



Gateway Coalition Briefing

Date: November 21, 2023

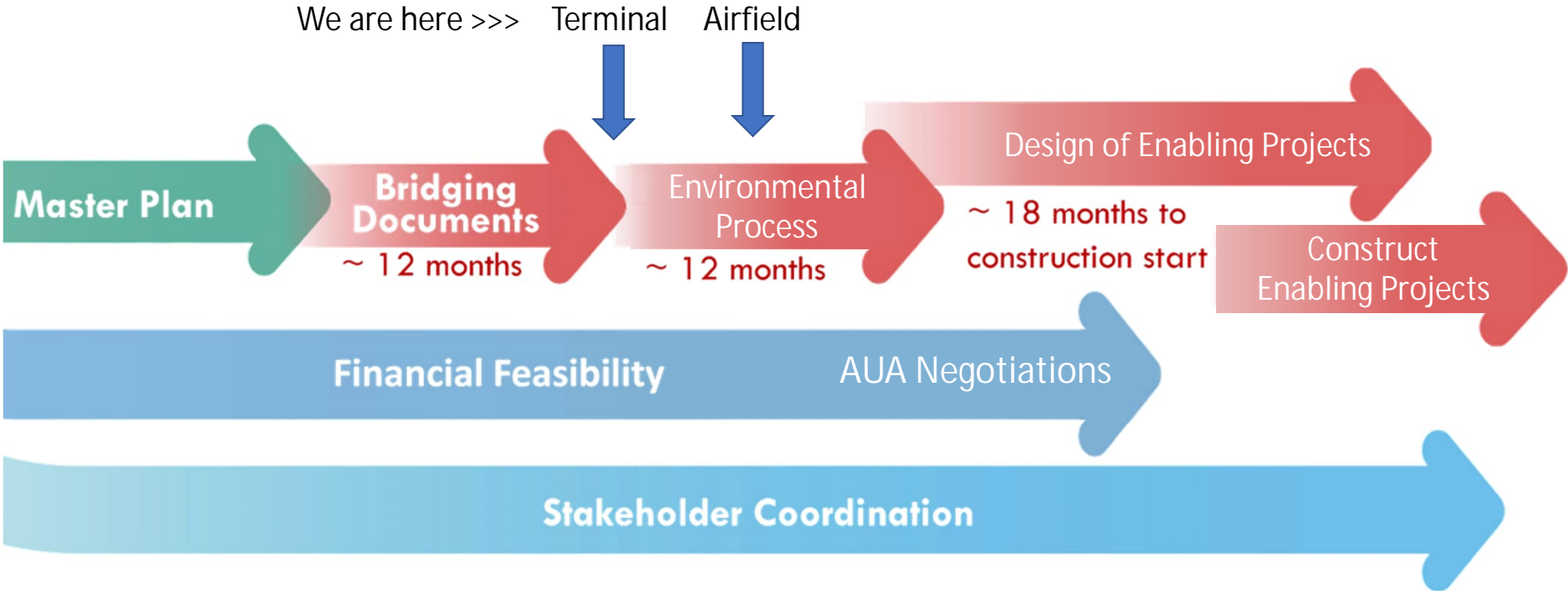


Agenda

- Purpose:
 - Gateway Coalition Briefing
- Airport Planning Recap
 - Airport Planning Requirements
 - Status of Airport Planning Process
- Airport access plan evolution
 - Woodson Terrace Project
 - Community Concerns
 - Travel Time and Distance Comparisons
 - What's Next



Status of STL Planning & Development Process



Need for STL Improvements

BACKGROUND

- Forecast

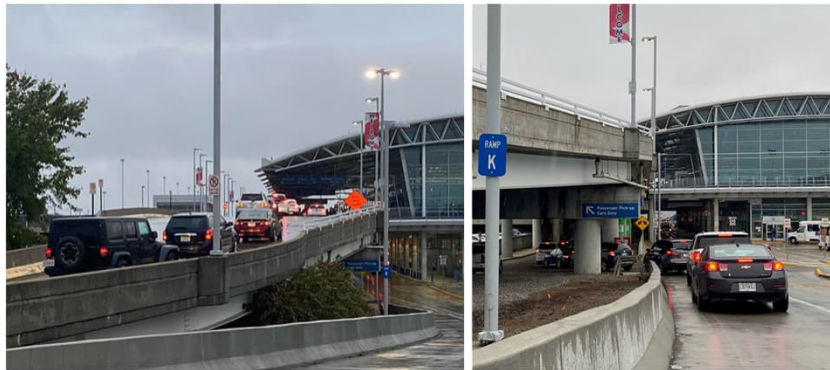


↑ ~34%
passenger demand
from 2019 to 2040

- Meet customer expectations
- STL's contribution to regional economy

FACILITIES

- Terminal
- Landside
- Airfield
- Cargo and Support Facilities



REQUIREMENTS

- Improved Airport access and circulation:
 - lengthen terminal area approach road
 - easy decision-making
 - simple, free-flowing
 - maintain local access
- More close-in parking



