



KINGSHIGHWAY TO JEFFERSON
FUTURE **64**

COMMUNITY ▶ TRANSPORTATION ▶ TOGETHER

TEAM Conference

March 16, 2023

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



DEVELOPMENTSTRATEGIES

Agenda

- **Study Area and Why a PEL**
- **Formulation of Purpose and Need**
- **Corridor Alternatives**
- **Community Assessment**
- **Project Funding**
- **Next Steps**

Location of Study



Study Area

Study Area



Making the Case: MoDOT Needs



Responsive to local needs & visions



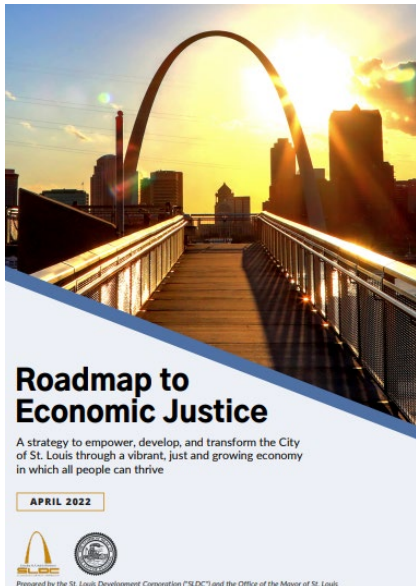
▶ **Land use redevelopment:** Shift from industrial to mixed use & transit-oriented development (left & right)



▶ **Great Rivers Greenway's Brickline Greenway Framework Plan.** Published 2019. (top right) & Gateway Bike Plan network update. 2021. (center right)



▶ **St. Louis Development Corporation's Roadmap to Economic Justice.** Published 2022. (left)



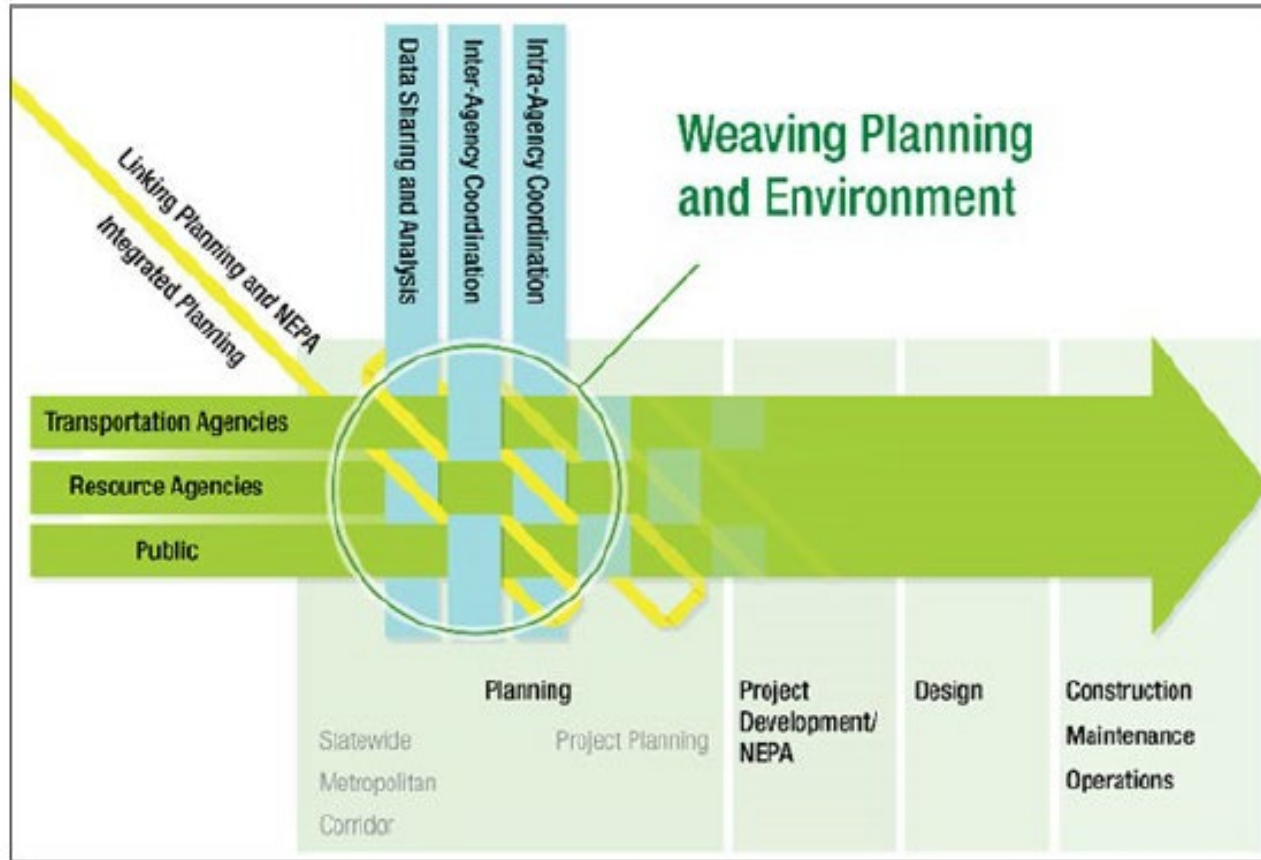
▶ **Bi-State Development Agency's**

- ▶ Two MetroLink lines
- ▶ Three MetroBus routes crossing I-64 with 15 minutes or better frequency

▶ **Urban Land Institute Technical Assistance Panel reports for Grand MetroLink Station**



What is a PEL?

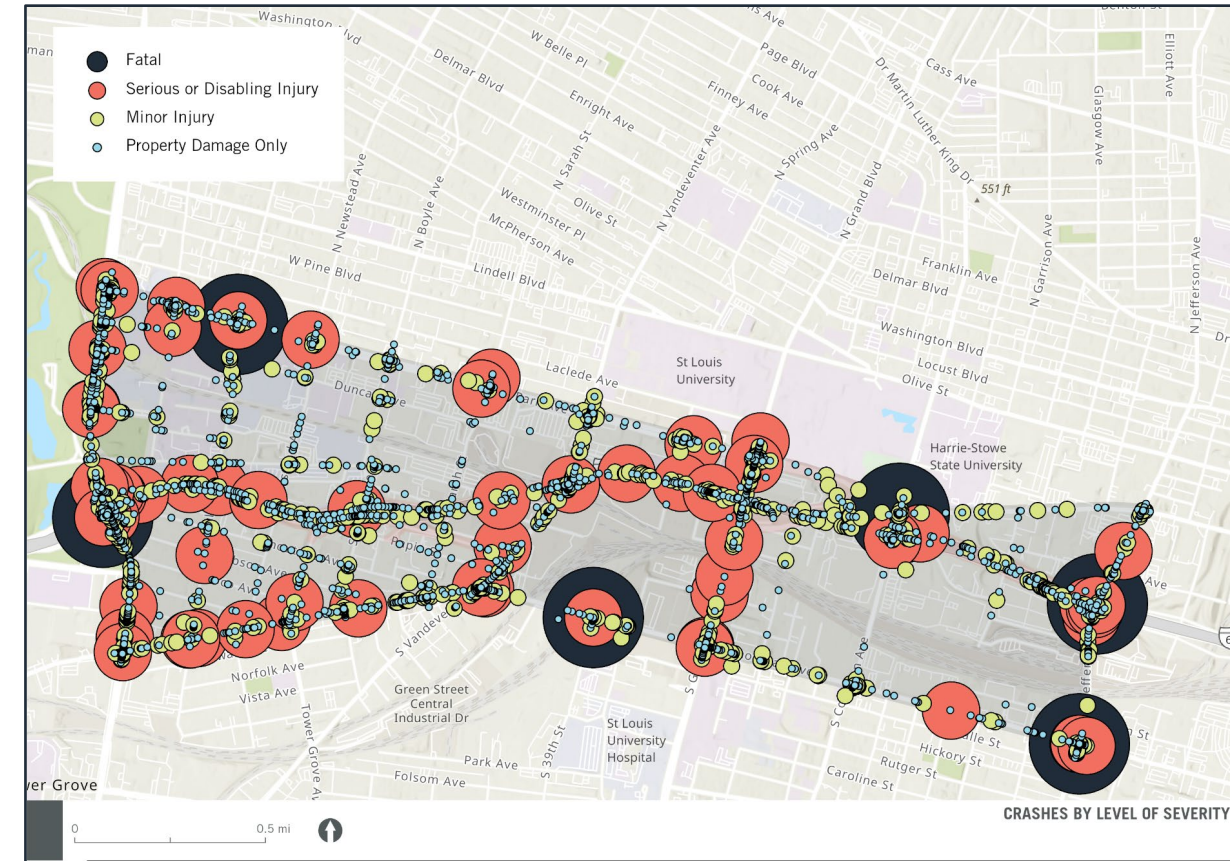


- **Initiates Federal Environmental Process (NEPA)**
- **Accelerates Project Delivery**
- **Builds Community Support**

Existing Conditions Informs Project Needs

Safety for All Users

- **Crash rates above statewide average area**
- **Crashes involving bicycles and pedestrians**
 - **Over 120 crashes, 90% resulting in injury**
- **2016 – 2020**
 - **71 serious injury and fatal crashes**



