

I-70 PEL Key Influencer Interview Summary and Responses

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Summary of Findings

Methodology

During the Fall of 2017, the client and consulting team identified key influencers in the region, and then curated the list down to 50 individual names. The list-making process considered:

- Is the person, or organization they represent, currently engaged on the Senior Advisory Group or one of the three Technical Advisory Groups, and has their feedback been captured?
- Is this organization or group already included in the report?
- Does this person or organization bring a perspective that will help inform the final report for the planning and environmental linkages study?
- Is there diversity in who is being contacted, including through gender, ethnicity, geography, industry, audience served?
- Who is missing that could add to the conversation?

Approach

A welcome letter of introduction was sent to all names on the key influencer list, authored by Laura Ellen, Project Manager for MoDOT. Follow up calls and emails were made by StratCommRx and, over the course of several weeks, interviews were scheduled in 30-minute blocks. Concurrently, a list of questions was devised, vetted, and approved for use. Initially leaning heavily on the content included in the MetroQuest online research tool, the questions evolved to probe into both experiences of the interviewee and an attempt to solicit information about the group of individuals they may represent. Questions sought to gather real-world experiences with the current system as well as an unimpeded opportunity to consider the future of the highway. In most cases, copious notes were taken along with audio recordings, and were later transcribed. Raw response data was provided to the project team as interviews were completed.

Themes

Below is a representation of themes that were consistently mentioned by a wide swath of the participants in the interview process. Descriptions and identifiers are included where needed, and direct quotes are used to help engage the voices of those who shared their insights.

1. Create a Transportation Ecosystem

Public transit, both by MetroLink and MetroBus, was raised by numerous stakeholders interviewed. It was defined as critical that a plan surrounding Interstate 70 should consider multi-modal forms of transportation. Many were familiar with the current MetroLink studies being conducted by St. Louis City and St. Louis County. Bike-friendly routes were requested, as were pedestrian points of access. Participants requested that planners look at multi-modal and intermodal transportation usages. How can freight move more seamlessly? Grain movement by barge has increased in recent years and barge, as well as truck, traffic will continue to accommodate that growth. How can the highway system support that growth? How, also, can the system pay as much attention to commuter traffic as intrastate and interstate traffic?

“I-70 is very instrumental in keeping our terminal competitive in the local market.”

2. Technology Is the Future and the Future Is Here

Autonomous vehicles as a part of the plan for the future were raised by a significant number of participants. While few had any concrete understandings of the impact, those who raised the issues were fully prepared to see driverless cars on the highways and local streets at some point in the foreseeable future. One person noted that this competition won't be Ford v. GM v. Chrysler. It will be Amazon v. Google v. Apple. Presuming all that to be true, how can MoDOT

“Ten to twenty years from now, autonomous vehicles and associated technology will be a huge challenge.”

plan for such a future? One suggestion was to get ahead of the challenge for bandwidth. The technology that supports those cars will need access to high-speed internet, and a highway system could include cabling, antennas, charging stations, and other apparatus to support this future state. What can we learn from the Smart City concept that is being launched in Columbus (OH), and how can we attract that type of technological innovation to the I-70 corridor?

3. Connectivity is Key

Multiple conversations took place regarding the movement of people, as well as goods. Placemaking was a key part of the conversation. How do we identify better wayfinding opportunities? How can signage direct people to neighborhoods, attractions, amenities, and services? A goal of exploring signage needs from the perspective of all travelers may reveal new and different options – from which exit to take for Blues or Cardinals games, to where you can access food, gas, or hospitals. As for neighborhoods, many of the influencers are well aware that the original location of the interstate still has vital social justice impacts as it divided neighborhoods, separated children from their parks and schools, adults from community services, and members from their places of worship. Linking and connecting those communities together where possible remains a goal.

“This corridor traverses St. Charles County, St. Louis City and St. Louis County.... We need to bring regional collaboration forward where everyone comes out a winner.”

4. Aesthetics Matter and Consistency is King

“There's the 'Broken Window Theory' of community development that says that the predominance of broken windows in a community leads to negative behavior because people believe their community doesn't have value.”

Several comments reflected on what the St. Louis region looks like from the highway – and the differences you see along the corridor. There is more attention to aesthetics the farther you get from the Arch. Can that be more balanced? Can we make the half closer to the City look more welcoming? Certainly, the built environment is a challenge, yet can this be folded into the decision-making going forward? Economic development issues were raised around this theme as well. Making it easier to attract businesses like Amazon HQ2, or how to best move employees in and out of the new NGA site, were raised. Compliments were given to Express Scripts on their campus environment.

5. Safety Looks Like Many Things on I-70

- a. Visibility: The lack of extended visibility with the number of curves was cited as a safety concern.
- b. Lane Width: In particular, where there are viaducts in the City portion of I-70, the lanes narrow and are seen as unsafe.
- c. Lighting: Raised several times, lighting was a factor for many reasons. Is the highway itself lit well enough? Are the end points of exit ramps lit enough to permit easy

wayfinding and safe access? Can the striping on the road be improved to better interact with headlights and allow the lane markings to be shown more clearly – particularly during weather events?

- d. Commuter lanes: Would a high-occupancy vehicle lane improve both the flow of traffic and impact the number of vehicles on the highway by promoting car sharing? Many have seen these work successfully in other metropolitan areas.
- e. Reversible lanes: How could these be put to better use? Many know that they no longer reverse, yet aren't clear on why that is so. One person stated she uses them for eastbound traffic, yet was unclear why that same system no longer works in reverse. If they aren't going to be used as reversible lanes, how can we leverage that real estate by improving commuting and driving options?
- f. On/Off Access Ramps: The most frequently cited safety issue was the status of the on and off ramps along the highway. Some specific interchanges are noted below in a summary of problem spots. Of note was access to the airport, particularly by travelers unfamiliar with navigating that part of the highway, or coming from one of the merging highways and having to negotiate lane access across a short span.

6. Studies to Review

A summary of additional plans that should be considered for this phase or the next phase of the redevelopment and improvement of the highway system is included here.

- a. CBB traffic study for St. Louis City
- b. Does the USACE have traffic information for the NGA west campus?
- c. Coordinate with IDOT, particularly around bridge and usage information.
- d. UMSL and the University Square development plan.
- e. CityArchRiver
- f. Trestle project over I-70 could be a future redevelopment opportunity.
- g. Great Rivers Greenway (GRG) needs access to cross Hanley near Express Scripts to connect Northpark and Maline Greenway.
- h. GRG has plans for the Missouri River Greenway that shows a trail going under 70 from Earth City continuing along the levee.
- i. GRG has been asked to consider a bike/pedestrian facility for the Blanchette Bridge.
- j. An RFP was issued for the North Hanley Station for development opportunities.
- k. Existing TOD studies

7. Problem Spots

- a. Westbound Branch Street doesn't intersect with the street very well.
- b. The North County Transfer Center* needs pedestrian access: good sidewalks and a way to cross the highway.
**Interviewee stated North County Transfer Center but possibly meant Broadway-Taylor Transit Center*
- c. Entrance ramp onto westbound highway from Jennings Station Road is too short and hard to navigate.
- d. Speeding and tailgating need to be policed beyond rush hour.

“Eastbound and westbound at the Goodfellow exit is challenging. If you're going westbound from downtown to exit at Goodfellow, it's confusing. You're forced into a specific lane. Or you could think you're on the highway when you're actually in the exit lane. You really have to be from here to know how to navigate this.”

- e. Eastbound at Salisbury and I-70 is congested with morning commutes, it is confusing and a complicated exit; trucks get stuck and can't make the turn.
- f. Pedestrians need to cross the on/off ramp areas. They are doing that now and the system isn't supporting that type of behavior. How can we make sure to address this need going forward?
- g. North Hanley interchange near the MetroLink station needs to be improved, as does access to the north and south sides of the highway.
- h. The 5th Street exit in St. Charles, west of the Missouri River needs improvement due to confusing access points and congestion.
- i. Others
 - i. Entrance and exit ramps into and out of downtown
 - ii. Broadway onto I-70 West
 - iii. Change single-lane to dual-lane entrance ramps at I-170 and I-270

8. Opportunities and Suggestions

Commenters had lots of questions and also several opportunities or suggestions for the planning team. In no particular order:

- a. Consider a rental car center as a future plan for the airport.
- b. What can we see along I-70 that can be modeled after Cortex?
- c. The region and the state need a reliable funding plan for maintaining roads and bridges.
- d. The next phase of the project should consider the street-level impact to neighborhoods, and gather information on how local groups and associations would like to see the highway improvements benefit them. Talking about highways is a low priority when people need to get to work, pay bills, or pick up kids. We should be sure to get input from the people who don't have the time to talk about the highway. An additional comment called for embracing the area surrounding the highway rather than disrupting it.
- e. The area near the North Hanley station has ample parking and could be a future development spot.
- f. Where there are transit opportunities, there are few sidewalks or ways for pedestrian traffic to best utilize these transportation access points.
- g. Consider a review of where the job centers are when designing bus systems – improving the current system without a critical review does little to acknowledge that the current system may not actually get people to employment opportunities.
- h. How can we put big data to work? “Think of MoDOT as a pathway to the technological world through your physical assets.”
- i. Seek a balance between social impact and economic impact. MoDOT and others should be challenged to think creatively about how to use transportation to solve both problems in new ways.

List of Key Influencers

The following list was used to contact all 50 people with the goal of collecting 20 interviews. During the time the team pursued interviews, 16 completed sessions were conducted. On the following pages, their responses are included as organized by the questions they were asked.