Ideal Terminal Access



List of Priorities:

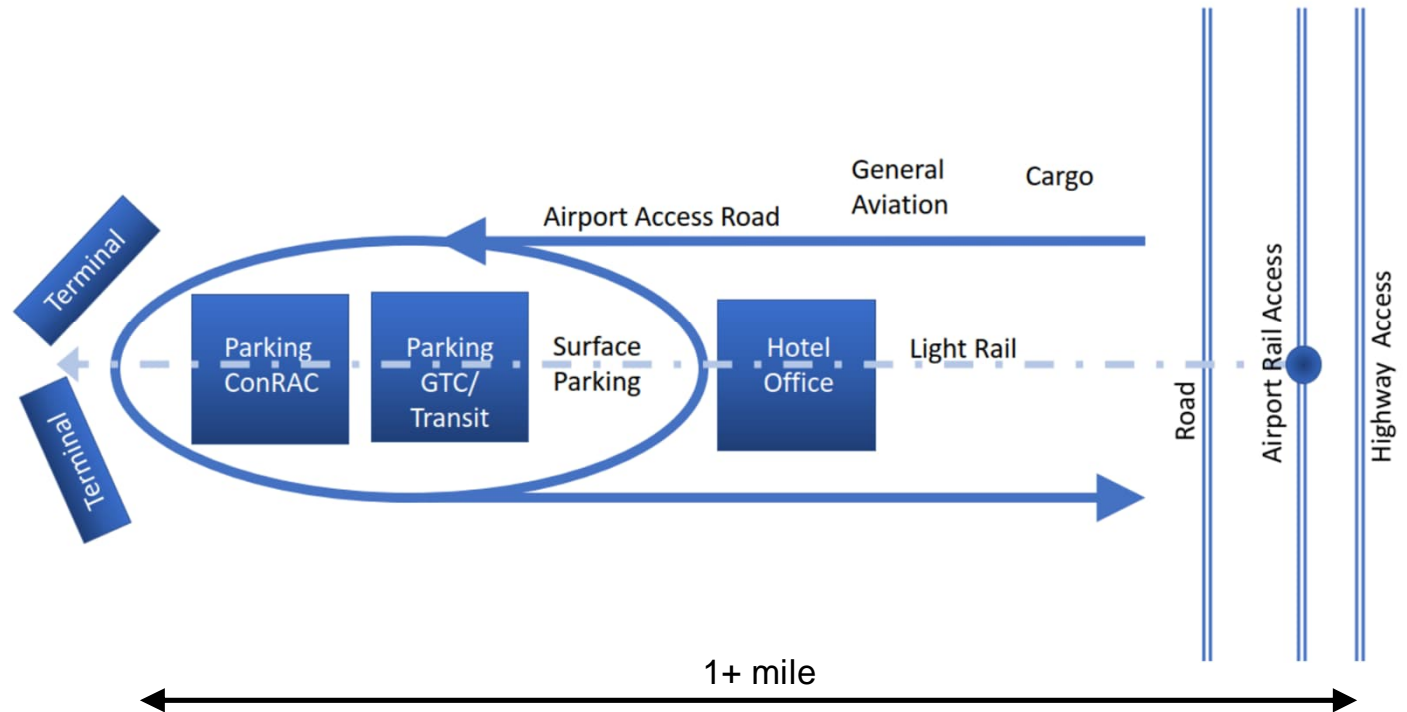
- Passengers
- Employees
- Shuttles

Goals:

- Easy decision-making
- Minimal weaving
- Simple, free-flowing

Musts:

- Maintain or improve access
- Maintain or improve safety





Initial Landside Master Plan Concept

Where We Left Off (NEPA Scoping Exhibit)