Existing Conditions Informs Project Needs

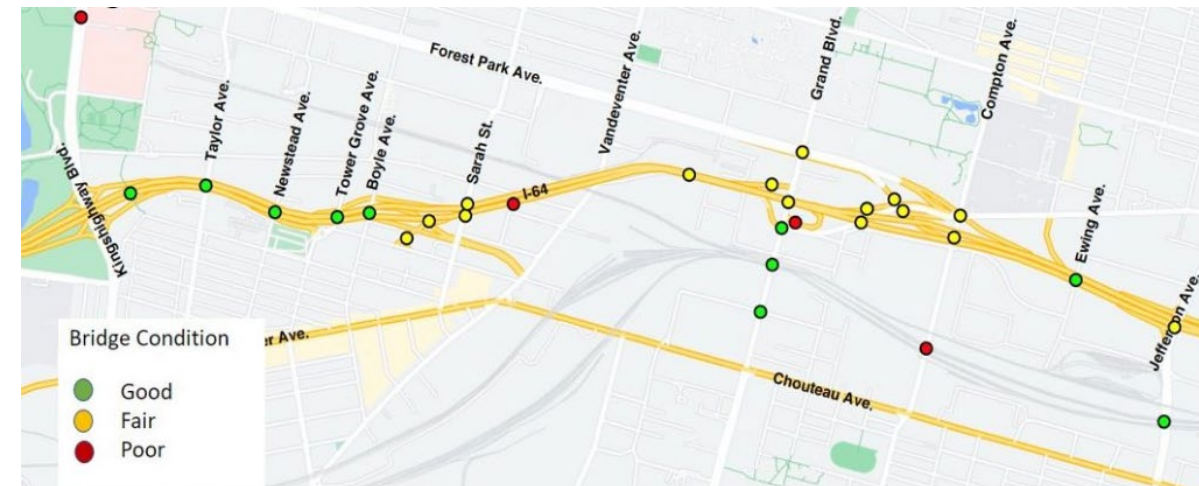
Provide Intuitive Navigation

- Exits are out of order
- Partial interchanges inside full interchanges
- Interchanges connecting to multiple roadways



Improve Structural Conditions and Maintain Good State of Repair

- 22 bridges - 2 Poor, 11 Fair condition
- Many do not meet current design standards
- 13 major rehabilitations or replacements needed to extend life past 2050



Existing Conditions Informs Project Needs

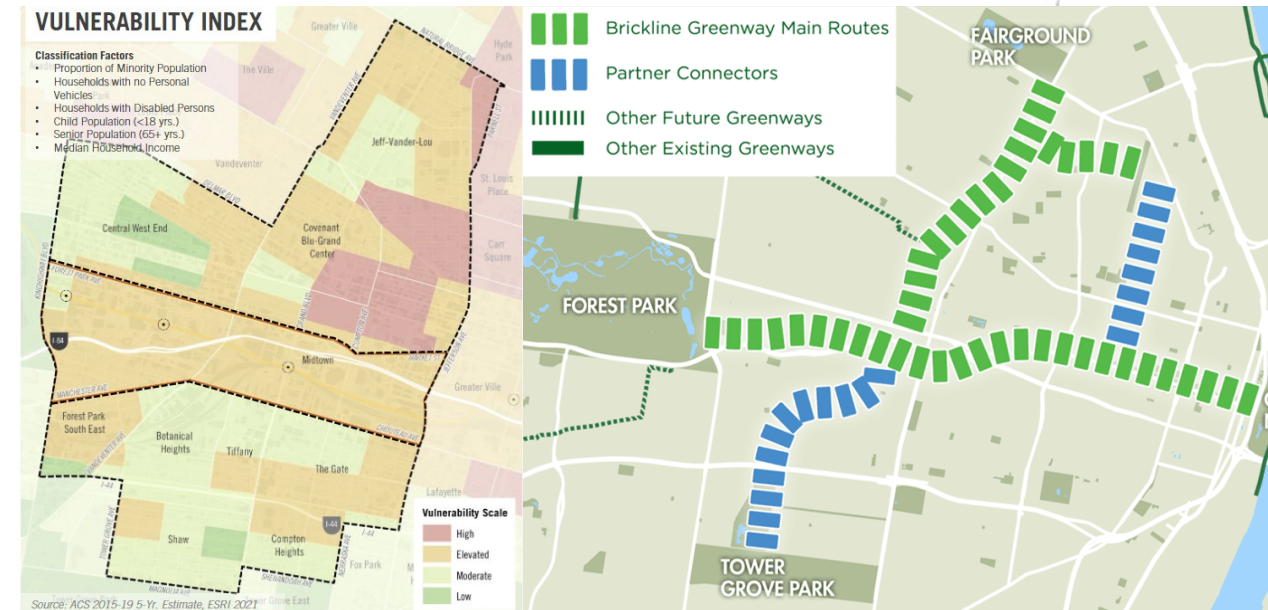
Maintain Interstate Function and Capacity for Future

- Growth in the central corridor
- Poor levels of service in AM peak of No-Build
- Interchanges connecting to multiple roadways



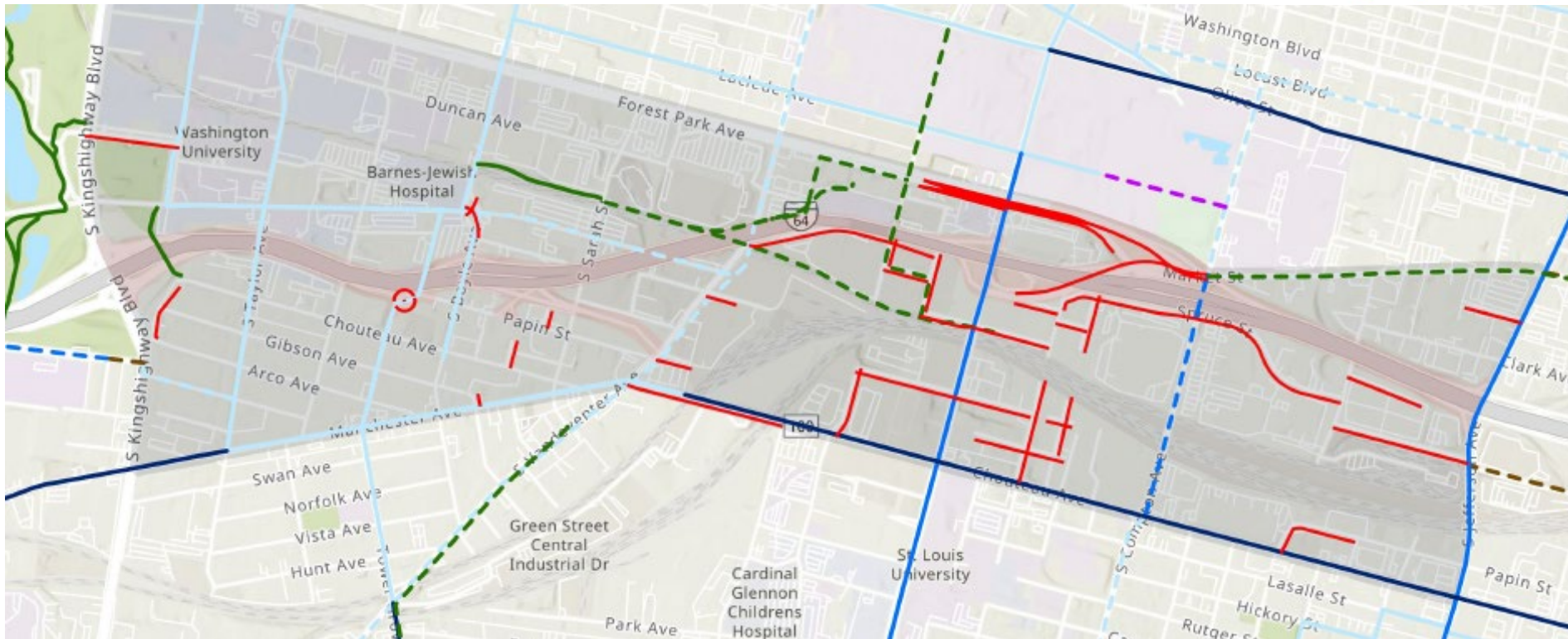
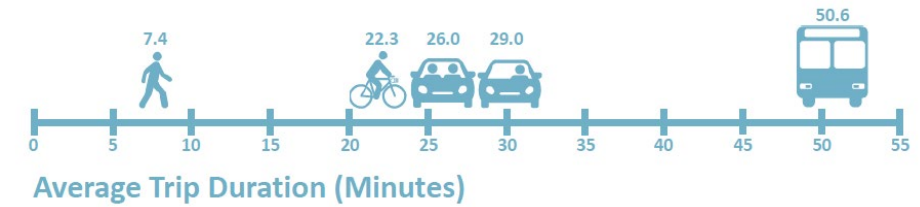
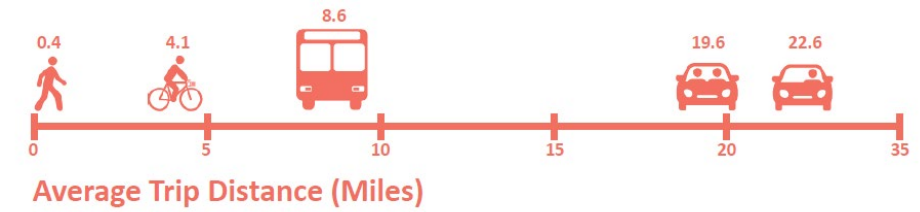
Reduce Barrier Effect of I-64

- High priority of stakeholders and public
- Supports regional planned network
- Removing barriers to connections addresses equity
- Crossings limited east of Sarah Street