First	Last	Position	Organization
Rebecca	Zoll	President	North County, Inc.
Angela	Long	Operations Assistant	Hollywood Casino Amphitheatre
Patti	Poulsen	CHSP Supervisor	United Parcel Service (UPS)
Missy	Kelley	President and CEO	Downtown STL Inc.
Tom	Irwin	Executive Director	Civic Progress
Kim	Cella	Executive Director	Citizens for Modern Transit (CMT)
Jim	Alexander	V.P Economic Development	St. Louis Regional Chamber
David	Steinbach	Executive V.P	Northpark, Jones Lang LaSalle
James	Heard	Field Office Director	Federal Reserve Housing Research Board
Sean	Thomas	Executive Director	Old North St. Louis Restoration Group
Chris	Krehmeyer	President/CEO	Beyond Housing
Susan	Trautman	Executive Director	Great Rivers Greenway
Karlos	Ramirez	President and CEO	Hispanic Chamber of Commerce
Anna	Crosslin	President and CEO	International Institute of St. Louis
Michael	Harrold	Senior Director State Government Affairs	Express Scripts
Ed	Purvis	Executive Vice President and COO	Emerson
Jason	Neun	Trucking Manager	Midwest Systems (Halls Street Trucking)
Joe	Ward	Director	Greater St. Charles Convention and Visitors Bureau
Michael D.	Shonrock Ph.D.	President	Lindenwood University
Paul	McKee	CEO	Northside Regeneration Project
Jerry	Leigh	President/AMCI	Earth City Business Association/Levee District
John J.	Hotz	Public Information Director	Missouri Highway Patrol

First	Last	Position	Organization
Terence	Williams	Boeing Strategic Missile & Defense Systems	Boeing
Nick	Nichols	Operations Manager	St. Louis Port Association
John	Clark	President	Laclede's Landing Redevelopment Corp.
Eric	Moraczewski	Executive Director	CityArchRiver 2015 Foundation
Mark	Fenton	Board Chairperson	St. Charles Ambulance District
Dan	Lang	Economic Development Director	City of Wentzville
Erica	Henderson	Director	St. Louis Promise Zone
Tom	Crawford	President	Missouri Truckers Association
Kelvin	Adams	Superintendent	STL Public Schools
Rick	Barbee	President	SCF Marine
Michael	McMillan	President	Urban League
Juston	Wheetley	Public Information Officer	Missouri Highway Patrol
Adolphus	Pruitt	President	STL NAACP
Betsey	Soloman	Executive Director	Shephard's Center
Mary	Thompson	Accessibility Specialist	Paraquad
Carlie	Lee	Director of Community Relations	Missouri School for the Blind
Al	Li	VP Of Global Trade Finance	Regions Bank, Asian-American Chamber of Commerce
Matt	Freix	Regional VP	DNJ
Steve	Williamson	Owner	Midwest Systems
Terry	Travis	Vice President, Intermodal Sales	Affton Trucking
Kevin	Maher, Jr.	General Manager	St. Charles Hyundai
John	Bommarito	President	Bommarito Automotive Group
Todd	Antoine	Vice President of Planning & Projects	Great Rivers Greenway
Jessica	Mefford-Miller	Assistant Executive Director of Planning and System Development	Bi-State Development/Metro
Esther	Shin	President	Urban Strategies

First	Last	Position	Organization
Victoria	Reeves	No longer with organization	Urban League
Jason	Ahten	Coordinator, Safety, and Membership Services	Missouri Truckers Association
Pamela	Boyd	Alderwoman	Ward 27, City of Saint Louis
John	Collins Mohammad	Alderman	Ward 21, City of Saint Louis
Jeffrey	Boyd	Alderman	Ward 22, City of Saint Louis
Brandon	Bosley	Alderman	Ward 3, City of Saint Louis

Detailed Responses to Questions

Question 1

What is working well on I-70 today?

- Connectivity. There are fairly easy interchanges with other interstates/highways.
- The traffic flow during non-peak hours seems to work fine. I'm on the highway quite a bit and don't see a problem, which is during off-peak hours. During rush hour, it's a lot more congested in spots.
- No opinion.
- CMT focuses on how to get people off I-70 and onto transit. We hear anecdotally of congestion on I-70.
- There isn't significant traffic. Traffic flows well outside of rush hour.
- I work near the city/county border. When I need to use 70 to get downtown or west, the system works. I don't have too much trouble with traffic or getting from A to B.
- Access to the airport, and quick access to St. Charles is good. East of 170, access to the inner belt to get to the central corridor is good. Anything east of 70, I'm not a fan of. The best part of 70 is between 170 and St. Charles.
- We move quite a bit of volume/traffic through our community today.
- It does a pretty good job of moving traffic. We have relatively low congestion despite some perceptions of congestion.
- On my drive in, I appreciate the express lane. I do wish they started further west - Bryan Road or Hwy K is where I typically get on. It's nice that it's open on my way in, but it's tougher to travel when the express lane is not open for evening westbound rush. Overall signage is good (gas stations, etc.) and needs can be found easily. I like that it is an option to our highway system overall, that is a huge benefit to our residents and businesses - 64, 44 and 70 offer choices.
- The new exits toward Tucker have been extremely beneficial. Even taxi drivers and residents report greater access to downtown communities and amenities. Traffic seems to move faster, especially in the evenings. I used to live in North County and I saw traffic improve.
- We have a presence at Lindenwood University in St. Charles, downtown, and Belleville with 8 sites. The corridor is important for transportation to/from our system, very important.

- It's easy for me to get home and downtown from I-70, I personally have no concerns at the moment for my commute. In my community, I have not heard any complaints about I-70. The MRB exchange is good.
- I'm not a regular traveler of the system.
- I don't know.

Question 2

What do you think are the greatest challenges facing the corridor today?

- Public transportation is critical, and without state funding for it, there is a need for additional funding to expand Metro Link and Bus. This expansion would have a positive impact on traffic. Also, we need to establish more bike-friendly routes adjacent to the interstate, and need to make sure to have proper entrance/exit ramps just off interstates. State and local government funding can have a negative or positive impact. Environmental issues, too, are important. We are sometimes in attainment for ozone and sometimes not in attainment. Over time there will be challenges posed by Lambert Airport growth since they are right against highway. New terminal and roadway access additions, rental car center, etc. could be developed, and the constraints of the interstate could be tough for both the interstate and airport. Some of the areas on I-70 closer to downtown could be projects that could have negative impact, as well as a lack of projects or improvements.
- Given that it traverses a variety of areas - new development in St. Charles to inner suburbs and inner city - the whole corridor faces tough engineering challenges, like weaving through urban areas and short on/off ramps. They're dealing with a built environment, trying to make as least of an impact as possible. Also, connectivity and land use is challenging because you have reversible lanes in the City, which covers a wide area and are not particularly used. That can be a big barrier.
- Volume of traffic and safety are the biggest concerns. This puts more commodities onto our barges. We are loading more grain onto barges now than in the past, which is pulling some traffic off the road. In past years, grain was mostly trucked to market. Part of the reason is that our barge freight rates are lower than average. Congestion on I-70 has also contributed to this.
- Better access to transit, and maintenance of any of our road systems anywhere in our region. How do we make better transportation options available besides driving in the corridor? The key CMT focuses on is how to connect people to transit along the I-70 corridor. It's not an easy connection by any means. Whether it is highway exits or better pedestrian/bike infrastructure, anything you can do to enhance the transportation options is what we would be pushing for.

- Aesthetics in near-North County area going into the City are not great. Lanes begin to narrow as you get close to the City as well, making 18-wheel trucks seem very close to cars. Things get confusing around the MLK bridge downtown and where I-70 meets I-44. Also, people have only one way onto the interstate, which doesn't work well during event traffic.
- The relationship between the highway, all the places it carves a path between, and all the places it touches. Categorically, the stretch looks nicer in St. Charles County (highway and exit ramps) compared to St. Louis City and the inner ring suburbs. How does the highway interact with the community? Of particular note - the entrance ramp onto highway from Jennings Station Rd. heading west is too short and hard to navigate.
- As you get closer to downtown, the greatest challenge is the dangerous, curvy roads east of the airport. Combined with a certain kind of driver that isn't very good and doesn't like to obey the law, it is even more dangerous. I-64 seems to have safer drivers, or at least more people who care about their cars. It is likely a reflection of under-resourced and economically disadvantaged residents in the area. They have less well-maintained cars. Also, it's hard to get on 70 east of 170. It would be nice to have another inner belt. 70 seems more dangerous to drive on east of 170 to downtown.
- To be able to open up more reasonable access on/off the highway at reasonable points that would help the community is very important. For example, at Salisbury and I-70 a great deal of people come in from the west in the mornings and work in the west end of downtown get off the highway here. It is a very, very confusing and complicated interchange. The bridge, the east side – it is a mess. Half the trucks that get caught there can't make the turn, and it really boggles stuff up. Instead of the highway enhancing the community around it, it causes backups and becomes a disincentive to development opportunities. Who would want to build their business around there when you can't get to and from it? The corridor is the pathway into our city. The right of way appearance is important. Hanley and I-70 where Express Scripts is located-- we keep that intersection looking very nice. That kind of exposure along the highway is beneficial. We got a maintenance agreement with MoDOT to take care of that ourselves. There needs to be more of that.
- Balancing the needs of the different uses within the corridor. 70 is a major freight corridor, facilitates inter-regional travel, supports intraregional and commuting travel, and also travels through developed communities, so there's tension there. That is the biggest problem, in my opinion. The highway is an access point if you want to get on I-70 and travel via auto but also potentially a barrier if you're traveling locally whether in private vehicles, bikes, as a pedestrian, or via transit. It's large infrastructure, and such large infrastructure can be divisive.
- Traffic, though I'm not sure how to get beyond that except for adding lanes. Opening express lanes in the evening would help. Double-edged sword of I-70 is that cops are very present and not afraid to give tickets, which is good for safety but adds to traffic. Another double-edged sword is construction, as it means development and growth but also slower traffic.