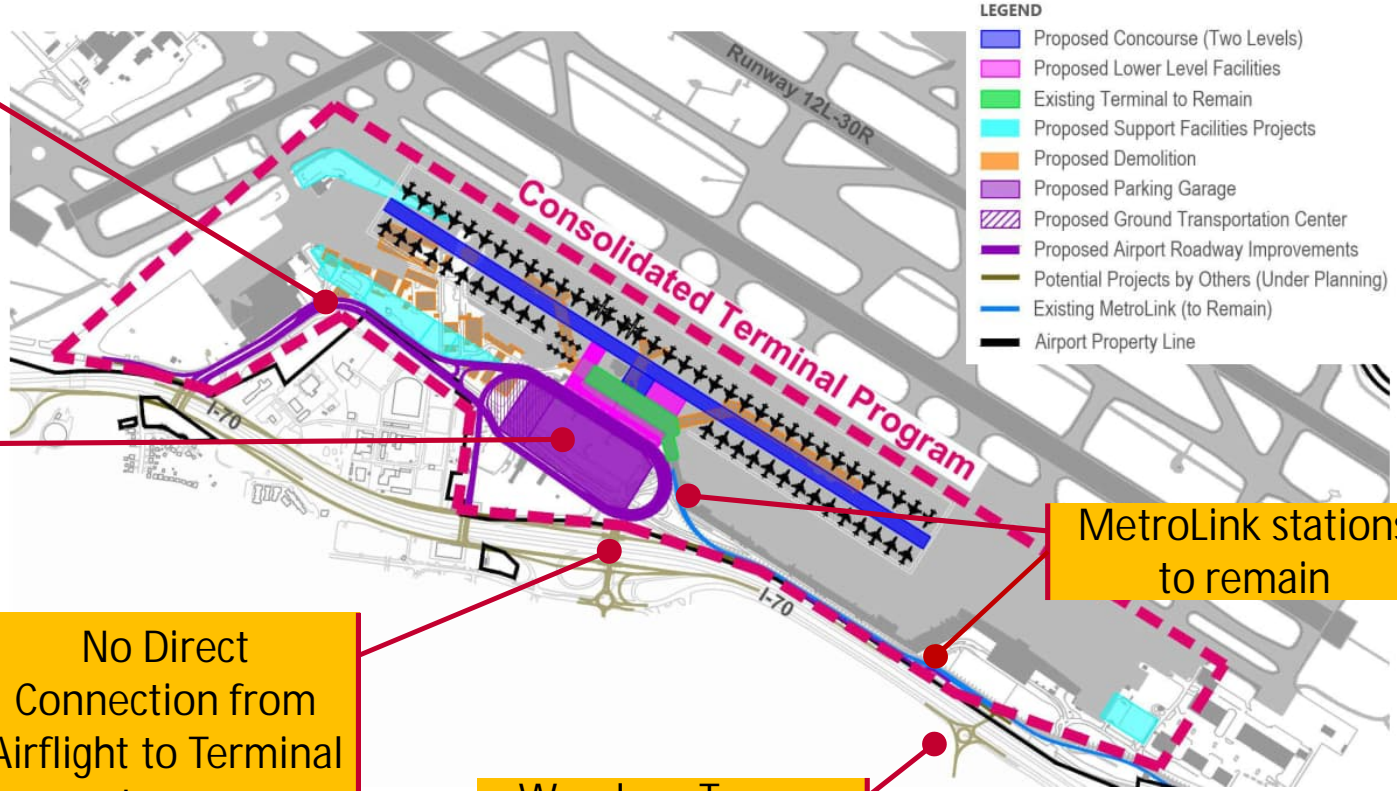
Terminal Loop & Entrance/Exit Drive

Larger Parking Garage with Ground Transportation Center

No Direct Connection from Airflight to Terminal Loop

Woodson Terrace Project

MetroLink stations to remain



LEGEND

- Proposed Concourse (Two Levels)
- Proposed Lower Level Facilities
- Existing Terminal to Remain
- Proposed Support Facilities Projects
- Proposed Demolition
- Proposed Parking Garage
- Proposed Ground Transportation Center
- Proposed Airport Roadway Improvements
- Potential Projects by Others (Under Planning)
- Existing MetroLink (to Remain)
- Airport Property Line



Comments Provided

summary of comments



Woodson Terrace

1. Local access maintained
2. WT project considered
3. Preserve Metrolink access at T1 and T2
4. Future parking demand
5. Future of Terminal 2
6. Consider bicycle & pedestrian safety