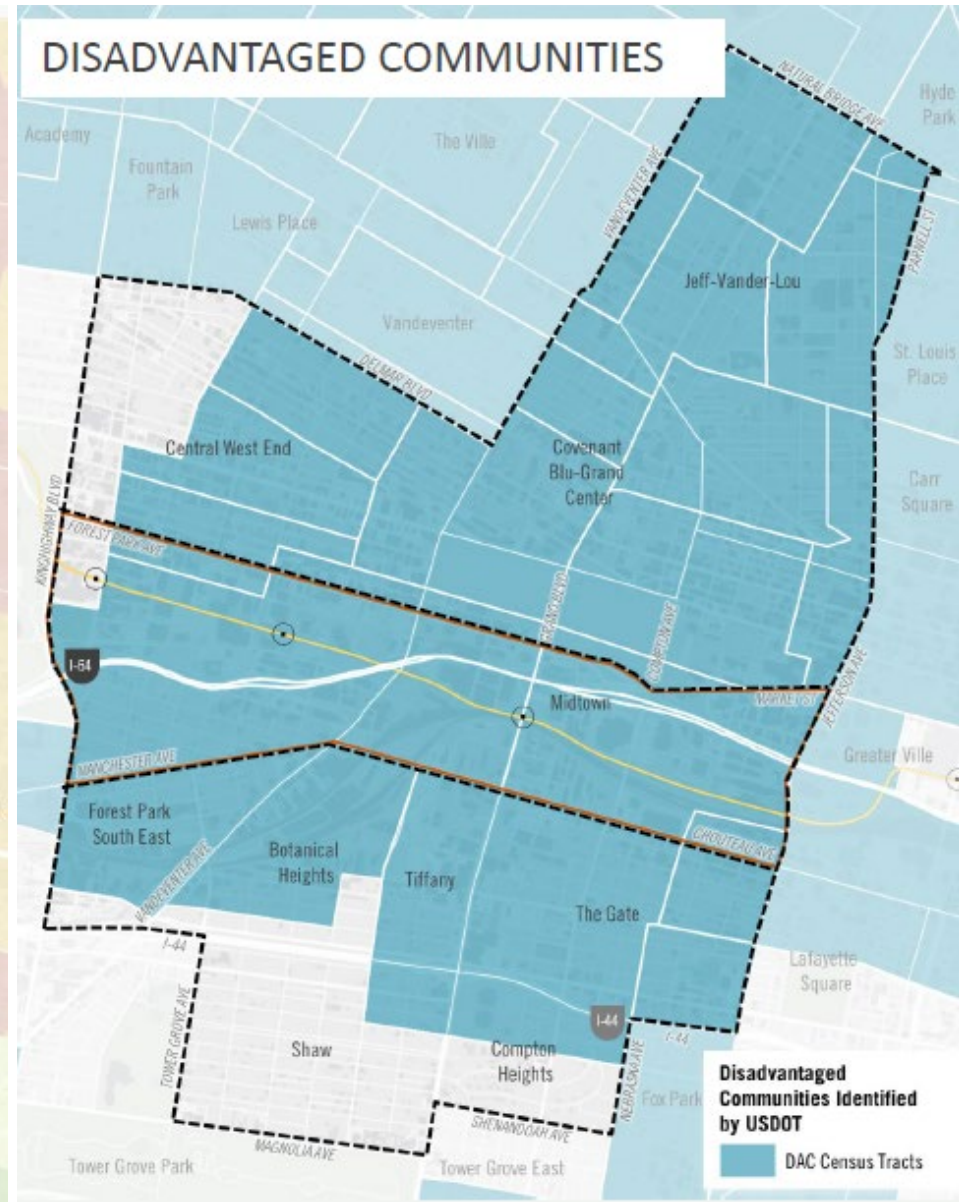
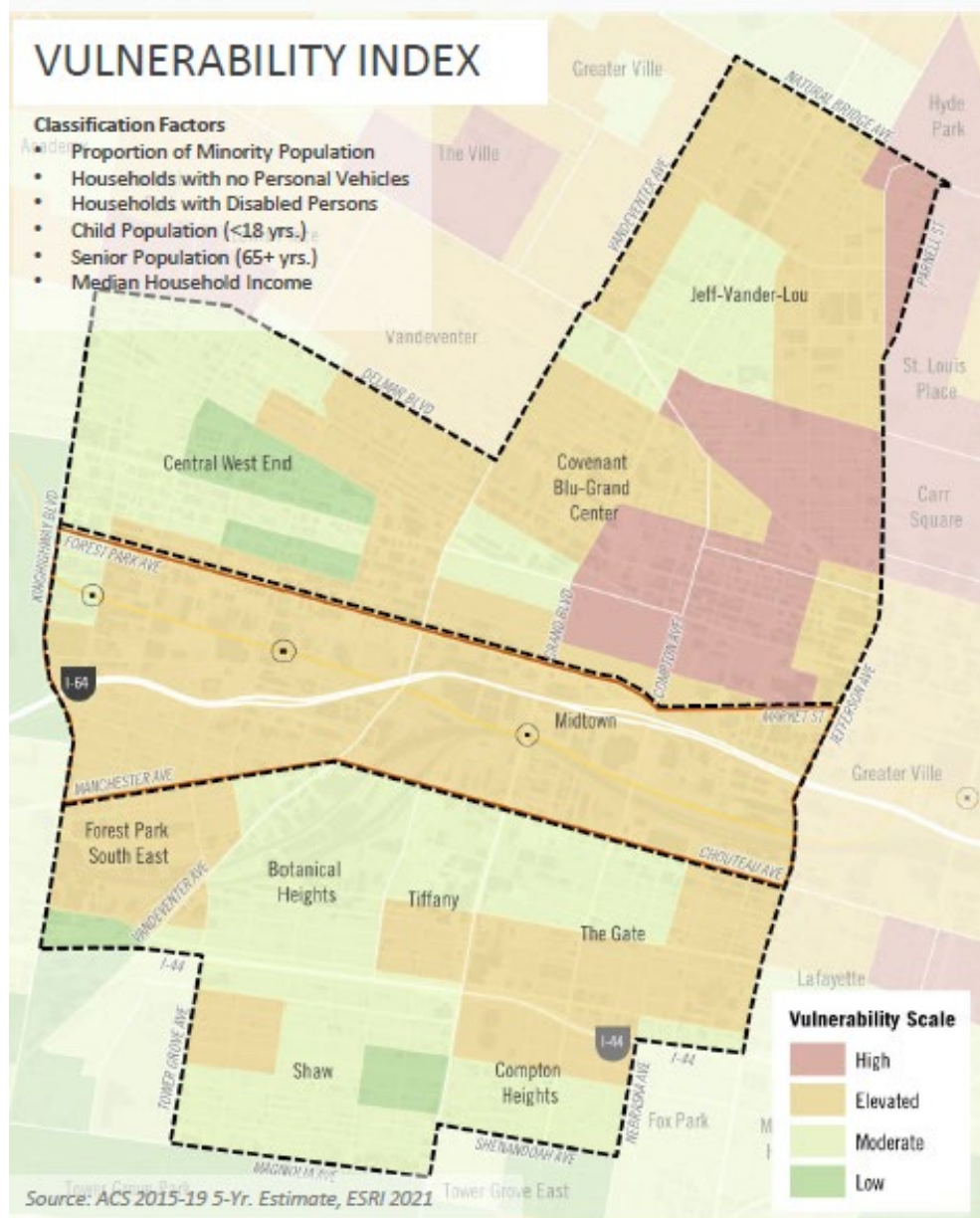


Existing Conditions Informs Project Needs

- **13** crossings for pedestrians and bicyclists
- **1** crossing for pedestrians and bicyclists **only**
- Longest distance between crossings: **2,405 ft. (0.46 miles)**
- Average distance between crossings: **1,880 ft (0.36 miles)**



Existing Conditions Informs Project Needs



- Categories of transportation disadvantage:**
- Transportation access disadvantage (4)
 - Health disadvantage (3)
 - Environmental disadvantage (6)
 - Economic disadvantage (7)
 - Resilience disadvantage (1)
 - Social disadvantage (1)

Public and Stakeholder Input Informs Project Needs and Goals

- ▶ Advisory groups: Technical & Community
- ▶ Stakeholder interviews with institutions, businesses, hospitals, neighborhood and community organizations, advocates
- ▶ Community meetings with key city leaders and neighborhood meetings
- ▶ Pop-up or public meetings on the site at well traveled areas such as university campuses, train stations, and major employers
- ▶ Surveys given both in-person and online to inform the study
- ▶ Tabling at community events
- ▶ Public Meetings both in-person & virtual



1307

COMMUTER SURVEY
RESPONSES

6

TECHNICAL &
COMMUNITY ADVISORY
GROUP MEETINGS

5

POP UP
MEETINGS

42

STAKEHOLDER
OUTREACH MEETINGS

8

NEIGHBORHOOD
PRESENTATIONS

MAY 18,
2022

70
ATTENDEES

PUBLIC
MEETING

1007
TOTAL ONLINE VIEWS

JAN 18,
2023

158
ATTENDEES

PUBLIC
MEETING

3483
TOTAL ONLINE VIEWS

Purpose and Need

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



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.

