

SIES Public Comment Summary - April 2008 Public Meetings

Tuesday, April 22, 2008

1-SEIS Relevant

6-lanes vs. TOL

A good idea

Cost prohibitive - only way is toll for truck or toll for truck and car and I am against toll roads. Also truck only is worse environmentally due to more land.

Given the fact that the U.S. truck drivers are paid per mile rather than per hour (as in U.K), they do need to be separated from passenger cars. And since they drive at excessive speeds and outnumber cars, relegating them to the slow lane won't work here.

Good idea. It will take a lot of land however, and some houses.

Good planning

Great idea to separate trucks from cars.

Great idea to separate trucks. 300% behind the concept.

Great idea!!! Will make the road MUCH safer and the driving less harrowing for everyone!

I agree with this project and believe it is the best investment towards keeping general drivers and professional drivers safe. It also allows both to feel potentially safer.

I believe I-70's capacity needs improvement. Just how it is done is another matter. How would truck-only lanes be governed? What is a truck - weight, license, length or what. Truck only lanes for 18 wheelers I would not like.

I believe this truck-only lanes is the way to go. We need to get Missouri state reps and state senators to realize this. Rural Missouri drivers would go for this idea as almost everyone has had a bad experience with the truck traffic.

I liked the original alternative, but I think I like this even better

If I can help let me know.

If it can be done, as a general rule, inside the same footprint, it would be great! It sounds like it has many benefits in costs vs. the original solution, including a long-term savings and increased safety.

If you are going to invest major money in improving I-70, do it the right way and save lives and make the driving more relaxing for all (TOL).

I'm glad to see separation of cars and trucks. The trucks own that road and control traffic.

in favor of rebuilding with truck lanes

In general all of the callers thought the concept was great and seemed generally open to the concept of tolls. Enforcement seemed to be an issue also.

Like the idea of separating trucks

Should give a bit more safety for the average car.

6-lanes vs. TOL

Simply ban trucks from the left lane. Georgia did this and it was a pleasure to drive there. Trucks must stay in far right except to pass and on six lane NEVER in far left. This is way to separate traffic without high cost. We have more important transportation issues to spend on.

That would work better having the long haul truckers in the middle lanes and putting the cars on the outside because they get off at every exit.

The base of I-70 still needs to be re-built instead of continual patching

The truck only lanes is a good idea, as long as it is well thought out concerning digress and egress.

TOL impresses me as the ultimate solution; but given the lack of sufficient funding, this approach may not be feasible soon enough. Today's "economic downturn" will expire well before TOL is ready. Six lanes may be more practical despite its shorter term usefulness.

Trucks should have one dedicated lane, except only to pass, and their speed limit should be limited to 55 mph and enforced.

What other states are doing this?

Where else in the country has this been done?

With the increase in truck traffic I feel this is an excellent idea. I believe it will also provide for a more efficient and safe means of transportation. I feel widening would help, but this would be a better alternative.

Footprint

Concerns about preserving Mineola Hill.

High Hill - is the alignment north or south of the existing?

How will this impact Mineola Hill?

I work for the company that owns the Oak Grove 70 Petro in Oak Grove, Mo. This facility is located in the Southwest quadrant of I-70 and Exit 28 in Oak Grove, MO. My questions is: what is going to occur with the frontage road entrance to Route "F" that is in the Northeast corner of our property? I have heard various stories that it will be closed or it will turn into a "right in, right out only". Can you tell me exactly what will occur and when?

What will the impacts be at the Kingdom City interchange? New high school location being considered.

Will we still be within the existing footprint at Mineola Hill area?

Interchanges

A congestion/safety remedy for trucks in urban areas today would be to require them to drive in the left-hand lane, not the right. Trucks now often have to slow for cars entering the highway, which backs up traffic behind them. Cars could enter unimpeded if trucks were driving in the left lane.

Can trucks access all interchanges.

Concerned about trucks on slip ramps and their supposed "blind spots."

Distance of 1500 feet between on/off ramps and slip ramps may not be enough. Especially if ramp or mainline is on uphill grade

How many interchanges for trucks will there be in Montgomery County?

Interchanges

Suggestion that an auxiliary lane be added between the slip ramp and exit ramp to lengthen the transition for exiting trucks.