Others

1. Highway related planning
2. Excessive Driving Distance





Landside Preferred Alternative

Where We Are Ending Up





Landside Preferred Alternative

Where We Are Ending Up

Traffic Models in Review



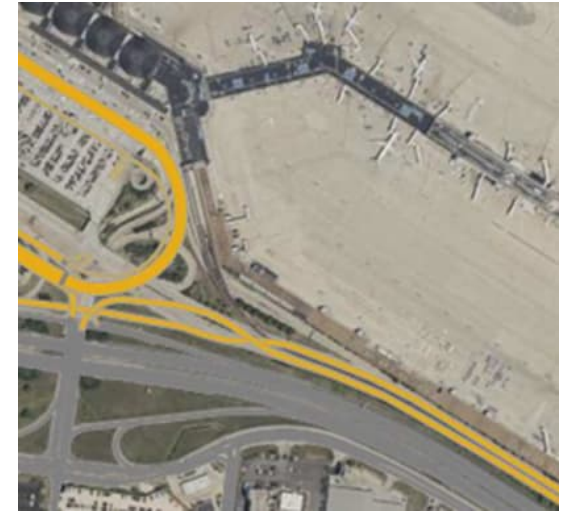
Cypress Interchange

- Restripe or add pavement for additional lanes
- Maintain existing access



Airflight Interchange - West

- Maintain access to/from I-70
- Add I-70 Auxiliary (WB) lane
- No Direct NB Access to Loop



Airflight Interchange - East

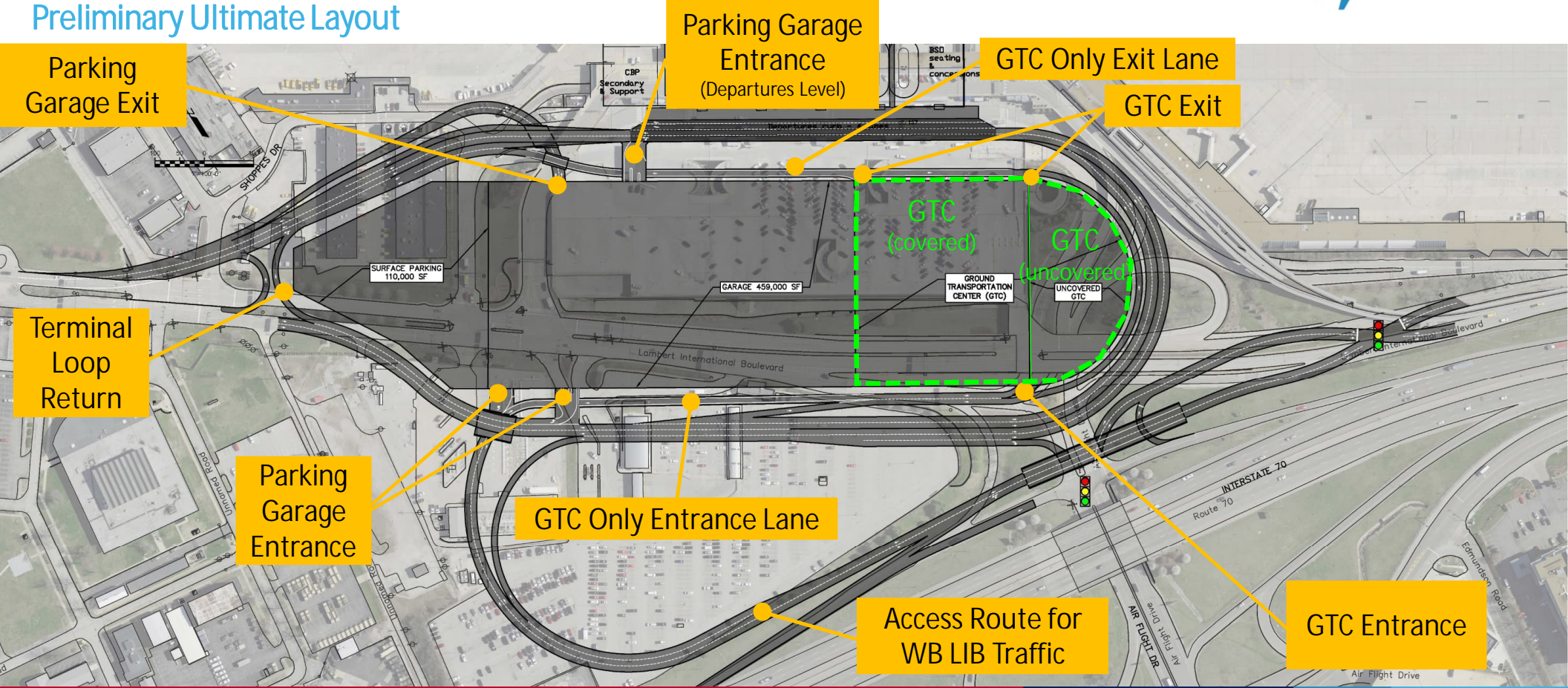
- Maintain access to/from T2
- Maintain T1/T2 access
- Maintain access to/from I-70