Common transportation needs and goals

Community identified needs and goals

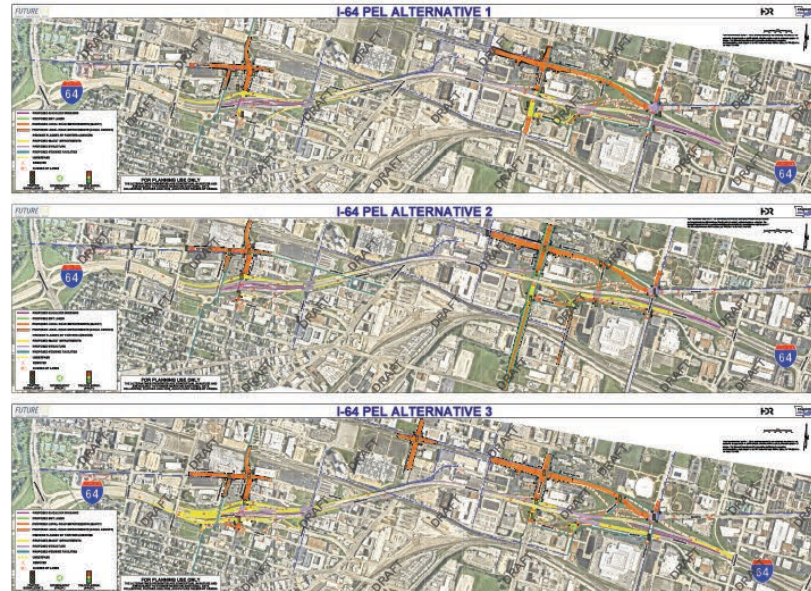
Corridor Alternatives

BRAINSTORMING PHASE



*REMOVE ELEMENTS
THAT ARE NOT
PHYSICALLY
POSSIBLE OR DO
NOT MEET NEEDS*

ANALYSIS PHASE 3 CORRIDOR ALTERNATIVES



THIS IS WHERE WE ARE IN THE PROJECT

DECISION PHASE

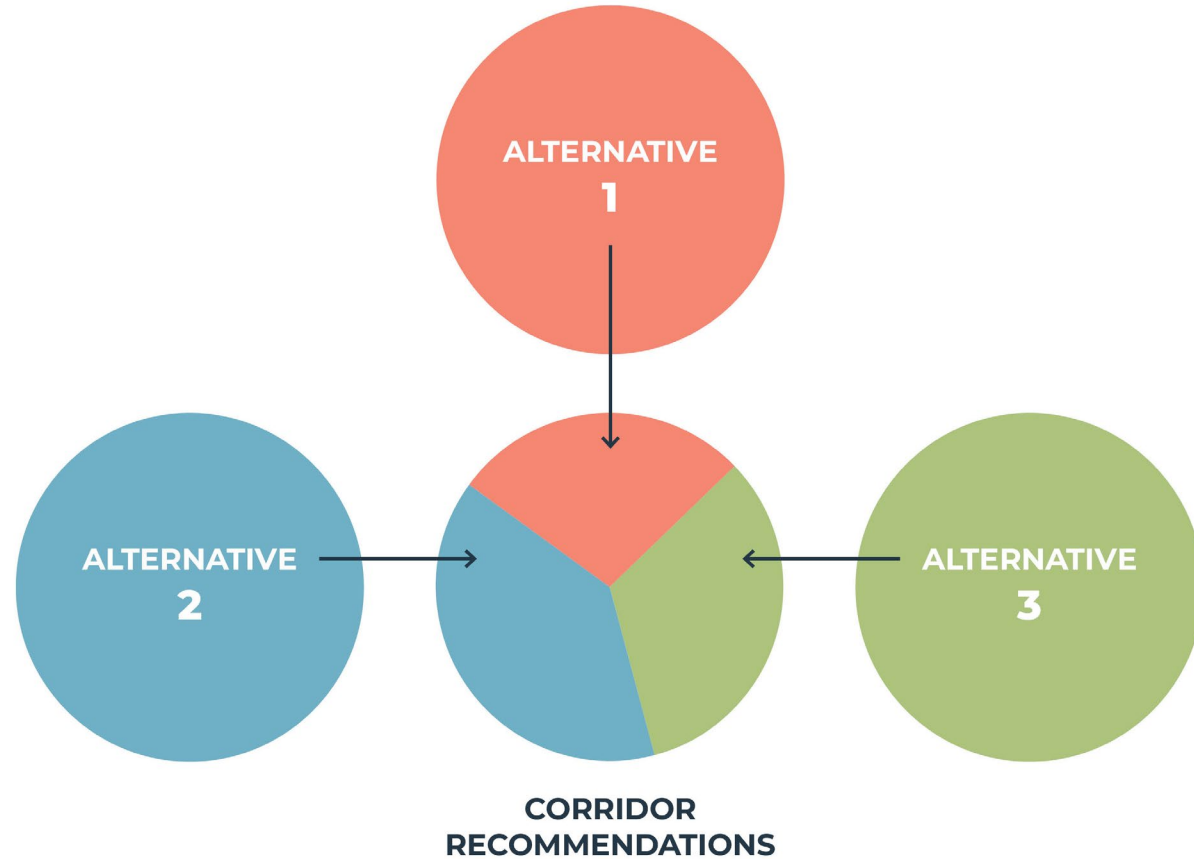
*USE DATA & RESULTS
OF ANALYSIS TO
RECONFIGURE INTO A
PREFERRED ALTERNATIVE*

*PREFERRED
ALTERNATIVE/
MAKE FUNDING
DECISIONS*

Corridor Alternatives

Three Corridor Alternatives

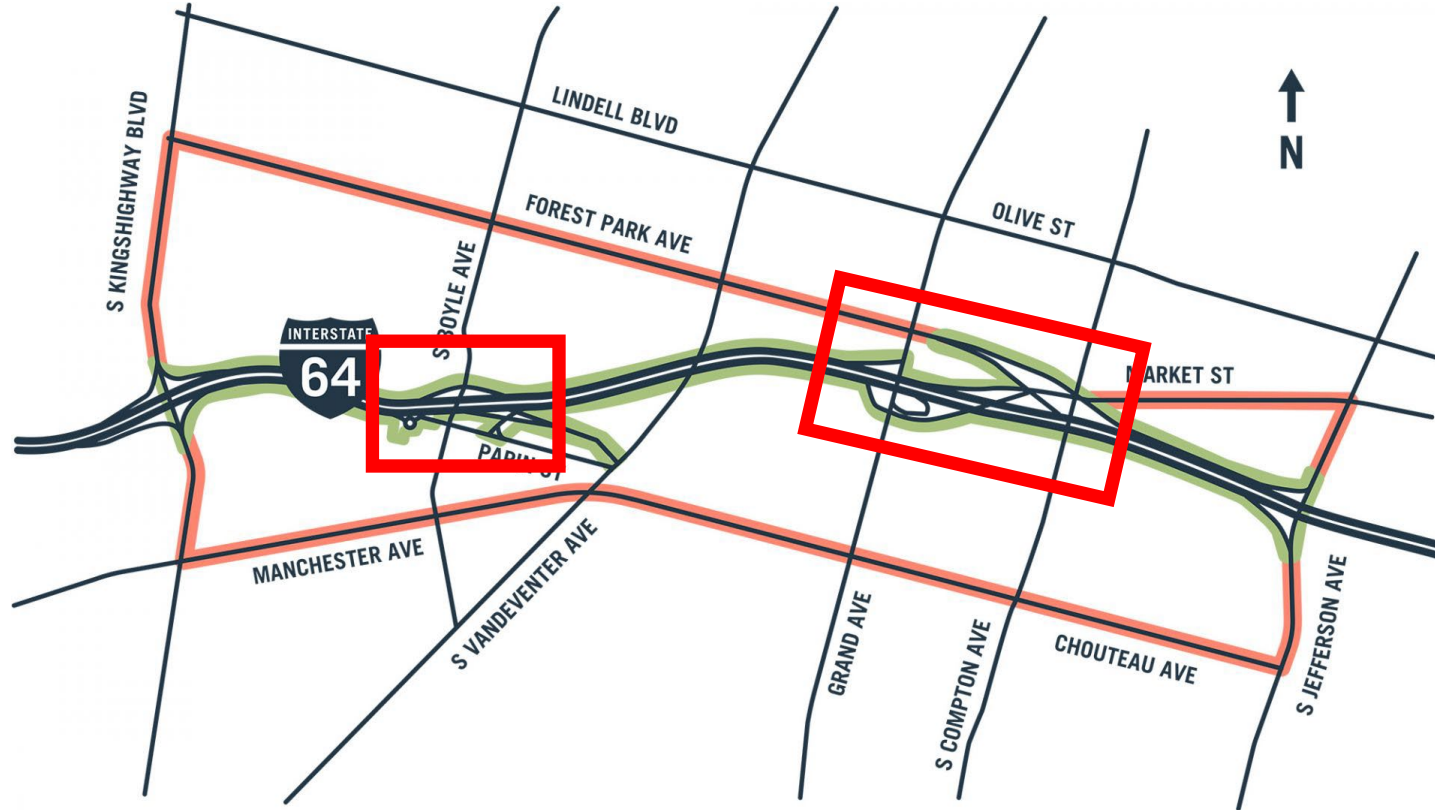
- Elements from each alternative that best meet the needs and goals of the project will be recommended for analysis in the decision phase