- My frame of reference is our downtown neighborhoods in the central corridor and where our offices are downtown. The challenge continues to be accessibility. The routes to get on I-70 from downtown are a maze, partly because of construction and closed roads. Having only a handful of entry points creates a challenge. I'm unsure if there are plans to widen the road here, but the drive between downtown and North County is scary to navigate. With the viaducts close to the City (i.e. Kingshighway and Lucas & Hunt or Union), you have to drive really close to the wall with the lanes of traffic, and navigating is tricky.
- All indications are that it is working well - I've lived here for a little over two years, so I know when to travel downtown and when to stay home. Challenges? Infrastructure. Every road needs some improvements. In some cases, it looks tired, in terms of improvements. I grew up in Chicago and worked on a road crew, so I know there's lots of employment opportunities on the corridor. Basically, we just need to refresh the look and feel. I don't think we do enough to tell people or put signs up about who the projects are "brought to you by." We should blow our horns more when there are good improvements. It is time to look at number of lanes and flow of traffic. I am accustomed to the number of trucks. With more truck traffic coming through, it means the roads take a bigger beating.
- 70 is a great highway with challenging exits and entrances that cause pile-ups. Access on or off the highway has lane challenges. For example, eastbound and westbound at the Goodfellow exit is challenging. If you're going westbound from downtown to get off at Goodfellow, it's confusing. You're forced into a specific lane. Or you could think you're on the highway when you're actually in the exit lane. You really have to be from here to know how to navigate this. Eastbound to get on Goodfellow is the worst exit I've ever seen. It's dangerous to cross Jennings Station Rd. If you end up in the left-hand lane, you end up on the highway and you can't get out. I know there have likely been fatalities there. The redesign of this exit is much more confusing. Lucas & Hunt is a similar concern. The lane runs out and if no one lets you over, there is nowhere to go. If you come off Lucas & Hunt and come onto the highway westbound, it's not good. If you aren't from St. Louis, you don't know how to get on the highway. You have people that will slow down and wind up causing pile-ups. Wayfinding can be improved.

I never understood why this was changed. MoDOT did work on 70 and the highway was great but then you undid the things that worked. Again, the new Union/Kingshighway exit is equally confusing. You have to know what lane to be in. Tourists would be confused. MoDOT collapsed two exits into the new single interchange, and likely responded to a newer regulation about spacing of interchanges when they made this change.

Bircher can be a challenge where Riverview turns into Bircher, and Bircher is not maintained well at all. There's lots of truck traffic from Pepsi and First Student. Traffic coming off the highway doesn't stop as you try and cross to left to get to Bircher or right to go to Riverview. It's all pretty dangerous trying to see incoming traffic; there are trees that block that visibility. West Florissant onto westbound 70 has the same configuration as Lucas & Hunt. There is a very short span to merge into traffic, so if drivers don't let

you on, there's nowhere to go. It would be nice if the exit would just let you onto the highway directly. Looking at congestion on the highway, is MetroLink considering expanding along the highway into St. Charles County? It would be a good option to add rail for commuters.

- The most important things to keep in mind would be things like signage, especially signage that indicates information about public transit (buses, trains, etc.). People with disabilities primarily use public transit, so understanding where those are located would be helpful. It is left entirely to the user to figure out where they are. Learning the accessible routes to and from those places is critically important, particularly for users of power wheel chairs. Especially in St. Charles, having access to public transit is important. At I-64 near Ballas and 270, there is a large MetroBus station. If there are MetroLink and MetroBus stations nearby, we need them to be accessible and allow for easy drop-off and pick-up.
- There are areas of I-70 that have massive slow downs during work hour traffic. That causes congestion and safety concerns. This highway system was established only thinking of vehicle traffic (cars). Why don't the reversible lanes actually reverse? This is confusing from a signage perspective and a congestion perspective. Consider putting a truck lane in to move heavy truck traffic separately from commuters. One of the saddest things about this corridor and others is that it has dramatically separated spaces. There is no good way to get from one side of the highway to another, like foot traffic or bike traffic. The functionality for anything other than cars is deplorable. A lot of effort was made to straighten it out near the university, but it's still not great. Heading to St. Charles where I-170 splits is a quagmire and dangerous. There is always a huge backup from 270 to cross the bridge. I believe 70 works much better once you get across the Missouri River Bridge. The North County and St. Louis City areas have been neglected.

Question 3

What key challenges do you believe the corridor will face in the next 10 to 20 years?

- One of the challenges is getting funding to improve and repair I-70. There are fundamental and foundational problems; it's just not a matter of resurfacing, the structure needs help. Need funding to make sure there are a proper number of lanes in both directions, and to make improvements to intersections and on/off ramps that impede traffic flow. We may see traffic increase in the next decade. Looking ahead 20 years, we may not need the capacity that we have today if we can use more autonomous vehicles, public transit, and telecommuting. You need to make wise decisions and investments that are not obsolete in 20 years. Long-range planning is a potential negative impact/challenge of this. MoDOT will need funding to accommodate. As St. Charles grows, there will be more of a workforce downtown, a higher population in St. Louis County, and more challenges.

- Capacity for sure - in terms of new technology in autos and all the growth that's happening. This growth may mean we don't need a highway or as many lanes, what with car-sharing and smart cars. Who knows if we'll need to have this much capacity in the future with the new technology in development? Everyone is thinking about the challenges today, yet 10 - 20 years from now autonomous vehicles and associated technology will be a huge challenge to all our cities and areas. The variety of transportation modes means cities have to build for several modes - freight, transit. It might not always be best to develop new means for moving vehicular traffic.
- As I think about my industry, connectivity to major Midwestern areas will be a problem if the existing highway isn't expanded, specifically from Columbia to St. Louis. Population growth means this will likely get worse.
- Outside of the transportation issue, we have to look at what the development opportunity along the corridor is. You do have Boeing and the airport, but how do we better integrate those areas? Development will be a challenge. If you can get development, high density then becomes a challenge to accessing those jobs. And integration into the larger community becomes an issue, as well. When individuals get on 70, they don't get off 70. They start in St. Charles and go downtown or farther. Not much connection to the communities that border the 70 corridor. A perfect example is the North Hanley Station. There's an opportunity to develop around there in the future. There's a sea of unused parking. It sits adjacent to 70. Issues are access to highway, pedestrian access around that interchange. How do individuals cross 70 to access businesses north of the station? All these interconnections will be key to making this corridor successful.
- Dealing with the changing transportation landscape will be a priority. You need to look at working with other modes of transportation.
- 1. Roads always wear out. What kind of condition will they be in by then? Roads aren't designed to last forever, so how can we maintain infrastructure to be effective and efficient in moving traffic from one point to another? Will we have the necessary capital to take care of the infrastructure?
 2. What happens to the neighborhoods and communities that the highway cuts through? What kind of condition will they be in? With the deterioration of North St. Louis, will the highway just go through an abandoned part of our region? Or will we see more positive change in that area? A highway won't make a community strong and healthy but it is a connector and an aesthetic piece of a community.
 3. How do we keep traveling safely from a public safety point of view? Right now, there's a lot of outcry over police and speeding tickets, but I believe communities have an obligation to provide for public safety. Speeding and tailgating must continue to be addressed to keep people safe from harm.
- Unclear. If nothing happens to straighten out 70, then I think that puts more pressure on the 64 corridor to downtown. If something does happen and we can straighten it out a bit, then we are less prone to accidents. A straight shot downtown could be very

beneficial. And it could move some people off the inner belts and 64 if they are more willing to take 70 downtown.

- Funding. There is just no funding in Missouri. It's a mess. I've worked hard to resolve that but I don't see a quick fix in the near future. In our developments today, we are closely looking at driverless vehicles. We believe this in the urban core and are planning for that in the next 10 years. More electric vehicles are coming. What does that mean to the highway over the long term - charging stations? What does this mean for trucks? On the opposite side, I see more direct home delivery growing. How will it get there? Will trucks do that? I don't think drones will do that. How will local delivery matter compared to long haul delivery? Trying to understand intersection of new technological ideas and advancements.

How do you factor in driverless vehicles to your business model?

We're still in the early stages. I spent 5 years studying the Smart City concept, and driverless vehicles are just a part of it. You cannot control a driverless vehicle unless you can get 5G to the street. Today that is impossible. Technology is there to control the cars but the bandwidth isn't close enough to the street. The latency of the system is the killer. We are attacking the ability to deliver technology to the street as fast as possible. We'll let Google, Amazon, GM, Chrysler, and Ford fight over who has the best car. No matter the winner there, they all need the signal. If you don't control the signal, you won't control the road. The NGA project is 7200 jobs, so those people have to get to and from our site every day. How do we do that with less real estate, congestion, and aggravation?

We are putting the latest antenna in every streetlight – not stoplights, streetlights. Whoever has the best tech and gets there first is going to win the jobs. If you want I-70 to be the first technology-driven stretch of interstate in the country, I think you would be amazed at the amount of attention you would draw. People will throw free stuff at you. As an example, the U.S. Government put out a \$40M grant from the highway department and Paul Allen matched \$10M for reintroducing smart cars into the urban core. 77 cities applied, including St. Louis. Kansas City and Columbus were finalists with Columbus winning the grant. Another \$80M in grants came to that city to try and be the "first" place to do that. If you take that forward-thinking, you will be blown away by what will come your way. "Intellicity" is the term that my team uses to describe the Smart City concept in the urban core that we're developing. I am shocked at the people who find us, and I believe this will be financially self-sustaining.

- I really think the challenges will be the same. We aren't growing at a rate that there will be major differences in those challenges. I would love to say there will be more freight, people, etc. but that isn't what our models tell us. 70 could offer a decent conduit for transit access with reversible lanes and more convenient on/off. That is one of our biggest transit issues. Locally, within City of St. Louis, I-70 is a barrier and exists between dense residential communities and job centers particularly on the North side, which makes it difficult to provide credible transit access. The on/off ramp designs (i.e. at Broadway, Grand) don't support transit or pedestrian navigation. Broadway and Grand are also two busy bus lines and we have a lot of back and forth between them. We have

the Broadway and Taylor Transit Center nearby and the Riverview Transit Center. Those are all within the corridor. If we could make navigating those easier, that would be helpful. You need to be able to walk across the on/off ramp areas where the ramps meet the street and that's not ideal, but it's what the community needs. People are doing that now.