ROADWAY / PARKING GARAGE



Preliminary Ultimate Layout

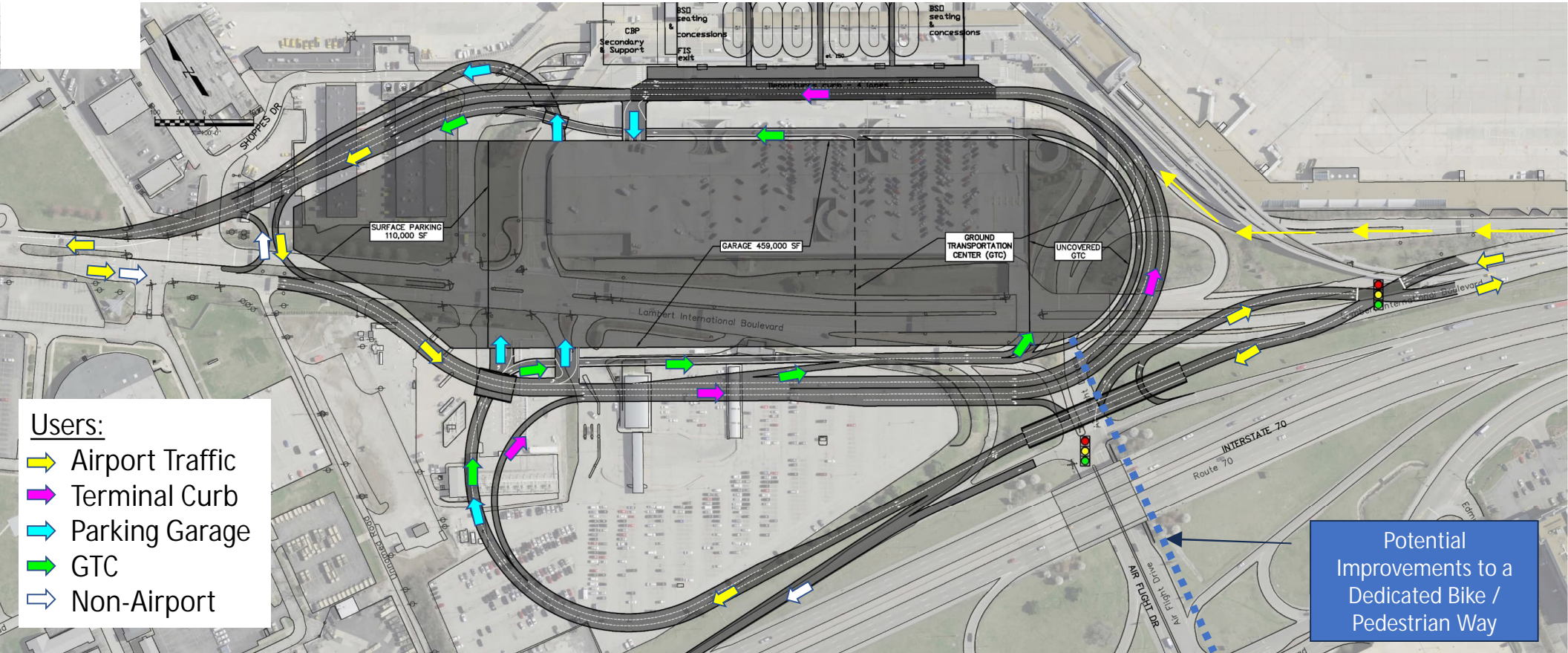


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AIRPORT ACCESS ROAD

Preliminary Ultimate Layout



Users:

- Airport Traffic
- Terminal Curb
- Parking Garage
- GTC
- Non-Airport

Potential Improvements to a Dedicated Bike / Pedestrian Way



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Communities South of I-70 Time/Distance



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Southside Terminal Core Access – Shuttle Drop Off



Total Travel Distance from Airflight to T1 then T2 is 1.6 miles (include passing through 7 Signalized Intersections)



Southside Terminal Core Access – Shuttle Pick Up



Total Travel Distance from T2 to T1 back to Airflight is 1.3 miles (include passing through 3 Signalized Intersections)