Corridor Alternatives

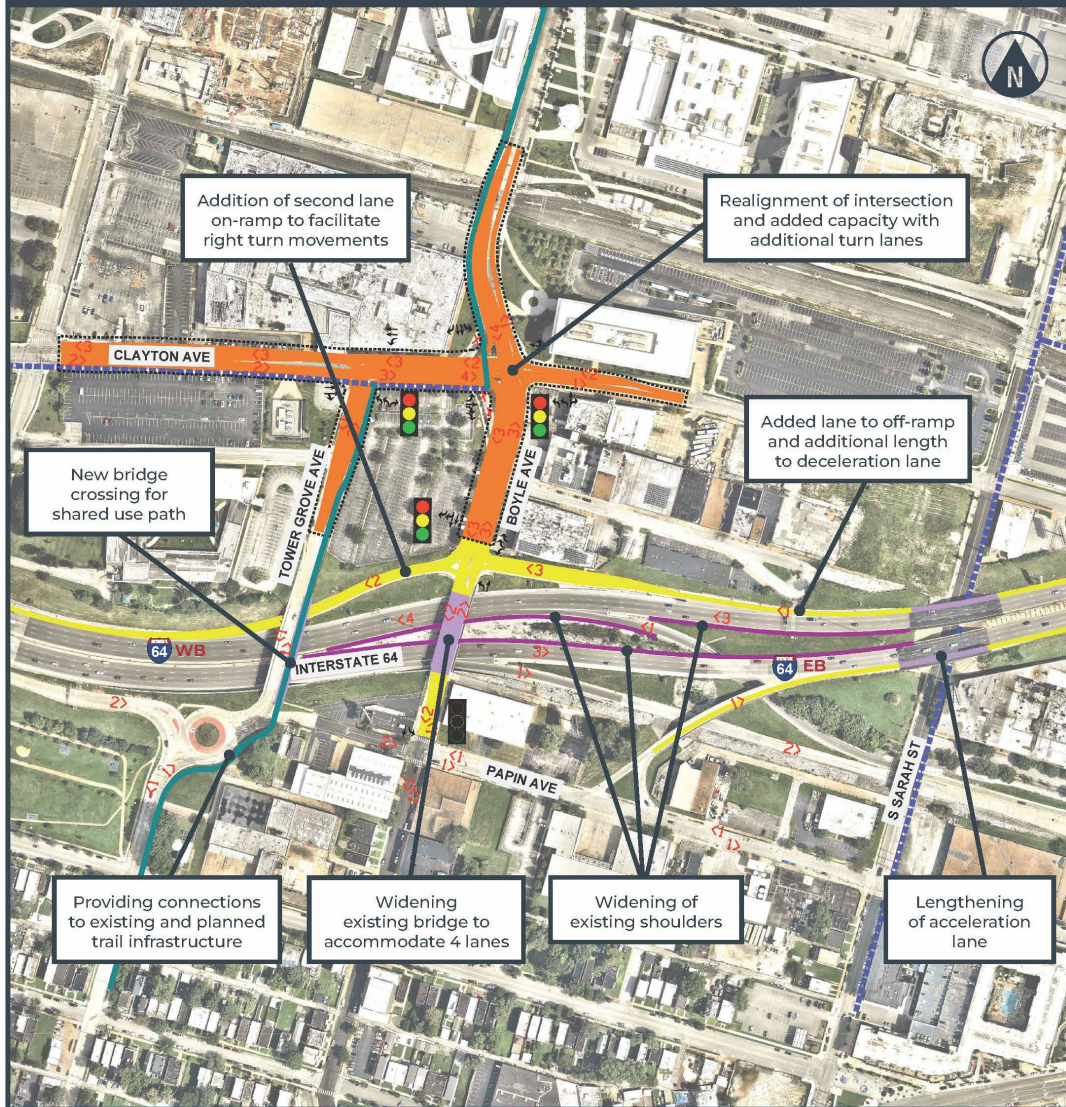
Two Primary Areas of Focus

- Boyle/Tower Grove/ Vandeventer
- Grand/Market

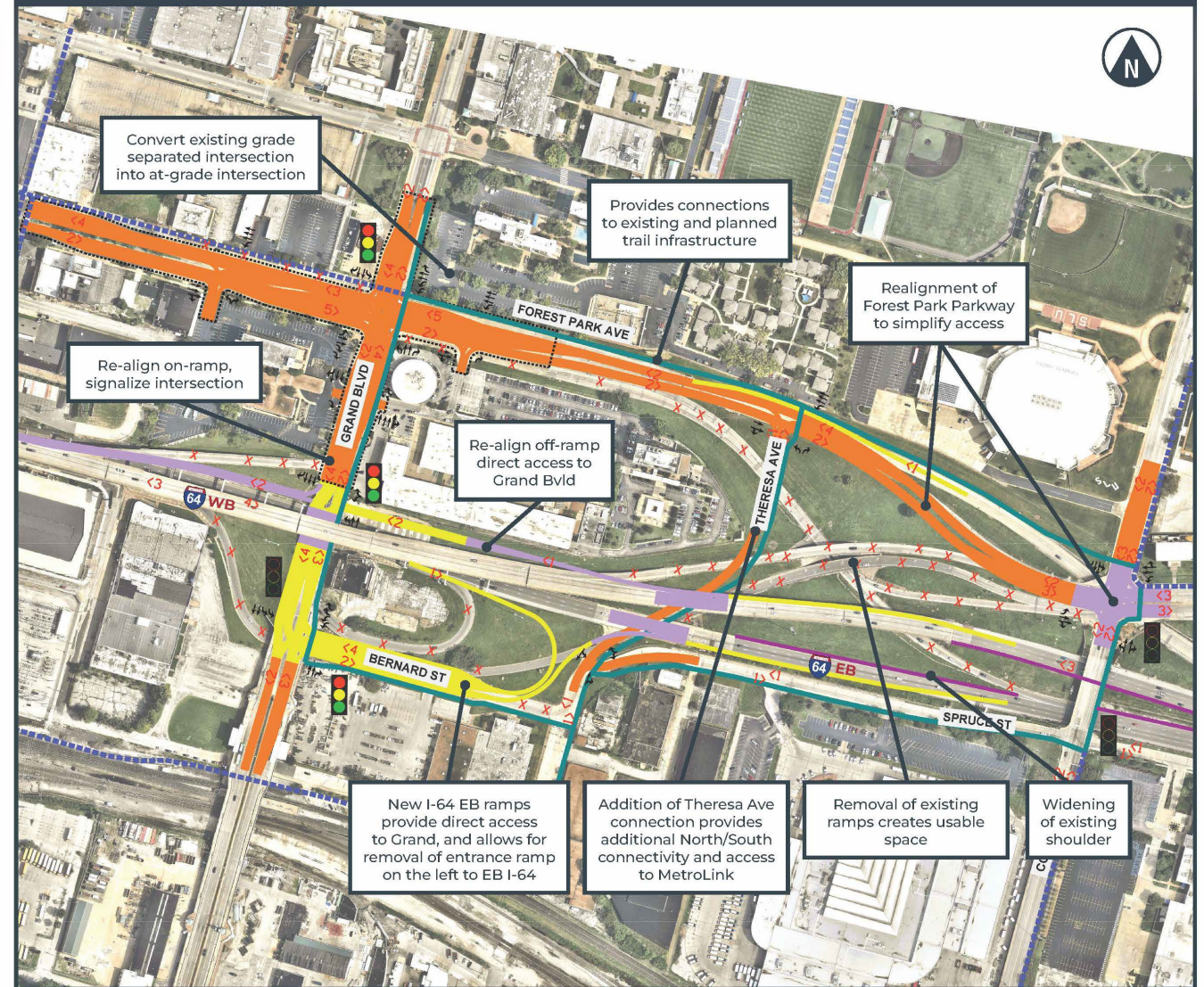


Alternative 1 (Analysis Phase)

WEST INTERCHANGE

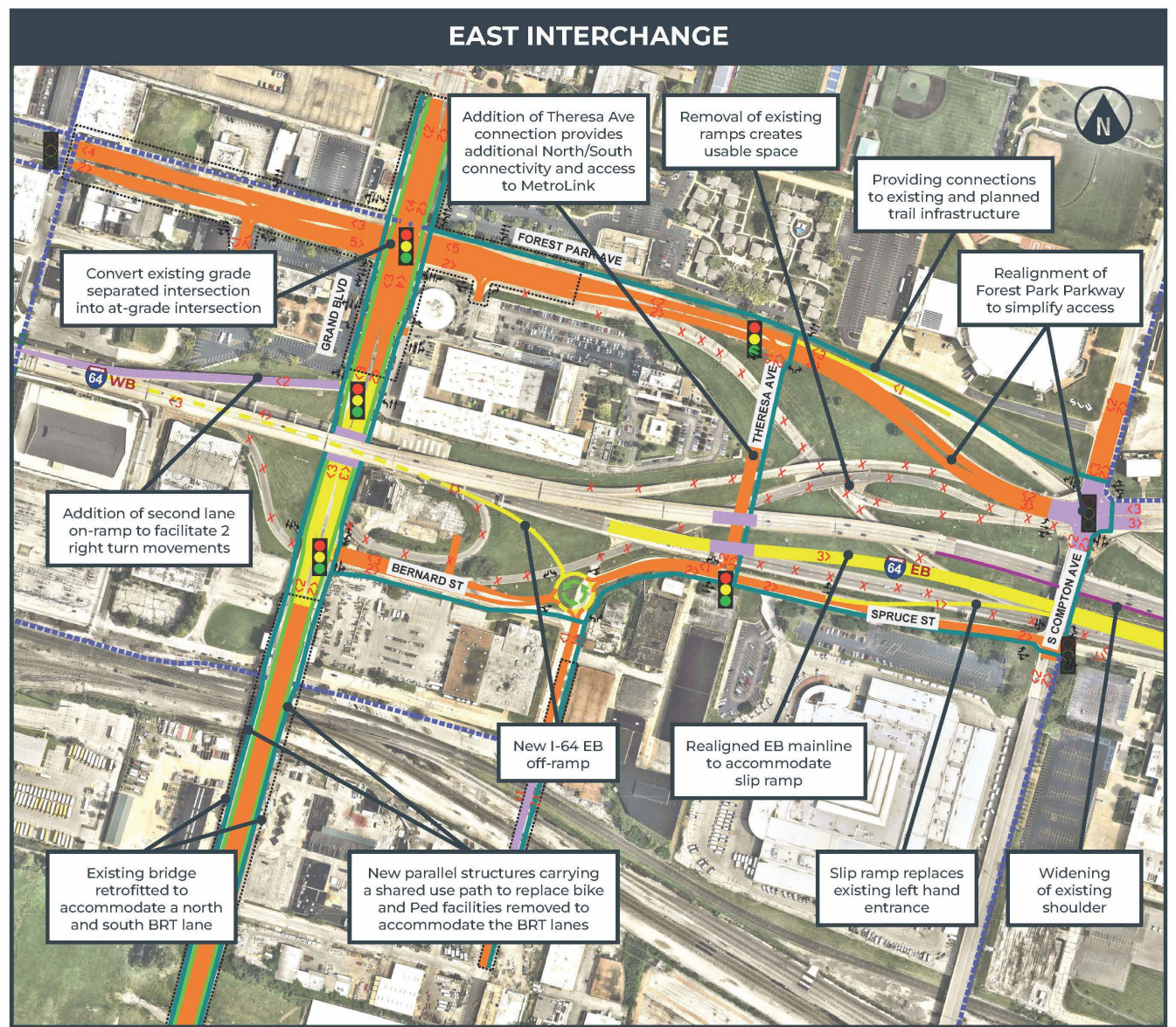
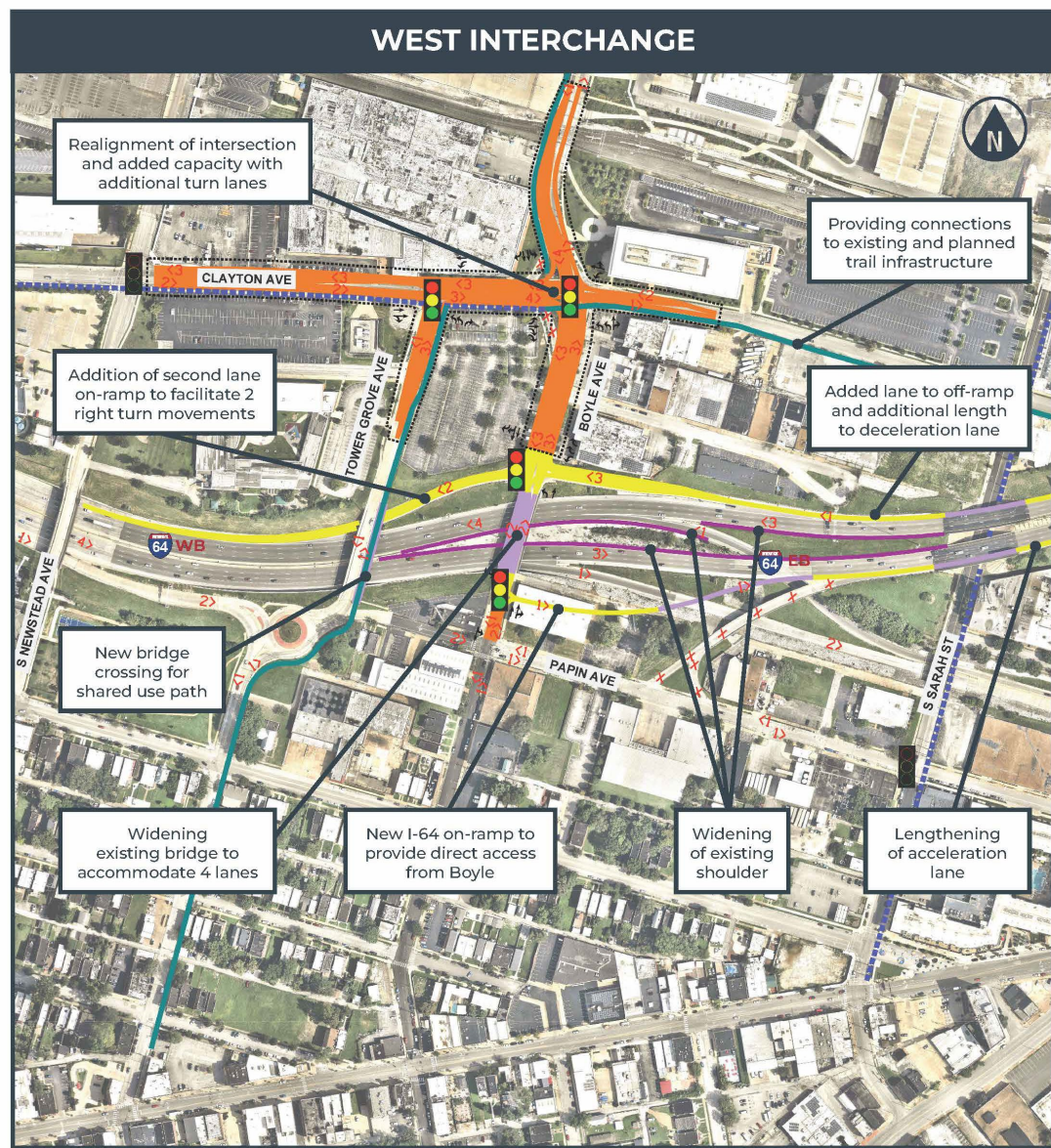