You mention in the video that occasionally, there will be dedicated truck exit/entrance ramps directly to/from middle lanes. At most, that will only happen at the right roads of KC and St. Louis. Warrenton, Sedalia, Odessa, etc., won't see such exits. This means that hardly anyone would benefit from such a special entrance/exit given how few there will be (so why brag about it in the video). They would be massively expensive to construct given the extra land and bridges needed to construct such an exit/entrance.

Lane Configuration

If we're going to get stuck with the miserable idea of dedicated truck lanes, I would prefer to be a car driver in the middle four lanes. As proposed, I envision my being in the passing lane zipping along only to have a slow moving truck suddenly jump right, into the passing lane order to access a "slip" (if I'm hearing your video correctly) lane leading into the inner four lane dedicated lanes. The reverse is true too (a truck slowing down, blending into my passing lane before cutting over further to the right to access the driving lane in order to access the exit.)

Purpose and Need

Appropriate

How was I-70 picked; why not I-80?

I agree with purposes and needs of the project

I approve of purpose and need. Cost is another thing.

I missed yesterday's public meeting about I-70. I support adding dedicated truck lanes and I think those truck lanes should be Toll lanes.

I saw three locations on the way here where vehicles had entered the median recently. It is needed and will have many long term benefits to safe transportation and economic benefits to a very important element of Missouri.

Improvements should also address the poor visual quality of I-70. A rebuilt I-70 should be safe and scenic.

Is high petroleum energy trucking escalation the best way to look forward to future commerce requirements?

Needed

Rail is inherently more efficient for freight movement but current rail practices obscure that efficiency. Improving the efficiency of truck freight movement would be a more appropriate goal for this project.

Safe, efficient travel is of the utmost concern. The speed and disrespect of trucks has made travel not pleasant and more dangerous.

Sufficient

The need is very real - although vast improvements have been made, I-70 is still a fairly scary place to drive. The purpose is right on target.

Tourism would bet a boost from this project.

What the increasing price of oil will do to traffic projections. At what point will traffic decrease?

Safety

Concerned about distance between slip ramp and interchange. Not enough merge distance.

Concerned about truckers blind spot for right hand merge

How do emergency vehicles cross the concrete barrier?

I believe speed needs to be more closely governed. I know this is very difficult but believe it would have the best return.

Most if not all deadly accidents involve large trucks and from experience, they drive entirely too fast and do not leave enough room between vehicles. Something has to be done to slow them down.

Safety concerns about merge of cars and trucks at slip ramp locations. Concern about trucks merging to the right (blind spot) and trucks merging left (unnatural movement on an interstate).

This would be OK as long as adequate protection to prevent trucks from crossing medians and hitting cars

Truck only lanes sound like a good idea but I am not sure how that would be accomplished with maintaining safe barriers between truck lanes and passenger lanes and then keeping barriers between those lanes and service roads.

St. Louis

Create an express lane -- with no access -- in Wentzville that then would follow 370 around the St. Louis area. His assertion was that most trucks at that point are just looking to get through/around St. Louis.

2-Tier II

Aesthetics

After traveling in the southwest recently, the décor of the overpasses that they had was outstanding. We have a very unattractive I-70.

I-70 isn't nearly as scenic a driving experience as Tennessee and Kentucky, and needs to be improved.

I-70 must be made more attractive; how will the Aesthetics report from Tier II be incorporated into this study? Need to plant natural grasses/flowers in median, and median shown is not wide enough.

In general, the six lane option is better. A 200-mile journey of a truck-only corridor is out of context for rural Missouri. However, a strong commitment to aesthetics and landscape issues could ameliorate the truck-only lane concepts. Scenic segmentation for auto lanes is appropriate.

Make it an aesthetic and pleasurable driving experience

More willing to support if it was made more aesthetic

Requesting meeting on the SEIS and Corridor Enhancement Plan

Alternate Routes

What really needs to happen is to have two more e/w interstates constructed (Quincy, IL to St. Joseph, MO and Cape Girardeau, MO to KC, MO, via Jeff City. Keeping I-70 as the main throughput is pointless (certainly upgrade it) and starves the rest of the state to have a chance to grow. Spread the traffic out !