- NGA and the Amazon in Hazelwood and other developments will be a huge addition to I-70 traffic. It needs to be fast moving and multi-laned to make people want to live in this region. Bridgeton now has the largest population of Hispanics in the region. These new developments will impact housing options and raise concern not only about highways, but also access to public transit for those without cars. This will impact Hispanic people but also those in lower socio-economic classes. With all these developments, it will be necessary to have more public transportation throughout the corridor.
- An increase in the number of cars on the highway, which will cause more traffic. Congestion will be a challenge. You have NGA coming online, and it is uncertain how many people will live downtown or in the suburbs. Potentially, there could be an extra 3500 travelers to and from that area. Infrastructure is also a challenge. The age and safety of the system will be a problem.
- Technology is changing everything. Uber is changing how people move in the St. Louis area. Light rail, trucks, and self-driving cars are all developing, so our infrastructure needs to be flexible to new technology. We have a distribution problem. How we distribute traffic will change, and I hope it does in the coming years.

Can we maintain what we are currently doing? The system is stretched, old, tired, and needs to be updated. I recommend that we consider trucks and light rail to get things to, from, and through the downtown area. We've not really embraced public transit, so the next generation will be telling and may embrace public transportation long term. Midwesterners love their cars, so they won't be giving those up. One thing I have observed is that truck traffic clogs things up, as there's only so much space on the road. Some states have dedicated lanes for sharing rides. Maybe we ought to think of ways to move traffic along.

- I think commutes will be longer, especially if the City can do some economic development to bring in new jobs. People love their cars, so the commute time will be even longer. Service roads along highway are very dimly lit and the pavement is cracked due to the heavy truck traffic in the City. Poor lighting can be a deterrent to people using the system, as it prevents them from going places they aren't as familiar with. Service road improvements would be helpful and would help out the area in general. Cameras would be awesome for deterring crime on the highway. If MoDOT could add cameras, and possibly connect them to the real-time crime center, it would help the City communicate and hopefully prevent crime/shootings. Put up signs with phrases like "Smile! You are in a safety zone!" to let drivers know they're being monitored.
(Alderman Bosley wondered if there are any cameras on the stretch of I-70 downtown currently. Wesley Stephen commented on there not due to privacy issues, but Alderman Bosley reiterated that he would advocate for cameras. Michelle Forneris could help address this. Reading of license plates is a concern,

stated by Mr. Stephen, and the blame for not having cameras was placed on the MoDOT leadership. Tracey Lober pulled up the Gateway Guide, noted that there are traffic cameras at every interchange that can easily be viewed by the public. However, these cameras just look at congestion/traffic patterns as opposed to criminal incidents.)

- The access to the airport will be important as well as downtown access to amenities, venues, and public transit. We are always in need of more routes and availability within the public transit system. Also, it's important to consider the needs of the blind and visually impaired population when making accessible signage. It needs to be able to incorporate Uber, MetroLink, or family members driving people to various places. It also needs to offer available access to more points along corridor.
- As improvements are made, I would like to see some change in these areas:
 1. Are there more ways to integrate walking and biking paths across the highway?
 2. If/when MetroLink comes to Hanley, can we build access from that to the North Park Campus to enhance employment? (e.g. a shuttle to move people quickly)
 3. How can we build and improve highways so they don't completely decimate neighborhoods?
 4. Improve maintenance of existing highway.
 5. Balance the look of St. Charles with what could be in St. Louis County and St. Louis City.

Question 4

The PEL will look at ways to improve safety, convenience, access, and aesthetics along and across I-70. What improvements do you feel are needed to enhance connections along the corridor: to job markets, future development areas, surrounding neighborhoods? Think about walking, biking, transit, as well as driving. Also, consider the varying abilities of people of all ages.

- Interchanges can be improved to be safer, like 270 and I-70. In terms of connectivity, as Metro, bike, autonomous vehicle use grow, what does that look like? It is probably impossible to combine bike/Metro/ped today, but those are connections that will be very attractive in the future. Not to mention how autonomous vehicles will be accommodated. In terms of aesthetics, it would be great to make the scenery/sightlines along that stretch more attractive. Also, improve connectivity to airport using modes with I-70 as backbone.
- There could be better land use to take advantage of intersection of the highway with major street routes and transit routes. Look at areas for redevelopment, reinvestment, and new investment that can take advantage of this nexus of transportation options that intersect. Improving connectivity from jobs, neighborhoods, quality of life is crucial,

as we've seen vast amounts of urban decline over the years, and I think that needs to be addressed and turned from a negative to a positive. But also looking in other areas where we could have better land use, too. Encourage taking advantage of the huge public investment we've made along the entire segment.

Part of this, too, is that in some areas it's bisecting different business and residential areas. That needs to be looked at. How do you improve that? How do you make these neighborhoods/communities more connected? If you're on a bike/pedestrian bridge, how do you feel safe from moving vehicles?

- No opinion.
- North County Transfer Center* needs pedestrian access. We need sidewalks and a way to cross the highway. There is no way for people to access this. There are good transit facilities up there in the corridor, but the access is terrible. We had an event at North Hanley recently and people talked about how they felt they were taking their lives in their own hands to get across the highway to jobs or even a gas station across the street. Anywhere near the transfer center, it's more of the same -- no sidewalks, no pedestrian crossing, and no safe infrastructure. We have great transit facilities but no way to get people to them.

Expanding connections means connecting communities to transportation choices. We have communities that are very segregated by a dividing highway. Neighborhoods are dumped out along a major thoroughfare with no connections, whether bike, pedestrian, or transit. Some transit connections are far away from their homes yet there are no sidewalks or other ways to get there. How do we make North/South corridors accessible to the public beyond the East/West corridor of 70? We're currently looking at improving the bus system. Job centers are no longer the same as they were when the bus system was designed. How can we improve access to airport, Boeing, North County, and North Park? You also are talking about a very diverse income base along the north part of I-70. How do we meet the needs of the population here in terms of integrating transit choices? We need to consider ride sharing, residents along 70 that don't always have a vehicle, etc. How are we connecting local residents along corridor to jobs, healthcare, and education? This project could improve transportation across state and economic opportunities from downtown. But how do we also improve the neighborhoods along the corridor? That could be the larger benefit from this study.

**Interviewee stated North County Transfer Center but possibly meant Broadway-Taylor Transit Center*

- Downtown is the hub for jobs in St. Louis, so people need to have access into and around the downtown area. Also, you need to improve the aesthetics along I-70 in the City to make it an area where people want to do business.
- The notion of bike paths, Great Rivers Greenway, and the work they're doing around the region isn't something we talk about in low- and moderate-income communities. The system there seems to be more about recreation than necessity. How do we consider transit-oriented development and the intersection of the highway with MetroBus and

rail? Those are things we need to keep pushing on. There won't be significantly less cars as we reach the future, but there will be some reduction.

- If we can add the MetroLink from St. Charles to downtown along the I-70 corridor, that would be good. Plus, having some kind of North-South Metro would enhance that. Mobility is an issue, as is segregation in North County and North City. How do we get people to jobs to improve economic possibilities? We also need public safety enhancements on public transportation and more patrols on I-70 in general, both today and in the future. Also, we should really try to enforce some of the motor vehicle laws, like safety inspections and limiting falsified documents so we can remove junk cars from the road. Also, beautify the corridor with plants/flowers to make it the main corridor to get downtown. That would be attractive and alleviate a lot of what is on 64. Bottom line: if there's a way to get downtown for an event when there are multiple events going on, solving 70 will encourage people to use that highway. During major events, it can take 90 minutes to get downtown. If 70 were more efficient as it feeds into downtown, it would help alleviate traffic.
- For the physical world, on/off access is key. Sometimes MoDOT appears to worry more about through travelers and less about developing the areas around the system and ensuring easy on/off access for highways. Aesthetics and ease are key. Embracing the surrounding community instead of disrupting it is critical. The look of our system is important. Potholes and weeds are very noticeable. MoDOT still has a while to go on privatizing maintenance. In the technology world, you need to consider vehicles today. I saw a recent article that said it would take someone 45 seconds to review the data screen on their car, and in that time someone can drive 300 yards and end up dead. We have more technology being delivered to our vehicles than can be absorbed or used. If we can intersect the highway with technology along the roadway, that would be the trick. Google knows how long it will take me to get home but doesn't factor in the highway experience. How can technology manage the efficiency of our lives?

Technology is also a safety factor. The intermingling of the 5G network with cameras, air sensors, and shot detection will have an economic indicator that will blow your doors off. I think there are 8-10 different factors there, and MoDOT has a huge role to play if they want to make I-70 a tech corridor. These key factors are things like energy, better LED lighting to reduce crime and accidents and relieve congestion, social impact issues that reduces visits to the ER, improved ability to test air quality if there is an air monitoring system, and lower costs of courts system due to lower crime. It's a social justice issue. This kind of a technological system could sustain itself via advertising with electronic billboards, and MoDOT could access the internal car billboards. Accessing big data is another key. If I'm going to a MetroLink station, you could direct me directly to a parking space from my home if I have that application. Think of MoDOT as a pathway to the technological world through your physical assets.

Basically, the key factors are safety, crime, ED visits, courts, prisons, public defender systems, etc., all things that can improve quality of life due to the public control of their environment. You need to seek a balance between social impact and economic impact. MoDOT could spend more time on the social impact part. It's not just about the money but also about what's best for the community.

I know our laws don't permit privatization or concession agreements, yet for our state to be on the cutting edge, we will need to investigate that for new money sources.