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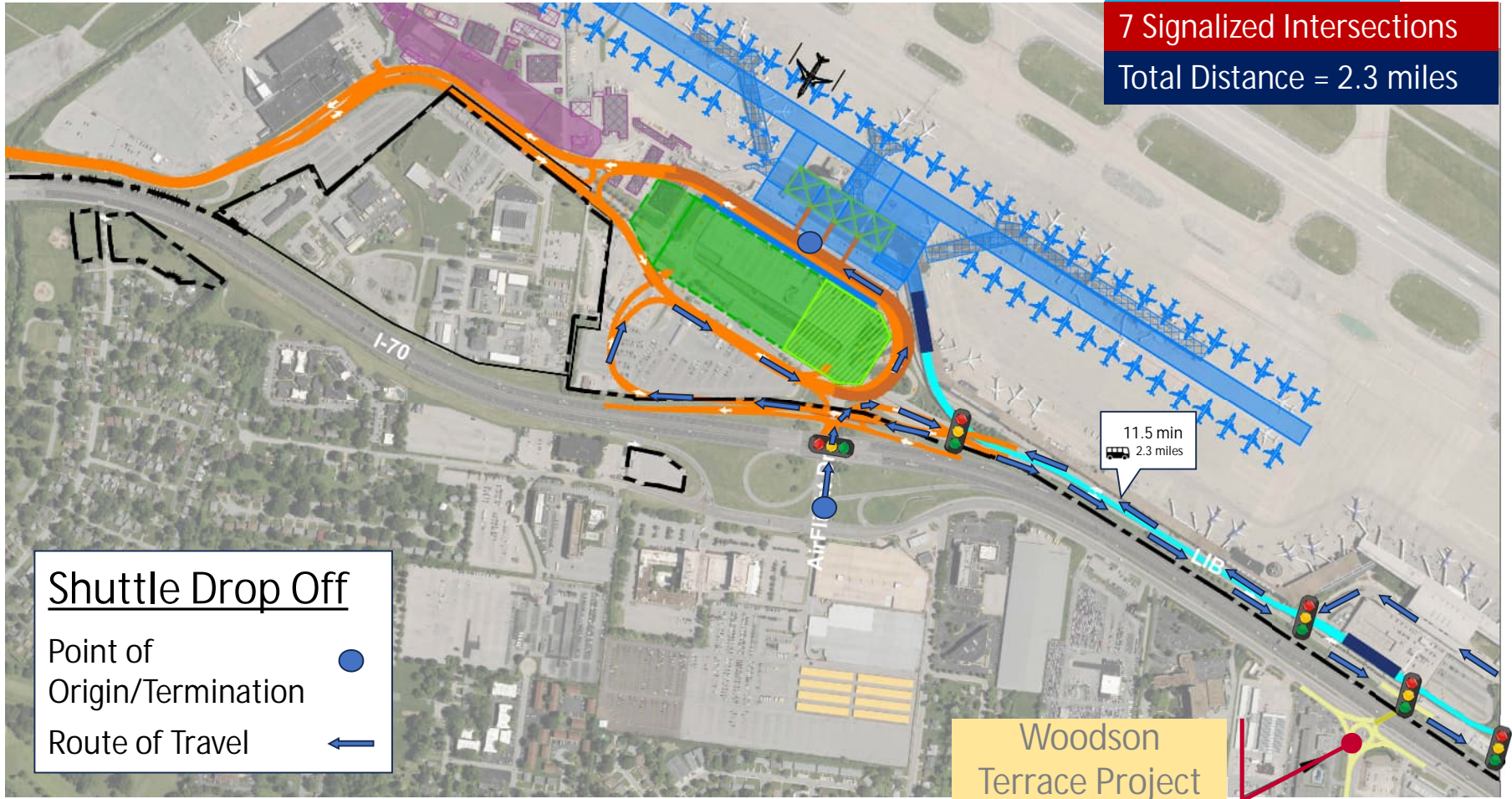