Columbia By-Pass

Granted, I stayed quiet too long and should have attended an earlier meeting but - and I may be mixing projects here - I think a far north bypass to Columbia is the only way to go. There was fear that if placed too far north the bypass would be ignored. I hardly think that would be the case. More likely the actual reason for not liking that "far north" option is that it may take traffic - and therefore \$\$\$ away from the services along the current I-70 section near Columbia. If your staff would take a moment to check around the country, you'd notice that cities with ring roads far from downtown (Columbus, OH; Indianapolis, IN; Dallas & Houston, TX; Atlanta, GA; Charlottesville, VA; etc. all have roads quite a distance from their city centers and over time have seen every interchange in the middle of nowhere (initially) have businesses move in and bedroom communities sprout up. The total effect is a higher tax base for the state and city/county gov'ts. As a traveler, I gladly take ring roads to avoid messes like Columbia's where you have a high level of locals using the interstate to cut across town (driving considerably less than the highway traffic).

Rail

Considering the high cost of fuel and the anticipation of the point when fuel will/could run out should there be consideration of fist light rail transportation?

Could a train corridor centered between existing lanes be a solution by reducing truck numbers?

I have a suggestion to improve the traffic situation on I 70 between St. Louis and Kansas City. - - probably not feasible, but it COULD work !!!

Build an elevated train between the 2 lanes - (wouldn't have to buy any more land) - - - then have little electric 2 passenger "cars" plugged in at each stop for those getting off the train to have transportation - - then they would bring them back to the station when they get on the train to go on - - - think it would work?

Probably not, for people wouldn't use it - - - kind of like not using Amtrak enough. We're kind of like everybody else, as long as we have money for gas, we'll keep on driving it.

Thanks for listening.

Improve the rail system between St. Louis and Kansas City to carry more trucks (piggy back) and passengers.

Missouri must support rail instead of individual vehicle travel.

More freight should be moved by rail

Put rail service back on the Katy Trail

With unlimited funds I would like a light rail system between or to the side of the corridor.

Truck

How do you define "truck"?

Weigh Stations

Weigh stations need to be in center median area.

3-Design

Barriers

I'm curious to know why concrete barriers would be used. I assume the "guard rope" (which was put in place a few years ago) would not hold major trucks. If that "rope" could be used, I would prefer that.

Why not use it between the truck lanes instead of a concrete barrier? Car was barely damaged when I hit the guard cable but would have sustained significant damage had I been hitting a concrete wall

Construction

What construction specifications would change with this?

Median

I feel the space between trucking and passenger corridors is small - a barrier would be needed (cable, etc.)

4-Other

Construction Start

Build it as soon as you can.

Does this alternative make it more likely that construction will begin soon? I have property that would be impacted by the original plan. Do I make improvements? Do I sell it? I don't know what to do

How soon can it be constructed?

Needs as soon as can be built

Start tomorrow!

Funding

Against statewide 1-cent sales tax.

How much would the Federal share be for the construction?

I believe legislation enabling a toll road for this project would be a viable means to pay for this.

I find it very difficult to support any more MoDOT tax initiatives as long as the I-70/63 interchange is as it is. You have spent big money on it and it is still a mess. There is absolutely no excuse to have to stop to go from one major highway to another. Your engineers for the past 40 years have failed miserably in this regard. Traffic will never flow appropriately until this is remedied.

Thank you for allowing me to express my opinion

Increase truck taxes to offset the damage they do to the highways

Initiate with a toll road. Best way to fund, by all that use the road.

Needs to be political backbone to make this happen.

There are two reasons for a toll; it is fair and generates revenues to fund this endeavor and it would open the door for municipalities to also generate revenues by implementing a user fee that is not possible now. The municipalities struggle with their own transportation system because of a lack of revenues.

Tolls are OK but establish a sunset for the tolls once the project is paid for.

Funding

We need it now but how will it be funded to build?

What would it cost and what options are there for it to be funded?

Where is the money coming from? Preference for toll road with allowances/reduction for daily local traffic. 2nd choice - or in addition to above - bond money. If you try to get another tax passed right now - it "ain't gonna happen."

Meeting list

Please add me to the mailing list.

Misc

Not all truckers can read English signs.

Regulation

What prevents trucks from using the general purpose lanes?

What speed will the trucks be allowed to go?

Safety

Hire more state police to monitor our highways.

I love the guard cable. It's done wonders.

Random drug tests should be made on truck drivers.

Reduce maximum speed limits for trucks to make sure the roads are safe.

Reduce the state maximum speed limit to 55 mph saving fuel costs and thousands of lives and less wear and tear on the roads.

What can be done about trucking speed reduction and enforced driver rest periods?

Video

Concern about the number of billboards shown in video.