- I think we can design a project that deliberately connects autos and freight, and construct infrastructure in a way that it isn't such a barrier or so massive. This might include reducing lanes, adding sidewalks, or adding pedestrian cycles to signal timing.
- Walking and biking isn't even an option right now. There are outer roads that follow 70, but no real safety and signage for pedestrians and bikers now. I know there's an organization focusing on connecting trails from Illinois to Missouri. How can we include them in this? Keep in mind, people will use the transportation options available and will use them in ways MoDOT requests. If we had carpool lanes, I think you'll see people follow the leadership of MoDOT on making those improvements. Just need MoDOT to dictate these things. I don't see as many bus lines available as there used to be.
- When you look at the corridor from downtown to St. Charles, there is a part of the corridor that is very blighted. Creating linkages for people from the western part of the corridor to be able to reach the amenities in the eastern part is a bigger challenge. The blight off St Louis Avenue heading toward Crown Candy impacts the corridor and what you see from the freeway. I would like to see more greenery. I know there are some nice pedestrian bridges along I-64 that have come up; that transformation is appealing and would be great to see on 70. Maybe doing some place-making with some of those buildings along the corridor where nothing seems to be happening is a possibility. Until investment takes place, perhaps place-making can be done to make those linkages more inviting.
- I recommend that we get drones up to take pictures and see what can be seen from an aerial view that you can't get from driving. As you enter/exit highway, some communities (especially those further west) have done a nice job of beautifying the areas. Those are impressions of community. When roads and bridges are in good shape, signage is good, and there's nice landscaping, that shows that you are taking care of your community. We need to up our game a bit. No matter where you are along the corridor, we need to be welcoming people and thanking them for being part of our community - we need to make this system friendlier. As you access a place, each point makes an impression of that community. This is a great opportunity to make it look nicer and get community pride back.

The number of people using bicycles as their primary mode of transportation has increased and our road system has not accommodated that well at all. We can do better.

- When exits are closed for construction, the detours take drivers inconveniently out of their way. There is the perception that many of the areas the highway spans are unsafe neighborhoods so drivers choose alternate routes.

- I remember when there used to be a pedestrian bridge connecting Walnut Park neighborhood with an industrial park. They tore it down several years ago. If we look at economic development opportunities in the City, we should look at where neighborhoods/communities could use a pedestrian bridge to connect to employment. Looking at the current situation, there isn't a lot of opportunity for jobs and little economic development in our areas. Mom and Pop run Mom and Pop stores. Realistically, we need to find ways build economics and tie in some future employment opportunities. Looking at next 10-15 years, what could happen? How can we do better to bring transportation to our residents?

Residential areas near Bircher and Natural Bridge are one of my [Alderman Mohammad's] best blocks, and I would like to keep this area residential. A pedestrian bridge there would be useful if economic development would happen with the vacant buildings around there. I often think about how 40 and other modes of transportation have integrated around BJC and Cortex, and created a demand for new exit system and new MetroLink stops. What can we see along 70 that can be modeled off of Cortex?

How do we look at 70 the way we looked at 64/40 in terms of economic expansion? Can MoDOT incentivize businesses to come in where they're trying to do development (i.e. at Salisbury or Grand)? People are afraid businesses won't last or will get torn down. Dollar General/Family Dollar stores aren't working on aesthetics. Having more competition with these stores would maybe incentivize the entire community to do better and be better.

Collectively, we can do a lot. We just need to bring the right people to the table together (those in housing, economic development, etc.). MoDOT no longer bulldozes communities; they engage partners. In 1969, the Environmental Protection Act was passed which says that before major projects are undertaken, they need to be studied and ensure they don't negatively impact the built community, the natural environment, or the people. Over time, communities have become more vocal, and have shared more information with the agencies. That has resulted in changing how MoDOT and others do business. We [MoDOT] have gone beyond thinking about how we move cars. Now it's about how we connect people. How do we work with Metro? How do we ensure all communities are getting what they need? Planning now involves a multi-modal strategy. We're now a multi-modal agency.

- The people with disabilities care about accessibility, warning strips, curb cuts, walkway areas, and signage. These need to be maintained if they exist. If they need to be removed for construction, please make sure there are allowances. Keep accessible routes in mind as people need to access the highway.
- Aesthetically, there needs to be continuity throughout the corridor.

As you're looking at the corridor, consider where you could rethink access in a different way. Where could potential economic development occur? We know a lot of property along I-70 is not at its highest and best use. As we look at the corridor, could we rethink where entrance and exit ramps are in relation to outer roads, and consider how they're feeding in? What economic development could be enhanced or created at these

intersections that could serve the community better? Anywhere and everywhere along the corridor you can pinpoint places for improvement. For example, there are often places where you can say things like, "look at this neighborhood over here, if people could only get across the highway, this wonderful park would be accessible to the kids on the other side which would enhance the quality of their lives. What bike paths could Great Rivers Greenway put in place to help with that?" From a quality of life perspective, look at what links can be made. More importantly, look at the corridor and consider, from a walkability, likability, even drivability perspective, if you could get people across the highway safely, what opportunities would open up? Economic development? Recreation? Employment? If it was easy enough, could people from all over the city access these potential employment hubs? We need to look at these connections now in order to find opportunities along the corridor to link people to employment.

Question 5

What places are safety improvements most critical?

- There are some tight turns on the interstate near the City/County border, and between the airport and Kingshighway. Entrance and exit ramps into and out of downtown are safety problems. The area under I-70 near Four Seasons hotel is a mess. It's confusing and zig-zags. Also, trying to get on freeway from Broadway is difficult and needs help with safety and aesthetics. Improvements at 170 are necessary. Back-ups are happening on interstate and those single lane entrance ramps at 170 and 270 need to be dual lane. In St. Charles County, improvements have been made. There are areas that go from three lanes to two lanes, but a minimum of three lanes should be the norm, going down to two lanes causes accidents and congestion. Ingress and egress to express lanes in the City can be improved. It can be treacherous sometimes when trying to enter express lanes from the west, as they are not marked well enough.
- Improved lighting would be helpful for sure. No specific area comes to mind for this. Some on/off ramps are very short. I know westbound Branch Street is not ideal, and that it doesn't intersect with the street very well. Great Rivers Greenway has talked about this with MoDOT to help people get to our trails. From 170 into downtown is an older part of the system and those shorter on/off ramps aren't what we typically experience on a highway these days, but there isn't one that comes to mind to be improved. Are expressways even needed any longer? Could they be removed?
- I don't travel the corridor that often.
- The North Hanley and 70 interchange is a pedestrian and bicycle safety nightmare. The way that traffic is currently directed out of the transit station is a mess. People either get there or leave on foot, and there is no access unless you go to the south end of that parking area and head up and try to cross that way. Most people are going to look for a direct path to their destination. If they are heading north over 70, they're not going to

go an opposite way and come back around. There's also no pedestrian crossing. When drivers exit 70 East and make that right hand turn, that is the critical danger. I know there are safety issues along the entire corridor, but from a transit point of view, that is key.

- The stretch from Union to 170 has lots of twists and turns and the exits aren't great in terms of spacing and ease of getting off. I would like to see that looked at to make it better and more efficient. West of 270, a lot of work has been done to relieve some of the congestion, but it's time to come back east. While we still have high traffic volume, we may have fewer people complaining about the highway system due to higher-level concerns like housing or safety. Community engagement will be hard as well. People won't want to talk about the highway because they'll be more concerned about paying bills, picking up kids, etc. If we want to get people engaged, we need to ensure we can get input from the people who don't have the time to talk about the highway. It's hard to get them to allocate time to a project like this.
- Westbound, the biggest challenge is the area before the airport (Lindbergh) to 270. People are driving very fast, there is congestion around the airport, and narrow, curving roads with multiple people exiting for the airport and for Lindbergh makes things dangerous. Maybe there needs to be an extra lane in that area. Eastbound, the curvy roads and hills are a problem. Need better access to exit off 70 to get to the Scottrade Center. Need signs to say things like: "take 'Blues' exit here." Have several signage options that are more intuitive depending on where you are going would be helpful. For those going to "Wash Ave," "The Landing," "The Dome," baseball stadium, opera house, and Union Station, perhaps there should be different turnoffs to get to Tucker.
- No opinion.
- As a woman, safety improvements right off the highway is most critical, especially the gas stations and stores. We need better lighting; security cameras could help with safety a lot and make people feel more comfortable. Also, a police presence could help. I'm sure crime statistics along exits might point out where dangerous trends exist. Along most of 70 there is not a broad shoulder (particularly on left hand side) where accidents and flat tires can be dealt with. This could be improved. Even if there were signage to ask people to pull over to the right (instead of the left), that would be helpful. We want to remind people to always pull to the right with a disabled car - only use right side.
- The parts that are close to St. Louis City should be prioritized. The roads feel narrower. The viaduct and the close walls mentioned above apply here as well. I can't recall any pothole problems, or maybe I'm forgetting.
- Any time you access a busy street, good signage and good lighting are important. Technology means you can do things without getting too bright, and we need to improve visibility.

As much as people think that if we build bridges the students will use them, we know students will still cross at the street level. Therefore, we need to make street crossings

as safe as possible. We should improve signals, and ensure accessibility and safety. The trick is to identify where people really want to go and how they are getting there.

There are a lot of tired buildings as you enter downtown -- maybe adding grass would make it look better. Make our community look more alive and bright. And, we need more signage for walking across busy intersections. I have seen people walking across I-70 and it worries me when I see that – I saw one person crossing near the airport, more downtown. Maybe we need more places where people can pull over to take a break.

- [My staff's] overall concerns [about using I-70] have to do with safety. Lanes seem narrower than other highways and there are often big trucks.
- 1. Goodfellow, Jennings, and Lucas & Hunt interchanges and on/off ramps
 2. Lighting
 3. Wayfinding (fix confusing new signage)
- Lighting is a concern and all people will benefit from improved lighting, regardless of whether they are a person with a disability or not. Please make any caller boxes or other related devices at an accessible height (anything over 48" high is not accessible to a person in a wheelchair), have operable parts, and have signage that is accessible. If there are things that a person would need to interact with, consider making it operable with a closed fist (i.e. walk buttons to cross street; call button on a support phone). Eliminate limitations.
- Several major highways merge into 70. Look at the 170/70 corridor and pay some attention to safety there. Also, pay attention to the area by 270/St. Charles Rock Road and where 70 goes south/west. That is confusing and there are always accidents that cause backups during heavy traffic periods. I don't know how you fix all that, with two major highways merging together, but if it's designed better it could work better. The area before 70 merges with 170 all the way through St. Ann and in front of airport and past 270 onto the bridge is consistently problematic with weaving drivers trying to figure out what lane to be in. The "U" off Natural Bridge to 70 to get to 170 isn't enough space to get across if there is traffic.