Landside Preferred Alternative: Shuttle Drop Off

Southern Community Access



Inbound Traffic
 7 Signalized Intersections
 Total Distance = 2.3 miles



Shuttle Drop Off

Point of Origin/Termination ●

Route of Travel ←

Woodson Terrace Project

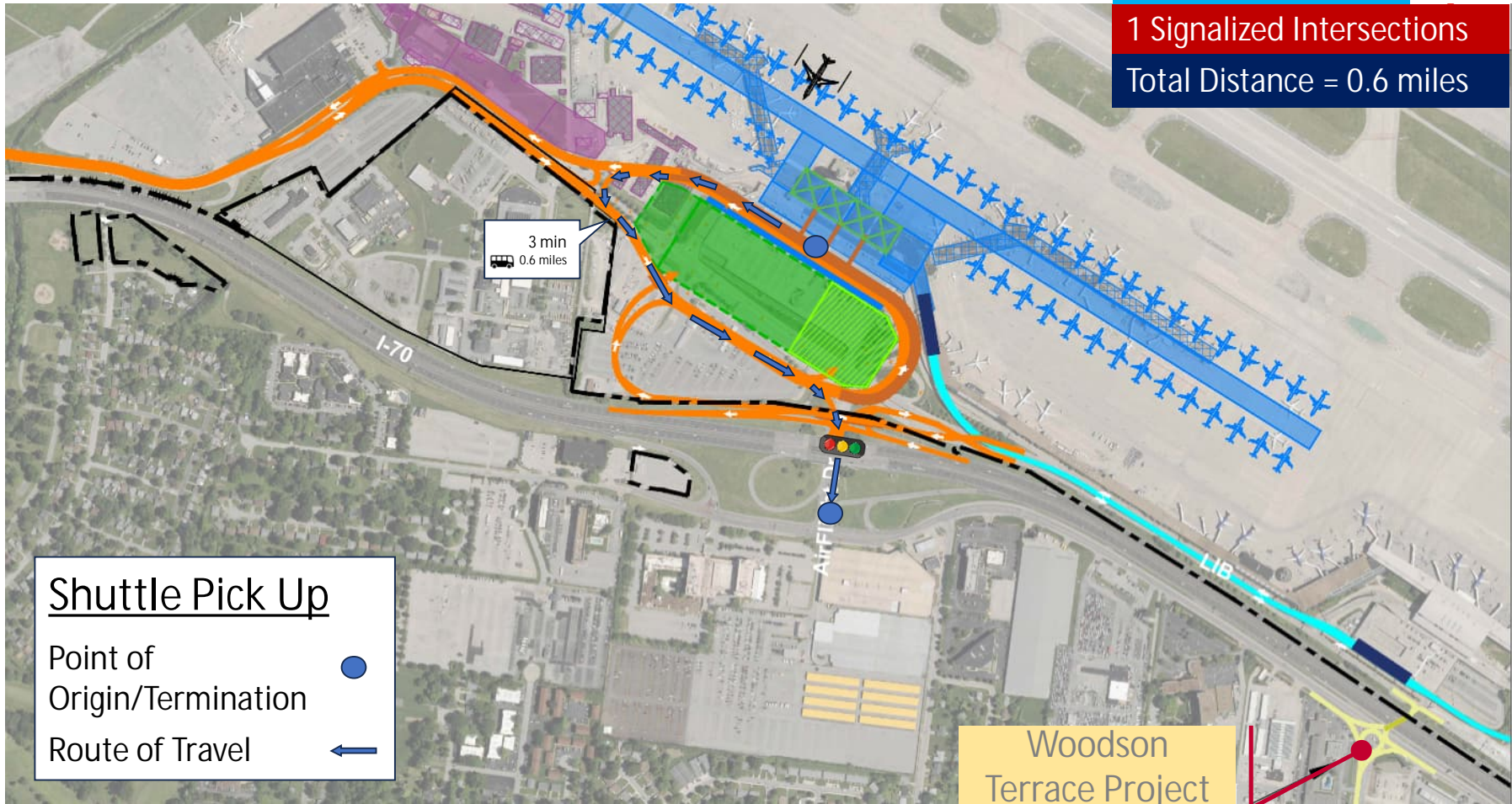


Landside Preferred Alternative: Shuttle Pick Up

Southern Community Access



Outbound Traffic
 1 Signalized Intersections
 Total Distance = 0.6 miles



Shuttle Pick Up
 Point of Origin/Termination ●
 Route of Travel ←

Woodson Terrace Project

Southside Terminal Core Access Preferred Concept

The proposed access roadways between Airflight Dr and the Consolidated Terminal results in less disrupted travel, safer free flow movement and a similar length in travel distance and duration

Inbound Traffic		
	From Airflight Dr to T1 then T2 - Existing	Airflight to Consolidated Terminal - Proposed
Total Travel Distance	1.6 miles	2.3 miles
Number of Signalized Intersections	7	7
Outbound Traffic		
	From T2 to T1 back to Airflight Dr- Existing	Consolidated Terminal back to Airflight Dr - Proposed
Total Travel Distance	1.3 miles	0.6 miles
Number of Signalized Intersections	3	1

