion of performance measures, and  
14 (5) a station for involvement and input.

15 The heart of the meeting was Station #3, which  
16 included large-scale corridor maps where  
17 attendees could mark on the maps with dots  
18 where they encounter problems when traveling  
19 the area. Study team members were on hand at  
20 the stations to document the dots and any  
21 corresponding information attendees provided.  
22 Participants could also mark locations on the  
23 maps where they knew of any environmental  
24 issues.

25 There were six questions on the comment form  
26 with a seventh area for any additional comments.  
27 Fifty-seven attendees completed a comment  
28 form. Additionally, five people completed a  
29 comment form online and one person mailed  
30 comments. Thus, 63 people provided input.

31 The most important solution to attendees is  
32 upgrading the interchanges/intersections  
33 followed by addressing the safety concerns at the  
34 slip ramps. A more detailed summary of the  
35 comment forms is contained in the meeting  
36 summary in **Appendix C**.

### 37 6.7.2 Public Informational Meeting 2

38 Public Informational Meeting 2 was held on  
39 March 18, 2014, at the Hazelwood Civic Center  
40 East. The purpose of the open house was for attendees to learn about the study's Reasonable  
41 Alternatives.

42 Ninety-two people attended the open house. Study team members manned five stations that included  
43 the following:

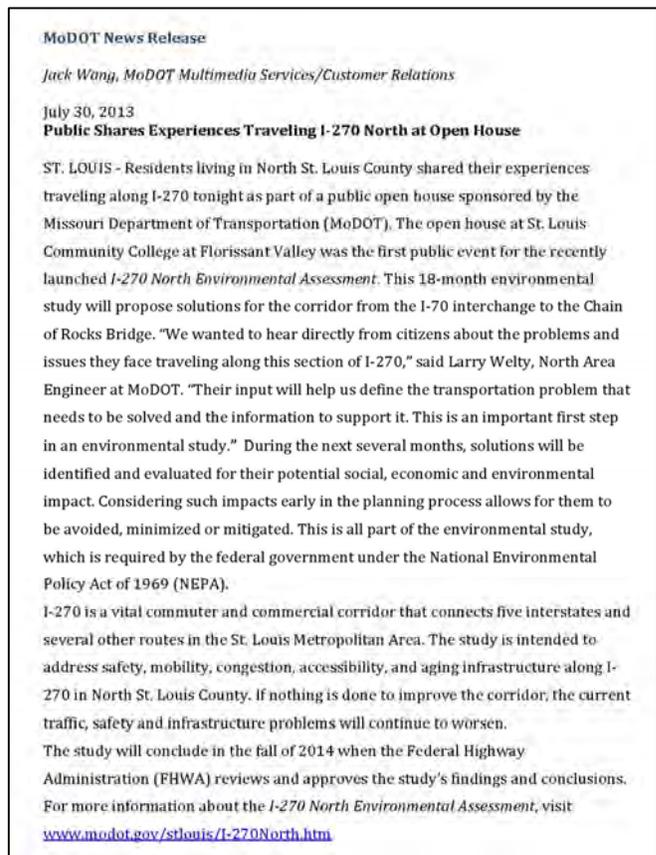


Figure 6-3. News Release for Public Involvement Meeting 1

- 1 1. Project Overview—This station included an overview video describing the study.
- 2 2. Purpose and Need—This station summarized the transportation problems that this study will
- 3 address.
- 4 3. Alternatives—This station presented the Reasonable Alternatives.
- 5 4. Impacts and Benefits—This station discussed how the potential solutions will perform.
- 6 5. Input and Next Steps—Comment forms manual and iPads versions were available.
- 7 The heart of the meeting was Station #3, which included large-scale maps depicting the Reasonable
- 8 Alternatives (**Figure 6-4**). Copies were mounted to the meeting room halls. Other copies were mounted
- 9 to long tables. Study team members were on hand to explain the alternatives under consideration.
- 10 The preferences expressed at the meeting are summarized in **Table 6-2**. A more detailed summary of
- 11 the comment forms is contained in the meeting summary in **Appendix C**.
- 12 In addition to the physical meeting, virtual public meetings were held on March 19, 2014 (at noon), and
- 13 March 20, 2014 (at 8:00 pm). These live chat sessions presented the same information as the physical
- 14 meeting. They also included a narrated study overview video, as well as four videos explaining the
- 15 various Reasonable Alternatives along the corridor. Although the virtual attendance was low, it
- 16 furthered the study team’s efforts to engage as many stakeholders as possible.