Question 6

We have identified several studies and planned developments within the corridor. Are you aware of any local content that may be relevant to this study?

- City of St. Louis has hired CBB, ongoing study there related to traffic. See if Army Corps is doing study on access to NGA West campus. Much of that traffic will impact I-70. Look at IDOT, too, for anything related to bridges.

- The CityArchRiver. Trestle project over I-70 goes over the corridor and could be a redevelopment opportunity, just north of new Mississippi River Bridge. St. Vincent Greenway goes to UMSL campus and comes out by Express Scripts and we hope to get across on Hanley right there or possibly do our own bike/pedestrian bridge. Mainly trying to figure out how to get over that and connect to North Park and Maline Greenway. This isn't an active project, yet we hope to tie into MetroLink at Hanley. Further out, there's the Missouri River Greenway. We've built the existing trail on the Earth City levee side, and our plan shows going under 70 and continuing along the levee on the left side. It's all underneath the bridge, and won't necessarily impact the highway. Worked with City of St. Charles and St. Louis County to improve the Katy Trail. Lots of talk of doing some kind of bike/pedestrian facility on 70 for the Blanchette Bridge. Dardenne Greenway in Old Town St. Peters. Looking at how the greenway continues from the golf course and goes under the highway and connect to downtown St. Peters to bridge Dardenne Creek. St. Peters has been very engaged around connecting Spencer Rd, yet anything that connects the system and trails rely on the highway not being a barrier. Looked along Dardenne, but have stopped efforts. We have not yet determined how to get beyond the golf course at this time.
- There was an RFP on the street for North Hanley Station. Any large-scale development there will impact the interchange, traffic congestion, and might be something this team should take into consideration. Three proposals were submitted, but I don't know how quickly development will move forward. The organizing agency is University Square/UMSL. If you put something there that will attract people, (i.e. hotel with surrounding development/convention area), that would really impact traffic flow. The TOD studies could also impact what you're looking at. Also, look at Northside/Southside study and the County Metro North corridor. Could some of this construction be done simultaneously? You also have the bus route redesign. Is what you're doing going to impact bus routes? Even though these studies aren't complete, they should be considered. The Bi-State system will look at new technologies. Some of that will be part of Metro Reimagined study. Is there a way to connect that? Autonomous vehicles - I can't imagine how that works, yet it could happen. How do you incorporate this? It's challenging for sure, yet it has to be there. How does NGA fit?
- Great Rivers Greenway studies. The STL Development Corp has a 2015 study, as well.
- Some of the work we do is around the notion of economic development opportunities and looking at traffic patterns/traffic counts to see how many folks come through our community and where they're coming from. We're interested in that for economic development possibilities and seeing how the highway gets people to our community. But our projects are more tangential to the highway, there's nothing particularly substantive.
- St. Charles Economic Development Center may have studies that your team should review. At the end of the day, we want people to come downtown and maybe even live downtown. How do you attract people from fast-growing St. Charles County to travel downtown quickly and feel safe? How can you attract people to live downtown and work in St. Charles - can you reduce commuter time? St. Charles people want to isolate themselves from the dangers of North County and North City, which is why they don't

want the MetroLink. Perhaps they fail to understand that there are a lot of good jobs downtown. Maybe people would be more apt to live in St. Charles if it didn't take so long to get downtown from St. Charles. People in Town and County, West County, Chesterfield Valley, etc. take 64 to get downtown, but that takes a while. There are a lot of issues getting downtown because of the congestion. How can you create something for St. Charles residents to get downtown on I-70 in 20 minutes?

- Economic Impact Study information: three NFP funders are doing a third-party analysis. They're hoping to start Nov 2017 and finish Mar 2018. Two non-local national firms: one working on public policy of cameras, and the other is working on social and economic impact.
- Already delivered.
- The Hispanic population is the fastest growing population in St. Louis City, county, state, metro area (including St. Charles). The majority of the Hispanic population is currently 9 years and under. The Chamber isn't clear yet on what the impacts of that will be – more car seats? Vans? Safety campaigns?

Any travel-based questions you see being asked by your constituents/membership in regards to transit?

Membership has both ends of spectrum– includes business owners looking to get involved with NGA/construction, or sales and services to new economic development as well as those who are focused on the need for public transportation. Whether white- collar or blue-collar concerns, both are important to our community.

- We have a lot of plans for the Near North Side of downtown. We've aligned those plans with Project Connect, the City, GRG, and EWG. It is public and we can definitely share those plans. There is a Choice Neighborhood website: NearNorthsideSTL is the URL. You can find the Urban Strategies reports there.
- No. I'm on the economic development council and we've talked a little about this, though I don't know that I've seen anything.
- Currently, I do not know of any, but if I find any studies I will email them to you. I'll look for studies that impact how people with disabilities interact with a highway system.
- Look at the information for RFPs that were sent out by University Square for potential development in the Hanley/70 area. Enrique Flores at University Square is the contact for that. The desire is to have more development in North Park.

Question 7

What factors do you think contribute to a business's success if it is located adjacent to I-70? Think about things like the type of business, access, size, signage, and other factors.

- Those are all important, but first is safety. Businesses adjacent to interstate want employees to arrive and go home safely - look at interchanges and how they are impacted. Looking at signage, not for their business but for the interstate, it is important to have clearly marked entrance/exit ramps and signalization. A lack of these creates delays. Aesthetics and lighting make a difference. Safety and security is an issue on different parts of the corridor. Lighting improvements and aesthetic improvements enhance safety. Businesses and their employees also want to see services, amenities, restaurants, etc. nearby, so make sure there is access to those.
- It depends on what the business is. If they're dependent on human capital, getting employees on site easily is important. For manufacturing or other businesses that rely on the movement of goods, the highway will be important for that. Taking advantage of easy access is key.
- There are advantages and disadvantages. We have terminals here in St. Louis on both sides of the river. We have one less than a mile off the closest exit from 70. It's leased from the City of St. Louis, who was helpful in adding signage to increase visibility for our drivers to get in and out easier. Easier to get rates quoted to this terminal now. We handle mulch that goes to Scotts Company, and steel that goes to local processors. I-70 is very instrumental in keeping our terminal competitive in the local market.
- If Amazon or other large-scale employers come, what can we do to enhance the corridor? What can we do so that these employers would look at St. Louis in the first place? From what we see/hear on national front, employers are looking for transportation choices. If we don't have a robust transit, interconnected highway, and interconnected ride share program, that needs to be a priority. We need to start speaking about total transportation.
- Either your customers need to be able to get to you (retail) or you need to be able to ship your product more easily to your customers. Visibility creates marketing opportunities with the building itself if you're close enough to the highway to get your brand out there.
- Visibility from the highway is key, without endangering drivers. Accessibility, too. Having access to Illinois would be key. A separate bridge over the river for drivers on 70 to get to/from IL/Metro East area would be a good thing.
- Convenient freight movement will make some businesses successful. Also, access to the workforce is attractive for those using the I-70 corridor. The interchange near the MetroLink station at Hanley Road and I-70 isn't very good. I would like to see that improved and bridge that gap between St. Louis County and MoDOT corridors on either

side of I-70 because there's a lot of development there and mobility between developments on north and south of highway is pretty limited.

- Easy access, ability for signage— many cities/towns along the corridor have different rules on signage height/size. At some exits signs will say "food at Exit X," and that visibility makes a big difference. Ease of access is also important. I like having the frontage road along a lot of I-70, and just figuring out trends to help determine when to use the frontage road versus the highway. Crucial to make sure signage promotes easier on/off movement and improves congestion.
- A lot of it is based on the type of business. The businesses change dramatically as you get closer to the City. Many of them don't actually want to be seen from the freeway. I don't think it is their mission to be inviting, and I don't think they are very connected to the community. There are no incentives for them to make their buildings look nicer. As you move to St. Charles, you see nicer, fancy, glass buildings and lots of greenery. It would be nice to engage Produce Row with other larger potential partners who could do something aesthetically pleasing along the corridor. Bissingers might be a destination. A lot of folks don't know that Produce Row is right off the interstate there.
- I think the success depends on how it is zoned on either side, as it impacts the terms for business and education. Access to/from it is important, as everything is about time. One helpful thing is to articulate to people when traffic issues will arise (i.e. that from 7 - 8am we know going over the bridge is better) so it can help people understand the ebbs/flows of traffic for scheduling purposes. I think we'll see more of this impacting the road system, and the businesses over time. Also, having a good environment for their employees would help. Safety, close medical care, food/beverage/entertainment are all desired by the population.
- For the people with disabilities it is about accessibility, the ability to get from the highway to the business, and having public transit access to those places.
- Easy, safe access to their parking lot. Visibility from the highway is key.

Question 8

In your experience, does this corridor currently support and integrate existing development opportunities?

- That is stronger in St. Charles County. There have been newer developments that have worked there. In St. Louis City and County, there's not a lot of room, much of it is already being used. Could re-use some under-utilized areas, but have to ensure the interstate would not get in the way of development and consider other constraints. Those are mature areas that have been built out and need strategies to redevelop in positive way.