EAST INTERCHANGE



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 (Analysis Phase)



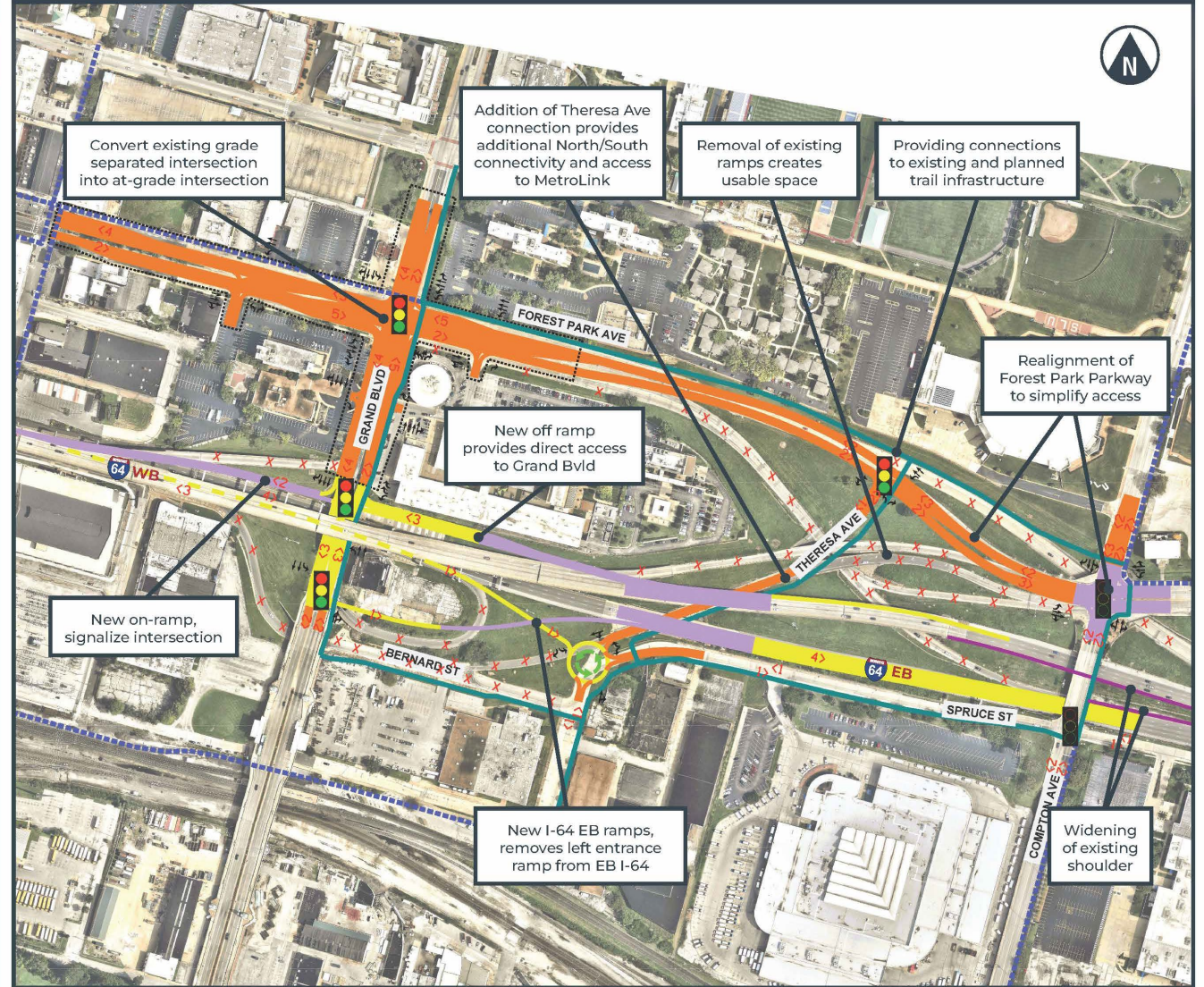
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Alternative 3 (Analysis Phase)

WEST INTERCHANGE

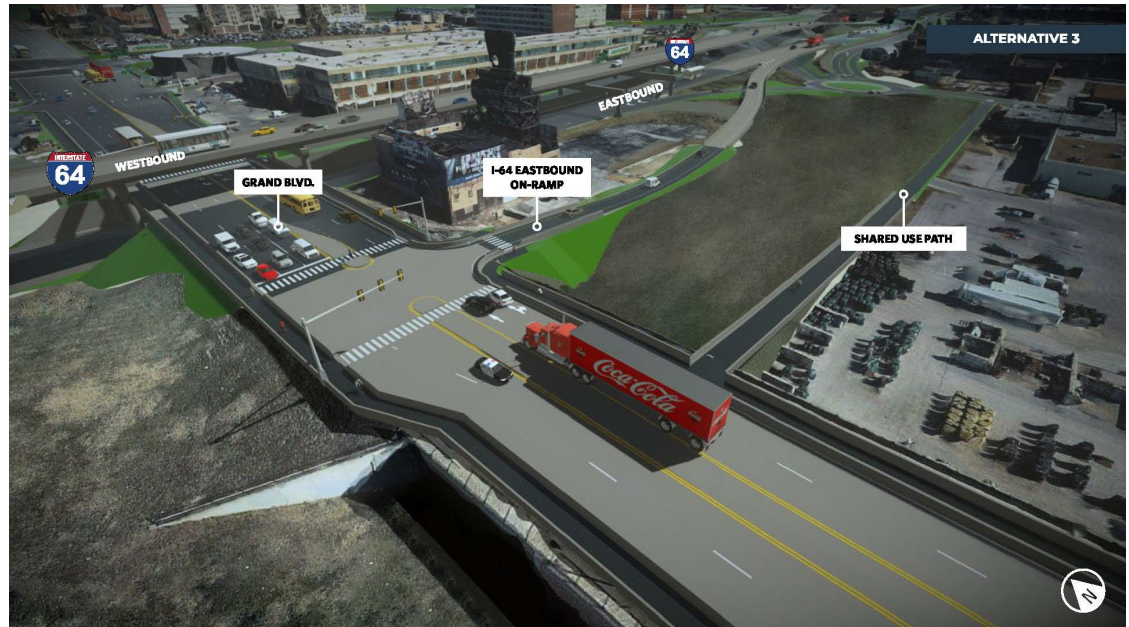
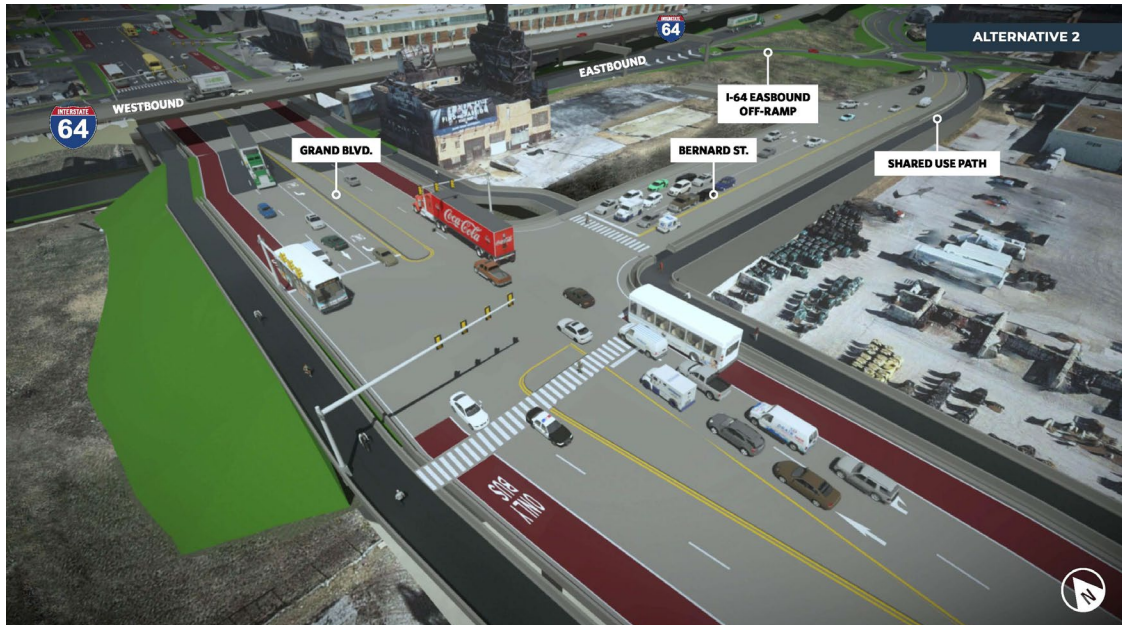