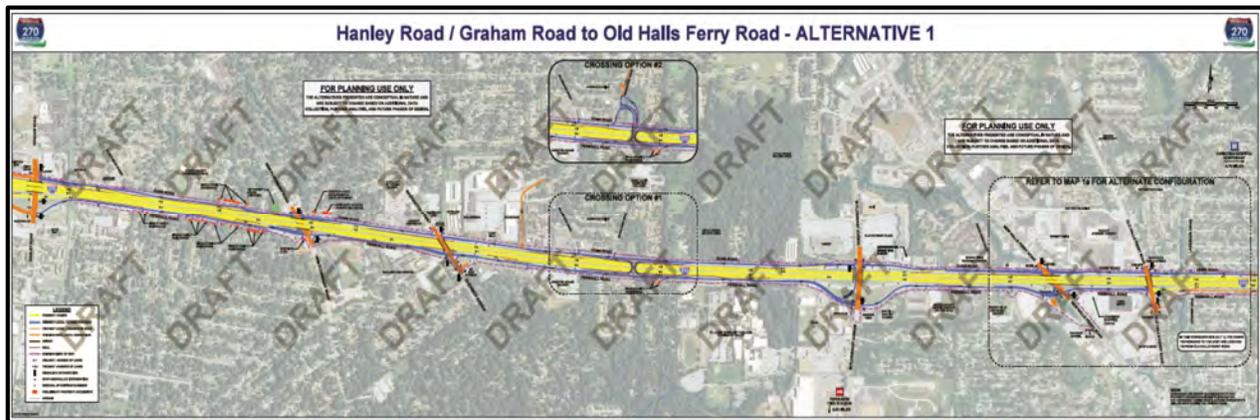


Figure 6-4. Typical Example of Public Informational Meeting 2 Exhibit

## 1 6.8 Project Website

2 A study website (**Figure 6-5**) was developed  
 3 to serve as the main portal for all  
 4 information regarding the EA. Visitors are  
 5 able to learn about the study, get updates,  
 6 and download the technical documents.  
 7 They are also able to submit comments  
 8 and sign up for the study's mailing list. For  
 9 those unable to attend the public meetings,  
 10 the information displayed at these  
 11 meetings are uploaded to the website,  
 12 along with comment forms so they can  
 13 participate electronically.

14 The study website is located at  
 15 <http://www.I-270North.org>.



Figure 6-5. I-270 North EA Website

## 16 6.9 Communications Materials

17 As part of the process to kick-off this complex study, two handouts were developed. These were  
 18 intended as broad summaries that could be distributed to anyone interested in the study.

19 The first was a fact sheet. It describes the EA, its purpose, and the process, including a timeline. The  
 20 purpose of the fact sheet is to help ensure that the correct study information is being communicated to  
 21 the public.

22 The second handout was an informational newsletter. This newsletter introduced the study, outlined  
 23 important milestones, and announced the first public open house.

24 These documents are contained in **Appendix C**.

Table 6-2. Reasonable Alternative Preferences at Informational Meeting 2 on March 18, 2014

Reasonable Alternative	Description	Percentage of PIM #2 Respondents Viewing the Configuration as "Very Beneficial" or "Beneficial"
<b>AREA 1: I-70 TO MCDONNELL BOULEVARD</b>		
<b>ST. CHARLES ROCK ROAD</b>		
Alternative 1	Diverging Diamond Interchange	80 percent
Alternative 2	Diamond Interchange	28 percent
<b>MCDONNELL BOULEVARD</b>		
Alternative 1	Diverging Diamond Interchange	76 percent
Alternative 2	Partial Cloverleaf Interchange	41 percent
<b>AREA 2: EAST OF MCDONNELL BOULEVARD TO HANLEY ROAD/GRAHAM ROAD</b>		
<b>LINDBERGH BOULEVARD</b>		
Alternative 1	Partial Cloverleaf Interchange	73 percent
<b>AREA 3: HANLEY ROAD/GRAHAM ROAD TO OLD HALLS FERRY ROAD</b>		
<b>HANLEY ROAD/GRAHAM ROAD</b>		
Alternative 1	Diamond Interchange (One-Way Dunn/Pershall)	78 percent
Alternative 2	Diamond Interchange (Two-Way Dunn/Pershall)	32 percent

Table 6-2. Reasonable Alternative Preferences at Informational Meeting 2 on March 18, 2014

Reasonable Alternative	Description	Percentage of PIM #2 Respondents Viewing the Configuration as "Very Beneficial" or "Beneficial"
<b>NEW FLORISSANT ROAD TO WASHINGTON STREET/ELIZABETH AVENUE</b>		
Alternative 1	Split Diamond Interchange (One-Way Dunn/Pershall)	78 percent
Alternative 2	Split Diamond Interchange (Two-Way Dunn/Pershall)	32 percent
<b>WEST FLORISSANT AVENUE TO OLD HALLS FERRY ROAD</b>		
Alternative 1	Split Diamond (to Old Halls Ferry – One-Way)	73 percent
Alternative 1a	Split Diamond (to New Halls Ferry – One-Way)	76 percent
Alternative 2	Split Diamond (to New Halls Ferry – Two-Way)	73 percent
Alternative 2a	Split Diamond (to Old Halls Ferry – Two-Way)	73 percent
<b>AREA 4: EAST OF OLD HALLS FERRY ROAD TO RIVERVIEW DRIVE</b>		
<b>ROUTE 367</b>		
Alternative 1	Partial Cloverleaf Interchange	76 percent
<b>BELLEFONTAINE ROAD</b>		
Alternative 1	Diamond Interchange	59 percent
Alternative 2	Partial Cloverleaf Interchange	30 percent
<b>LILAC AVENUE</b>		
Alternative 1	Diamond Interchange	54 percent
Alternative 2	Partial Cloverleaf Interchange	22 percent
<b>RIVERVIEW DRIVE</b>		
Alternative 1	Diamond Interchange with Two-Way Dunn Road	63 percent
Alternative 2	Partial Cloverleaf Interchange	42 percent