14.5 min
 2.9 miles

14.5 min
 2.9 miles





Comments Provided



Woodson Terrace

1.	Local access maintained	<i>Yes, and in fact, travel times have improved</i>
2.	WT project considered	<i>Yes, Airport project does not preclude</i>
3.	Preserve Metrolink access at T1 and T2	<i>Access preserved/improved; includes Ground Transportation Center at Consolidated Terminal</i>
4.	Future parking demand	<i>Demand exceeds supply = opportunities</i>
5.	Future of Terminal 2	<i>Gateway Coalition to be at the table</i>
6.	Consider bicycle & pedestrian safety	<i>Greatly improved access and safety</i>

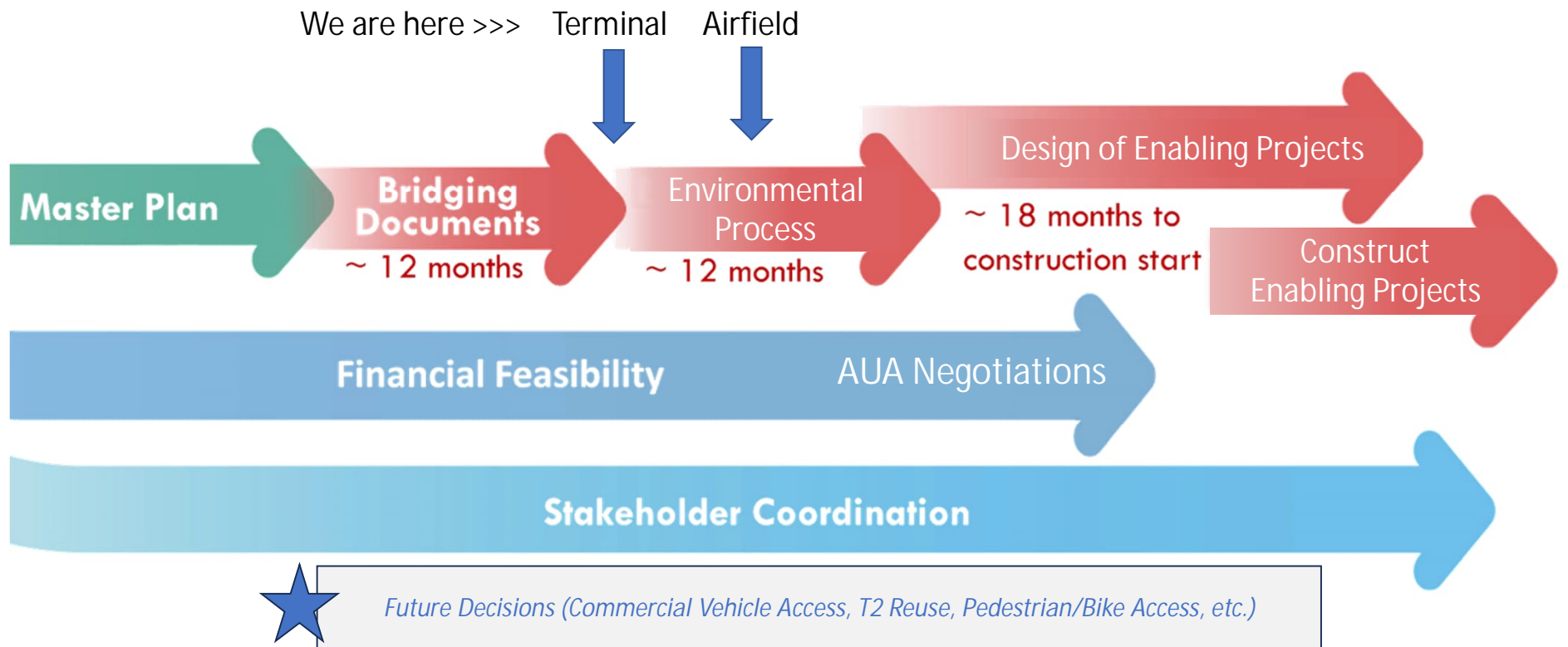
Others

1.	Highway related planning	<i>Safety & Capacity maintained. Design to further modeling</i>
2.	Excessive Driving Distance	<i>Yes, and in fact, reduced</i>

Additional concerns? Questions? Comments?



Next Steps of the Development Process





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