EAST INTERCHANGE



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Renderings of Alternatives



Measures of Effectiveness

Facility	Traditional Measures of Effectiveness
I-64 Corridor	Speed
	Density
	Throughput
	Interchange Spacing
	Gore Spacing
	Ramp Lengths
	Accel/Decel Lengths
	Shoulder Widths
I-64 Ramp Terminals	Queue Length
	Delay
	Volume/Capacity Ratio
	LOS
Intersections	Volume/Capacity Ratio
	LOS

Facility	Multimodal Measures of Effectiveness
Pedestrian Facilities	PLOS
	Connectivity
Bicycle Facilities	BTLS
	Connectivity
Transit	Transit Dependent Population

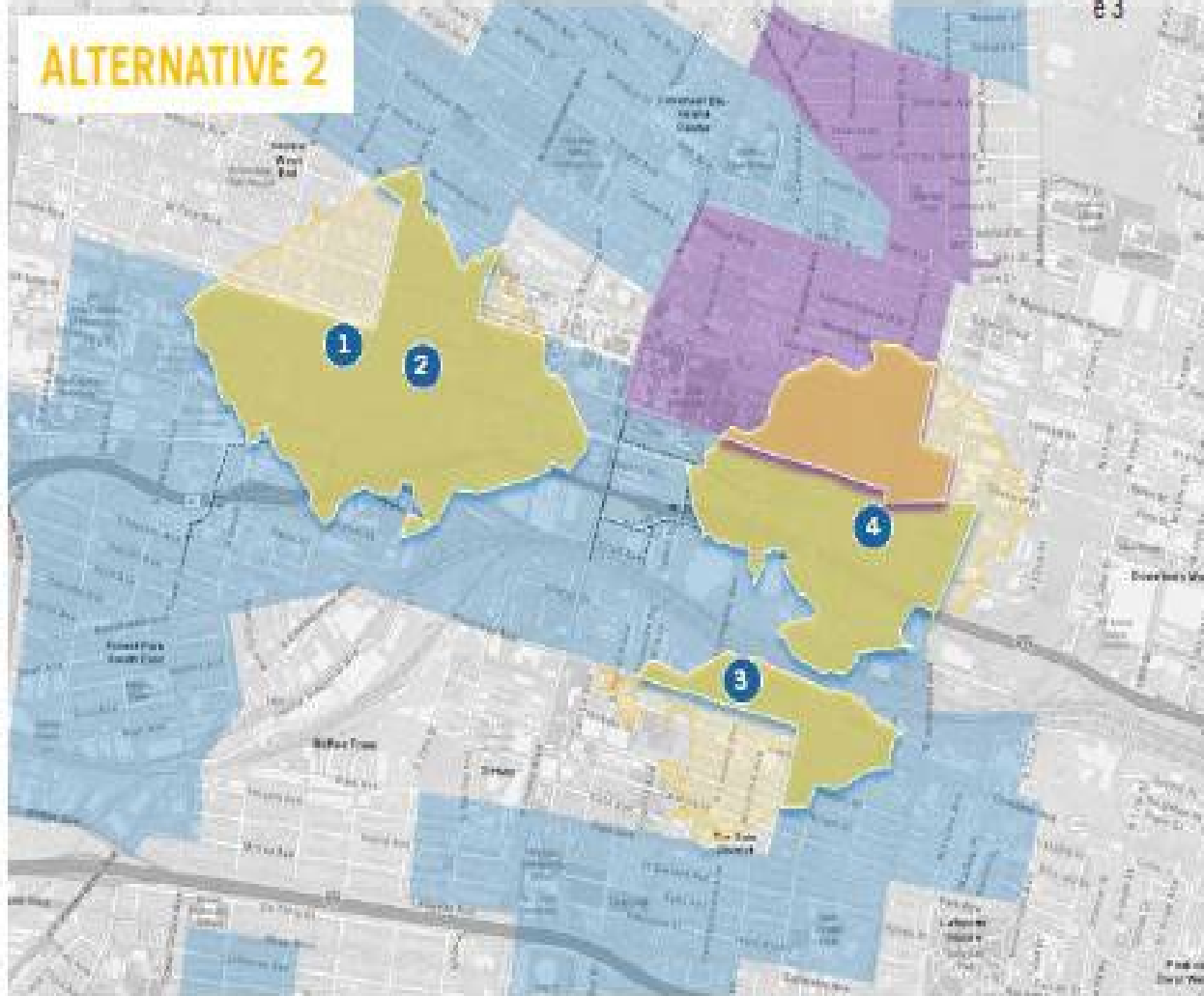
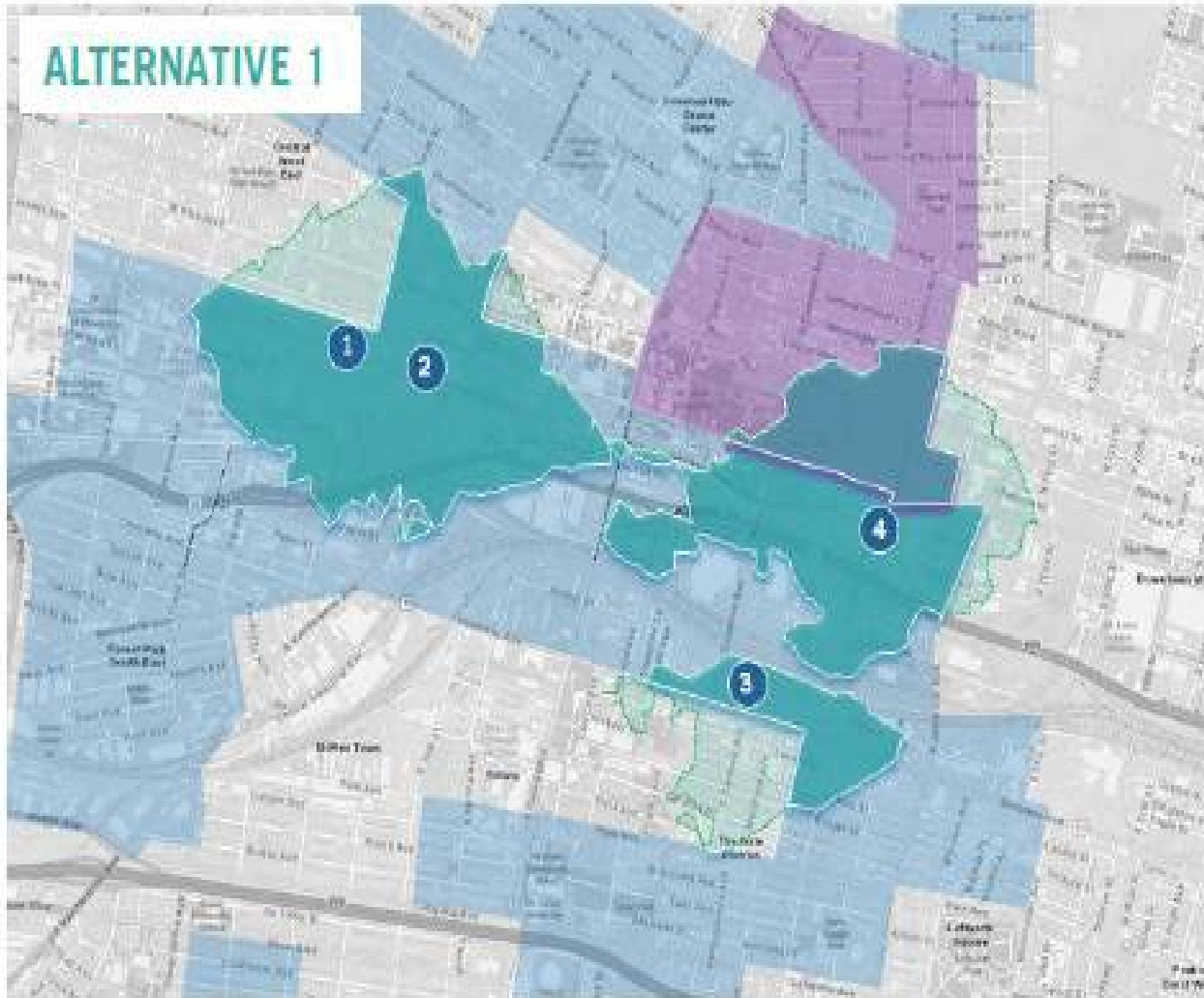
PROJECT GOAL: IMPROVED ACCESS FOR UNDERSERVED COMMUNITIES