- Yes and no. I think it does - but we are talking about 40 miles. In spots it does, yet isn't related solely to the highway. Good highway access is important and some parts of the highway lend themselves to development.
- No opinion.
- It needs work. It provides direct access to where it's going, but how do we connect around the corridor and not just through it?
- If there is a metric of aesthetics relative to trash and cleanliness, more affluent communities would likely have a better looking highway. It isn't necessarily MoDOT's job to clean the highway, but the conditions of the highway reflect the conditions of the surrounding community. I wish there was a way to have a uniform highway regardless of the economics of the wealth in the community. If the aesthetic concept at Mid Rivers Mall Drive could be brought to Jennings Station Rd. and others, that would be great. Some of that comes from local dollars, but homogeneity and equality would be more balanced.
- If Amazon comes, or we develop a soccer or football stadium or other event venue, we need to make sure 70 integrates well with NGA and future developments in North City. That's a big opportunity. I think we should plan for something to go there even though nothing is planned yet.
- Yes and no. Depends on where. Salisbury is a deterrent. We worked with Greg Horn on a new off ramp for the bridge, which was an enhancement. It depends on where the intersection is. This is a key driver to economic development and job growth.
- Within St. Louis City, it does a mediocre job - I'd give it a C because of these barriers. I think we could do more at North Park and North Hanley, for example. I think we could do a better job in the City. Facilitating pedestrian and auto connections is important and we aren't doing that.
- I'm just thinking, where would we go? Expansion means most development exists right to the edge of the highway in some municipalities. I do feel there's room for some signage areas, whether commuter lots or carpool lanes. It can be a strategic opportunity. Consider stoplights at short onramps to help manage traffic.
- I don't think so. Particularly in light of the Michael Brown tragedy, when you talk about regionalism, the mentality has shifted some but we aren't completely there. When you talk about municipalities doing incubation and revitalization, you don't see much happening beyond the major players of St. Louis City and St. Louis County. Regionalism is something to strive for. Is Kinloch really talking to Jennings? When you talk about economic development and the municipalities, how do you think about a small stretch that isn't necessary being connected to the larger stretch?
- It depends on the group looking at it. I've not heard anyone say it is a detriment or an incentive. I would love to hear people say that we have a great system and

infrastructure to support the needs of future development. I'll use an analogy: the airport is very nice, but also tired. Somehow, we have to wake up and get less tired. It's time to up our game a bit. It's a great community but people just don't know it.

- NGA coming in could create more jobs and more residential housing. RFP for building should come out later this year (2017), so we should have more of an idea soon. We're currently treating it by looking at travel patterns around the existing NGA site and applying that to the future site. NGA will take about five years to build, and will create new jobs and increase supplies/freight being delivered. Do we have capacity to handle this change?
- Yes.
- Not well.

Question 9

For the short term, what should be the highest transportation priorities of I-70?

- Safety has to be number one - make sure it's as safe a roadway as we can have. Also, aesthetics, improving connectivity to other interstates, and fixing entrance/exit ramps (some too short) are important. Signage and lighting improvements can be made, which goes back to safety. Also, there's a safety issue with speeding and reckless driving. Outside of rush hours there is no enforcement of speed laws and that makes it a more unsafe road at some times of day. I often don't see a police presence, and that alone can keep speeds down to safer level.
- Better lighting would be a good short-term goal. Immediate needs would be to maintain lighting on interstate and under bridges. That should be fixed, and an investment that has already been made.
- Land expansion in the most congested areas (including all the way to Kansas City). The median cable system is helpful but I would like to see 3 lanes.
- How to better integrate access to the transit facilities that are located on or near it and how to better make connections to neighborhoods. Also, to focus on pedestrian access and better safety measures that impact crossing 70 to other areas.
- Nothing jumps out, beyond what aesthetics were mentioned. Look at entrance and exit ramps from Union to 170 and the airport, and if there are any modifications to make those easier.
- Safety, accessibility, and supporting future economic development. Supporting future economic development along that part of the City, that is the most important.

- Look at various interchanges and think about them relative to economic development and community enhancement. It is a lot better in St. Charles County than elsewhere, yet the other interchanges (in the City and St. Louis County) are key to our growth. This on/off strategy will have huge impacts to our community. We have to move the cars on the right-of-way, and have to create the access. Technology has to get on MoDOT's radar screen.
- To develop a design that balances the needs of freight, auto, transit, and non-motorist modes of transportation.
- Salt during ice storms. Another double-edged sword: we know MoDOT got rid of salt trucks to save money, yet commuters need to not spend 8 hours getting home. We know they are saving millions, yet an emergency plan should be in place and effectively communicated. Accident rates increase when the roads are unsalted, causing insurance claims to increase. Need to address the small shoulders, as well. Being able to see the lane markers better at night or in the rain would be a huge benefit to safety for all. Fluorescent lanes would be great (referenced experience with Michigan Department of Transportation practices with lane markers). Curving lanes at night that are poorly lit create safety challenges.
- Safety for the driver, accessibility, and ease of navigation. The linkages are important: being connected is crucial. Also, education. The signage along 64 is great, but less so on 70.
- First and foremost, there's always construction going on. We need to fix what needs to be fixed, and there's lots of it. Second, we need more electronic signage to keep people informed (i.e. 20 minutes to get here, 10 minutes to get there). More information and communication would be helpful. We are all using devices to find things; maybe an app would be good. My sense is to keep an eye on where there are opportunities to improve traffic and movement. I am always amazed by how long the traffic is backed up but when you get to the point of the congestion you have no idea why that congestion has occurred. I understand it's about safety, but let people know where things stand.
- 1. Train system along the highway going in and out of the City to relieve congestion.
 2. More/better signage.
 3. Jennings/Goodfellow exit needs improving - signage alone won't fix it.
 4. Service roads are bad. In the McKinley Bridge area, traffic from 18-wheelers has done some damage, and it is one of the busiest areas in the City. There are potholes, truck movement shakes the houses, and many other challenges to safety exist there.
 5. Cleanliness of the highway and service areas is helpful to improving quality of life. Cut grass and pick up trash more frequently (especially off Woodland from Goodfellow exit).
- Connections between signage and sources of public transportation, as well as bus, Uber, and MetroLink access.

- Maintaining the existing infrastructure more effectively so we don't have crumbling bridges and roadways.

Question 10

What is your ideal vision for the I-70 corridor for 2030? What should the highest priorities be to make that come to life?

- Developing a transportation eco-system: pedestrians, bikers, autonomous vehicles, hyper-loop, Metro/transit - all of these need to work with the highway to get people where they need to go. In a corridor with a higher density of population, this is very necessary. There is also the challenge of planning - what will world look like in 2030? And I know you don't want to spend more than have to, but make investments with long-term benefits.
- Reliable funding is critical. Part of it is also making a regional commitment to maintain what we have and not constantly expand a system we can't afford to pay for.
- There have been challenges with snow and ice removal during winter months. That can impact our business.
- We have to better integrate our transportation choices, not only for individuals, but also for drawing in businesses and supporting employment bases in the area. Not everyone is going to jump in his or her car and use the corridor in that way. Consider freight, logistics in general. How can the system better serve the entire St. Louis region?
- How do we use the highway as part of place-making activities? The current system is functional. 70 works to take me from the bad stuff to the better stuff, or at least perceived "better stuff." That East-West racial migration has been going on for decades and continues, so can the highway be used to improve the places that are seen as less good, less safe, and less worth living in?
- I would like I-70 to have its own bridge going into Illinois, instead of having drivers go all the way downtown and across Poplar St. Bridge in 64 traffic. I would like a bridge as big as the Blanchette Bridge that can unify both sides of the river as one region. Also, need to integrate into current or future opportunities into that part of the City. I think we should have an I-70 that plans on something happening there [North City], even if nothing happens for another decade. This way, we can attract the right economic piece to go there.
- Previously discussed.

- Activating some key intersections that need work and changing the interchanges: Lucas and Hunt, Broadway, Hanley. Focusing on nodes where we can do a better job, which probably is not every interchange, but some would make a difference.

How can we tie the I-70 vision in with Metro-Transit's future vision?

It's all the same vision.

- I don't know what it should look like, but please consider the trends previously mentioned. In 2030, our Hispanic population will be driving. How will we accommodate for the increase in drivers, especially young drivers? Far left lane drivers go the speed limit, and don't use it as a passing lane, causing more potential for accidents. Need required driver's education. More directional signage is always helpful. Signs can help forecast what comes up for the driver. This could be helpful to drivers making lane choices upon exiting and prevent hasty decisions that cause accidents.
- In all honesty, I would like to see fewer cars, and a larger focus on reliable, safe, public transit. Especially since families we work with don't own cars. Unfortunately, much of the real economic vitality in the region is out in the county. Thinking about our residents getting to those areas without a car, it is hard to imagine. It is hard to think about a vision for I-70 because I would most like to see fewer cars. Instead of adding an extra car lane, adding places for bikes would be great. The MetroLink North/South line would be fantastic. If there were ways to improve bike safety and making it more bike friendly, that would be a good first step and one possible solution. The shift in priorities requires an investment in reliable public transit. Currently, it is not always reliable. MetroLink has had some public safety concerns lately - and it needs to be safe. I'd like it to link to many more places than we have now.
- What will be the future of interstate travel? Will technology change it? I think access will be different. This generation will have different expectations. Can we use this as an opportunity to change the way we use public transportation? That'd be nice. Europeans have figured this out long ago. If there are nice pick-up places, nice drop-off places, and nice places to go, people will use it more. Public transportation has a place in the future here. The hard part is, our infrastructure wasn't designed around it, so it'll be costly. Just let private enterprise figure that out.
- Downtown/St. Louis Avenue looks really nice, so it would be great to see some eye candy to draw folks into the neighborhoods. Highways bring you to neighborhoods, so it would be nice to have a pleasant driving experience into North City.
- Wayfinding and accessibility; there are so many things that can happen with wayfinding. Need to make sure there are easy ways to drop off and pick up people and to help them get around without traveling for hours.
- Revitalized areas, maintained infrastructure, being well-integrated with the community, and being highly functional.

Question 11

Have you heard of any specific groups or needs around access to the I-70 transportation system?

