ENVISION I-70

I-70 PLANNING AND ENVIRONMENTAL LINKAGES (I-70 PEL) STUDY

EWG's Executive Advisory Committee Meeting

JUNE 19, 2018

I-70 PEL Study

What is a PEL and Why a PEL?

- Multi-modal, systems-level, corridor or subarea analysis
- Goals driven, collaborative decision-making; shared vision
- Streamlines project development/delivery
- Flexibility
- Robust engagement with the public

I-70 PEL Study

Vision Statement

The vision for the I-70 Corridor between Wentzville and the Mississippi River is for a safe, well-maintained, interstate facility offering reliable mobility for all users into the distant future.

- *By year 2045, the corridor will afford multi-modal transportation options, foster vibrant communities, lessen the highway's impact on neighborhoods that pre-date the interstate, and be a catalyst for economic development opportunities.*
- *The corridor will be made efficient through enhanced public transportation; and modernized and made smart to accommodate an array of new and emerging technologies, including connected vehicles (CV) and autonomous vehicles (AV).*
- *Communities along the corridor will thereby be effectively connected to the much larger intra- and interstate roadway.*
- *At the regional level, commerce will be bolstered by efficient access to businesses, employment centers, and freight hubs, such as the St. Louis Lambert International Airport.*

In conjunction with transportation improvements in the corridor, governments and private ventures will partner to coordinate investments that complement the I-70 transportation system and improve the economic vitality of the corridor.

I-70 PEL Study - Goals

- Corridor-Wide Goals
  - Reduce potential for crashes, including crashes involving bicycles and pedestrians
  - Maintain/preserve physical condition of infrastructure
  - Ensure mainline and interchanges operate at current MoDOT LOS standard
  - Improve efficiency of access to freight hubs
  - Minimize/eliminate impediments to freight movement along the corridor
  - Allow improved accessibility to public transportation
  - Improve active transportation to major destinations and the local network
  - Minimize impacts to the natural environment
  - Minimize impacts to the built environment
  - Minimize constructability issues, including disruption to utilities and the traveling public

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Corridor Segments

envisionI70.com

I-70 PEL Study - Goals

- Segment 1
  - Reduce congestion on parallel/local road system
- Segment 2
  - Reduce congestion on parallel road system
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 3
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 4
  - Improve configurations to address high crash locations
  - Improve access to Lambert Airport for passengers, employees, and freight/cargo
  - Provide/improve interstate connections serving current/future development/redevelopment areas
- Segment 5
  - Improve configurations to address high crash locations
  - Optimize the function of the existing reversible lanes area
  - Increase transportation options for households without access to vehicles
  - Improve travel times between the City of St. Louis and suburban employment centers for households without access to vehicles

I-70 PEL – Key Steps

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STEP 1

Understand the Needs

Input from agencies, stakeholders, and the public, combined with data on existing conditions and issues in the corridor, were studied to identify transportation Needs to be addressed in this Study.

The Needs form the basis for why MoDOT and other agencies are pursuing changes in the corridor.

STEP 2

Establish a Vision & Purpose

A key outcome of this Study is a common Vision Statement that reflects statewide and regional transportation Goals and stakeholder and public desires for how the interstate will interface with and serve their communities.

The Study's Purpose statement defines the transportation problem to be solved, which is supported by the data presented in the Needs.

Both the Vision Statement and the Purpose & Needs guide the development and evaluation of long-term solutions to be implemented in the corridor.

STEP 3

Determine Specific Goals

Goals state the desired outcomes of addressing the various transportation Needs.

Some Goals pertain to the entire corridor while others address needs specific to certain corridor segments.

The Goals include direct outcomes for transportation and indirect outcomes for adjacent natural resources, the built environment, and the traveling public.

STEP 4

Identify & Prioritize Strategies

A broad range of conceptual strategies to achieve the desired outcomes were identified and prioritized during multiple TCIG workshops.

The conceptual strategies were evaluated against corridor-wide and segment-specific Goals to determine which strategies would best address the overall corridor Vision and Goals for each segment.

Based on the results of this evaluation, the TCIG identified high-priority strategies to be explored further.

STEP 5

Explore & Evaluate Solutions

Technical experts evaluated how the high priority strategies could be applied in each segment.

The types and locations of various improvement options were evaluated against corridor-wide and segment-specific Goals and rated based on how well they performed.

The TCIG and advisory groups reviewed and refined the results.

STEP 6

Develop Recommendations

The TCIG, with input from advisory groups and resource agencies, reviewed the evaluation results and developed recommendations on the general types and locations of improvements to achieve the overall corridor Vision and segment Goals.

The environmental considerations for recommended actions were evaluated to identify key resource issues and likely level of NEPA required.

I-70 PEL Study Outcomes

- Develop recommendations for corridor-wide strategies and segment-level improvement options
- Identify improvement options in each segment for future evaluation
- Identify evaluation criteria for consideration of future projects advancing into NEPA
- Identify/recommend likely NEPA classification

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Final PEL Report

- PEL Questionnaire
- Letter of Acceptance from FHWA
- Study Website will include all related documents

I-70 PEL Study

- Advisory Group Meetings
  - June 21 – Project update to all TAG members
  - July 18-19 – Final TAG/SAG meetings
- EWG Board Meeting – June 27
- Public Meetings
  - July 18 – UMSL JC Penney Bldg., Rm. 202
  - July 19 – O'Fallon City Hall
  - Preceded by SAG/TAG and pubic officials briefings

THANK YOU!

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Questions?