ACREAGE OF 10 MIN WALKSHED FROM COMMUNITY SERVICES SERVING VULNERABLE AREAS

Overall 10 Min Walkshed



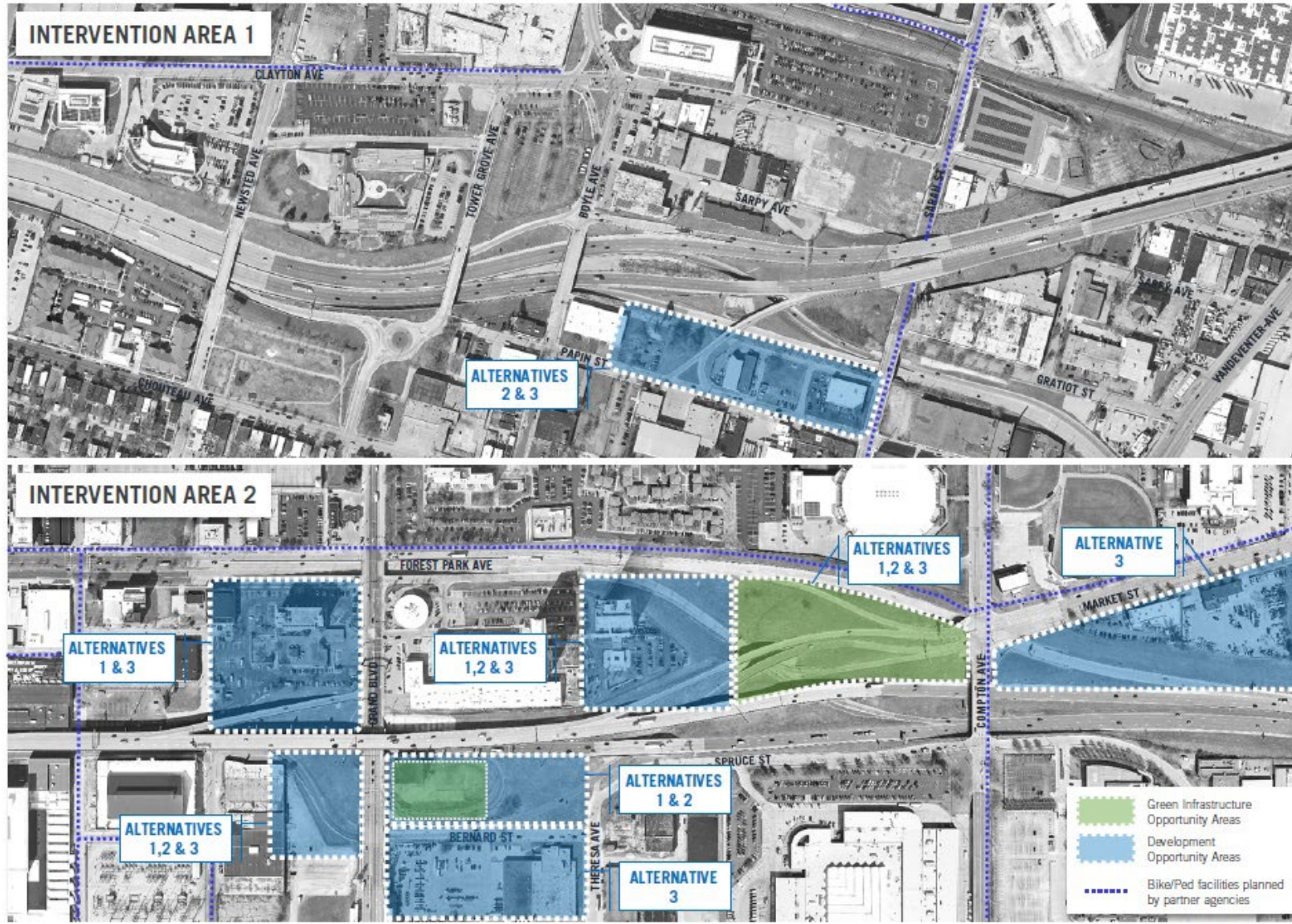
- Alternative 1
- Alternative 2
- Alternative 3



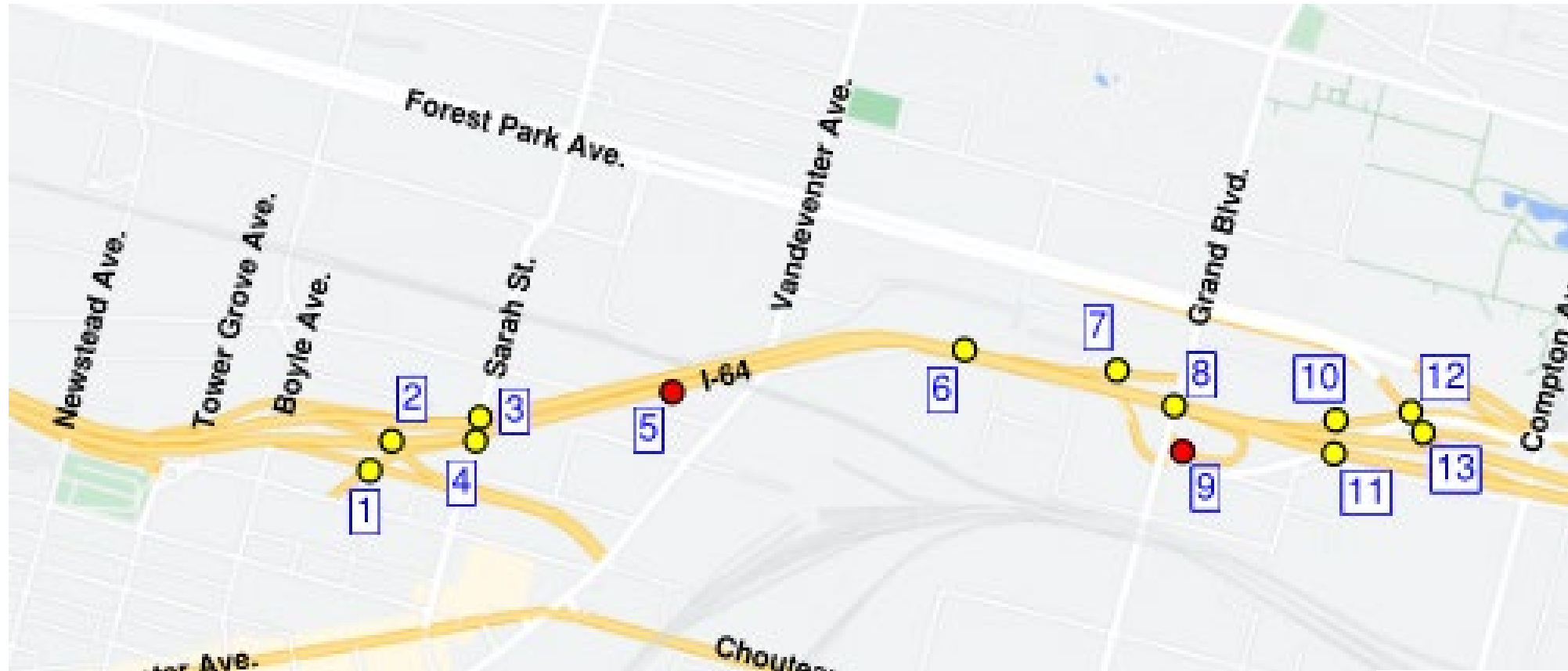
Community Assessment

DEVELOPMENT & GREEN INFRASTRUCTURE OPPORTUNITY AREAS

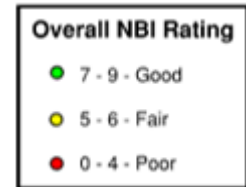
OPPORTUNITY AREAS RELEASED BY ALTERNATIVES



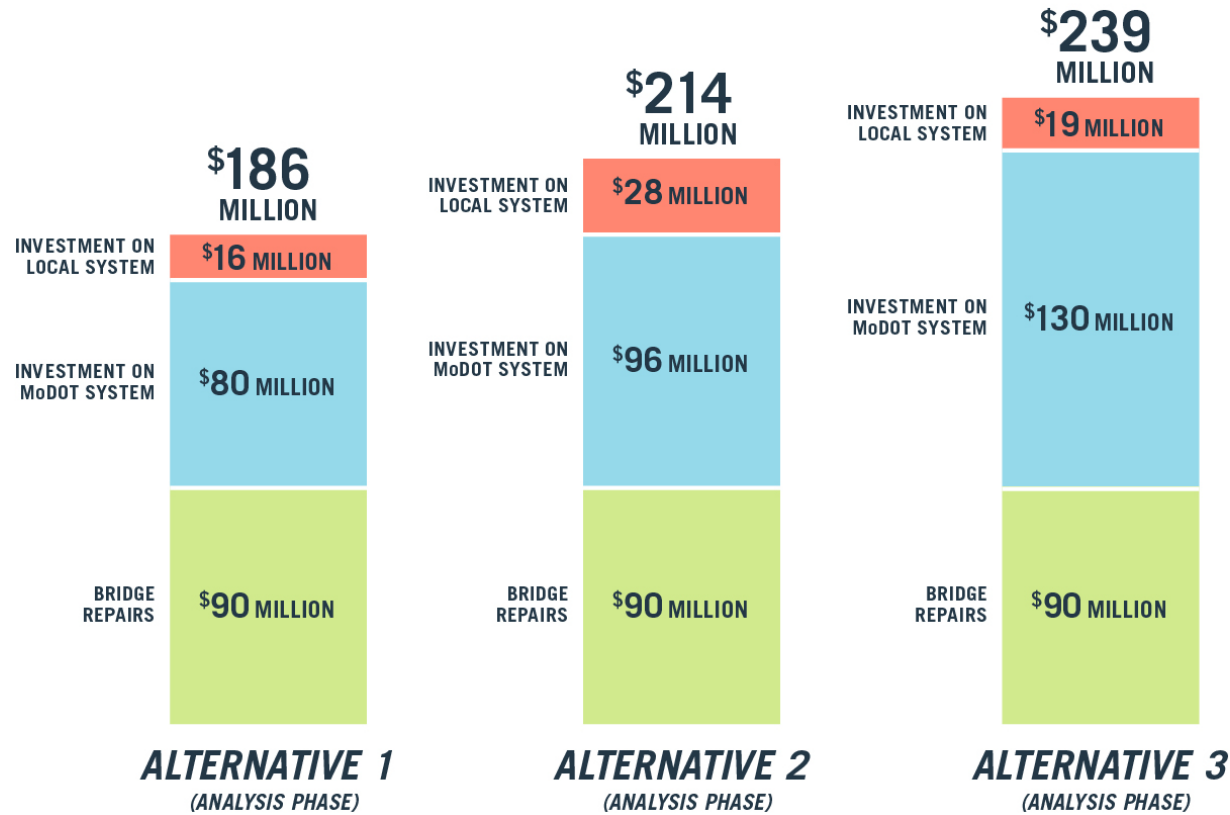
No Build (Maintenance Only) Alternative



Estimated No-Build (Maintenance Only) Costs \$100M



ESTIMATED COSTS



All estimates are for evaluation of opportunities and feasibility. MoDOT and our partners have not yet committed to implementing any of the proposed elements.

FUTURE64 STUDY / CORRIDOR VISION

PROJECT DEVELOPMENT

CONSTRUCTION

Study Begins



Alternatives Development



Make final recommendations and determine early action/immediate/initial project

Study Complete and Recommendations for Projects Published



JANUARY 2022

MAY 2022

SUMMER-FALL 2022

EARLY 2023

SPRING 2023

NEXT STEPS

NEXT STEPS

Public Meetings to Determine Purpose and Need



Present Alternatives



WE ARE HERE

Use analysis to determine future layout and outline projects to begin happening in next 1-5 years (includes NEPA process)

Funding conversations with governmental partners

Q&A