- 1. NGA
 - 2. Paul McKee: looking at residential, commercial, changing traffic flows.
 - 3. Airport
 - 4. Clark Properties: has old GM plant, Union/70, want to develop it and make it more economically viable.
 - 5. UMSL - University Square
-
- I hear more about how it is a barrier. It is a walking and biking barrier, and it disconnects people. It only caters to cars and buses for travelers.
 - Congestion is the main concern I hear about from my trucking partners, particularly with the NGA construction starting in the next 12 months. We've been involved with different contractors on how to help both with barge and trucking freight. We are 3-4 miles from the terminal. Alleviating congestion and ease of egress to and from NGA needs to be a priority. This also extends to the neighborhoods beyond that. One point of contention is the new I-70 bridge and that there is only one lane to get onto 70 westbound off the 64 westbound on the Metro East side. It seems to be a flaw that there is only one.
 - Residents who border the corridor, employers who are in the actual corridor, job centers (i.e. downtown). How does this corridor feed into the urban core?
 - Not necessarily. The primary issue is that people need cars that work regularly to be able to live their lives. Public transportation is so immature, so people need to have cars. People of modest means cannot afford a car and therefore can't use the highway.
 - No specific needs from Asian population, as they mostly live in West County, St. Charles, South County, or South City. As the new 70 corridor supports economic development and retail in the North City (north of the Arch area), it is likely that small business opportunities would attract the Asian community. Most of my constituents take 64, 44, and 55 to get downtown, not 70.
 - I have a lot of political interaction with convenience store operators, and I'm constantly fighting with them. We have to find alternative financing sources for our road systems. But they are such a political force here and beat you guys every time. I wish we had political way to solve this problem, that we could take it to the voters. They're just very effective politically as a group, yet we need to find a way to win.
 - Not hearing a great deal about I-70 from our stakeholders and constituents.
 - There is a high percentage of the Hispanic population who have English as a primary language. DACA students in this area are pretty low.

- Residents without cars limit employability. Demographics for the near north side are on the website mentioned above. Roughly 35% of residents own cars, and the majority use public transit. When we talk and think about access to where the jobs are, it is a huge priority for us. When we talk about sustainability and being green, it is a luxury for us to be green? Our families are already green, as they don't own cars. The public transportation reality is that that system doesn't always take the public to where the jobs are or to the places our adults qualify to work.
- Urban Strategies focuses on the non-brick-and-mortar part of community revitalization. We connect cradle-to-college career interventions, physical and mental health, economic opportunity, public safety, small business, case management and coaching for residents. We look at it holistically and data drives a lot of what we do. Case management helps us understand what happens in the home so we can connect people to services that support that family's vision. That might be schooling, raising a family, or owning a home.
- No. I've been here over two years and have not really heard anything. I know there's been more development on the streets of St. Charles and that has increased traffic, but no other conversations about access.
- Both maps [of the older adult population in St. Louis County she supplied via email] have high concentrations along the 70 corridor. With this in mind, CORP (County Older Residents Program) is the key contributor to your study with regard to older adults.
- Biggest thing I hear about is that it's dark on the side of the highway. We need better lightning on side roads because it can be scary, especially if you aren't from the area. Residents talk about how it "feels" to be there. We had a few shootings right off Salisbury by the gas station; they shoot and then get right back on the highway. Cameras at the gas stations help but MoDOT cameras could also be helpful.
- Not off the top of my head.
- No.

Question 12

Is the current function of the corridor compatible to your/your community's needs? What about the needs of others? (i.e. through travelers, commuters, trucking community)

- For truckers, travelers, etc., connectivity is a negative for them. Downtown you can't go from 64 or 44 to 70 easily and vice versa. At the airport, it's hard to get on 64 or 44 easily. It's not easy for people from out of town to navigate. A real issue, like at the new Mississippi River Bridge and other areas that were formerly 70 that sometimes connect,

is signage. Need to make sure people have clear idea where they're going, as not knowing causes accidents and delays. For those living/working here, we promote that we do have interstates going N/S/E/W. Logistics is getting more and more important. Freight volumes will double between now and 2030 - how will we accommodate that? Some on rail, some on barge, but majority will be on trucks on the interstate. Is there a responsibility on part of MoDOT to make sure freight can move between modes of transport easily? If we can do that, it is a competitive advantage for region. Intermodal efficiency will create jobs.

- In terms of moving people on it, it is adequate. There are other aspects that aren't compatible. Connectivity across the highway needs to be considered and how we could better connect neighborhoods and communities, instead of dividing them. That's the biggest thing. When I'm on it, I haven't had a problem, yet I rarely take it in rush hour.
- We employ 20 people in this office. Fleeting and switching/fleet operations employ another 150. Getting around downtown has been more difficult now that local streets are closed for the Arch Grounds expansion. This has cut off commerce to the restaurants on the landing. Safety is a concern for us, particularly when it gets dark at 5pm. We are two blocks from I-70 and the change in traffic patterns due to Arch Grounds has frustrated everyone. Coming in on 70 and getting on 64 westbound, I see many tourists trying to get to 64 off of Tucker.
- Currently, I think 70 provides access to transit centers. But does it do it to the best of its abilities? No. We have to start thinking outside the box on how we can better collaborate with other modes of transportation/groups working in the same area to put together a better vision for the region. This corridor traverses St. Charles County, St. Louis City, and St. Louis County, so how do we bring them together on this project? We need to bring regional collaboration forward where everyone comes out a winner.
- There's the "Broken Window Theory of Community Development" that says that the predominance of broken windows in a community leads to negative behavior because people believe their community doesn't have value. When you see parts of the I-70 corridor, you can tell based on the condition of the highways and the shoulders what kind of place it is, and what the socio-economic level of people who live there is. The highway shouldn't be a constant reminder of the struggles of the neighborhood/community it moves through. How can this be improved? How can the highway be part of place-making?
- Move cars toward 70 to relieve congestion on 64 and 170.
- Yes and no, as discussed.
- No - the corridor is too divisive.

What would be different in the future if it weren't divisive?

Pedestrian bridges, access points where people can cross, and transit running along the corridor with park/ride lots nestled not far from the on/off ramps.

We have looked at other corridors including 44 and 55 to think about how we could operate enhanced bus service. We have a few park/ride lots here in the City and St. Louis County along those corridors. We should have places where people can get to park/ride lots to leave their vehicles or reach transit system by biking or walking and then get easily get on a bus to get on/off the highway. One of the reasons we don't use the highway as often is because of the time it takes to get off and on them. But if we had infrastructure like traffic signal prioritization or queue jumps that allowed us to quickly get off and on the highway and then have parking, it could be different. Parking can't just be accessible for cars. That's a real problem in designing parking for transit. If it's only designed for people in cars, it doesn't really fit our needs. Then you've got these little multi-modal hubs that people can use, which frees us up to do a lot of things with service.

We need supportive infrastructure on the adjoining corridors, so we have to include in this conversation those responsible for maintaining and designing the arterials (cities, counties, DOTs). We need to look beyond the interstate corridor. That is the biggest thing that needs to be done. Everyone is quick to say, "if the county/City/MoDOT would just do xyz..." but everyone has a piece of it, everyone connects to the corridor.

- Yes, it is functional. But can it be improved? Yes. I don't feel strongly about trucks/truck lanes, more concerned about public transportation in general. I would rather see a bus lane that represents a better public transportation system and people using that robust system. Regionally, public transportation is a better investment. No rest areas for truckers/travelers between Wentzville and St. Louis. Also, there's a lack of commuter lots. We see hitchhiking nearly every day and panhandlers on nearly every exit.
- Probably not. From accessibility to public transit, there is also the traffic part. As there is now an exit, traffic comes into the neighborhood and creates a lot of congestion in that area. Many of our families don't own cars. If they are going to go out for services, many of them stay in the City.
- Depends. I think it's meeting the needs of certain groups, and that there's a lot of interest in St. Charles making sections of the corridor one way on either end to get the flow better (although businesses will have different opinions on that). I've observed that when landscaping and brickwork happens, that resonates well with people. I would like more bicycle lanes and walkways, yet fitting those in around busy areas is hard. I don't hear students say they can't get places. St. Louis is pretty easy to get around, and as a result, people know that and feel comfortable with it. In terms of trucking needs, look at trucker needs and the impact on the roads themselves. I've noticed a lot more truck traffic here than in Kansas City or Chicago. There are opportunities to go into transportation; a big thing in higher education is logistics, how to get from place to place. Truckers no longer want the old-fashioned truck stops; they want stops like everyone else. We're still stuck in the old paradigm for trucking community. I hope there's technology to help ensure truckers' health in the future.

- [Shepherd's Center] has a very small service area, none of which overlaps with highway 70. We serve Webster Groves, Kirkwood, Rock Hill, Glendale, a portion of Shrewsbury and a portion of Crestwood. Only very seldom would one of our volunteer drivers perhaps drive on highway 70 to get to the VA.
- It works for me. I use it every day. Great job, MoDOT, but we can do a little better.
- There are always opportunities for improvement.
- No, I don't think so, because of the same problems noted above. It has created a disruption in the neighborhoods and doesn't serve the businesses well because it is not designed so that access and traffic safety are where they need to be. Other communities are also not benefitting from the corridor. When you look at congestion issues throughout the corridor from a freight perspective, this system has to drive them absolutely bonkers. You'd have to talk directly to freight people, but I can't imagine they find it to be the best. From a commuter perspective, I know no commuter who wants to spend an hour in traffic.

Additional Comments

- I want to see the report when it's finished.
- This is an ambitious project that covers a lot of geography. Important to make sure you are reaching out to community groups/residential areas and not just businesses about how it serves their needs. A lot of neighborhoods are impacted. Look into reaching out to the general public, neighborhood associations, etc.
- Queue jumps are meters that moderate access to the highways. I don't know if we need them with our current traffic because we're not that congested. But they're helpful in more congested corridors. Almost like a stoplight.
- Whatever you come up with, don't wait until the end to say, "This is our final report." Give us information along the way. Keep interviewees in the loop. We can be very helpful if we know what's going on. I want to avoid this becoming just a report. Communicate what the takeaways are, how many people have been interviewed, and show progress. Either we keep up with what's happening or we get left behind. I would like us to build the road of the future.

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