

## **Public comments on I-270 Corridor Study (via email and comment forms)**

### ***email***

To lessen bottleneck on 270 N/E at Lindbergh, extend the southbound Lindbergh "exit only" lane through to include the northbound Lindbergh exit. The southbound exit is rarely used and so this lane is underutilized. This short extension of the lane would help move cars exiting at northbound Lindbergh off of the main traffic lanes.

I-270 Study Feedback

I live along the 270 corridor in North County, and I wanted to provide feedback based on my observations of the roadways in the area. I have listed them below, but please feel free to contact me if you need any additional detail. I am also very willing to be involved in any way that I can. I personally enjoy living in North County and I want to see it develop in a positive manner moving forward.

#### 1. Ramps/Access Roads

a. All access roads need to be one way like off of 367. They are currently dangerous and scary, and it does not make sense considering the land is cleared already over most of the area to have one way access roads on each side of the highway. I know that businesses are resistant to this, but I also grew up in Texas and there is no issue with business development along their highways which all have access roads.

b. 170 northbound to 270 eastbound is always congested and is the start of the traffic backup on 270 and 170. This is because drivers are trying to get to the right lane to exit at New Florissant while drivers from 170 are trying to get to the left and into traffic. This is made worse because the 170 ramp has 2 lanes that merge to one from the right while exiting traffic is merging from the left. These two operations need to be separated out from each other because the center lane is ripe for sideswipes and causes drivers to slow greatly. Please look into moving the 270 to New Florissant exit up sooner to before the 170 interchange. This traffic would move onto a one way access road that intersects with New Florissant. The 170 northbound to 270 eastbound traffic would be the only merging traffic on that part of the highway, thus greatly reducing the amount that traffic would have to slow down. The 170 traffic that needs to access New Florissant could be merged onto the access road before meeting up with the interchange.

c. 270 and Lindbergh needs to be modified drastically. The clover leaf style interchange is dangerous because the ramps are too short when traffic is at full speed. It also limits business development around the interchange. Please look into the design that is at 270 and Olive for this interchange. I live just off of the Lindbergh south exit at 270. When coming from 270 eastbound to the Lindbergh exit

the traffic would be disproportionately taking a left turn to go north on Lindbergh. I would appreciate it if the southbound exit ramp remained a long exit ramp so that I do not have to wait on the traffic that would be turning north on Lindbergh to access Lindbergh south.

d. There are no pedestrian bridges or sidewalks to cross 270. I live south of 270 on Lindbergh and would like to be able to walk to Walgreens or Quick Trip just north of 270. Right now crossing the bridge is scary at best, and I drive instead of walking and getting exercise.

e. The traffic backup on Lindbergh Westbound is largely due to the left turn onto Lynn Haven. In this case the left turn is too close to the merge point and cars cannot get across traffic in time, thus backing up all the way onto the highway. If the Lindbergh and 270 exit were changed to the Olive style exit, then the exit ramp from 270 westbound should be separated from the highway sooner. Only 170 traffic could get onto this exit. 270 traffic should exit to an access road headed to Lindbergh before the 270 - 170 interchange. The bridge over Dunn road needs to go away, and Taylor Rd to Dunn road needs to become the official access road. Lynn Haven should only be accessible by taking the Taylor Rd access road, and there should be no left turns off of Lindbergh in that area.

f. West Florissant northbound to Dunn Road westbound is currently a yield left turn for part of the light cycle. The intersection is too long and too wide for this. Numerous people become trapped in the middle of the intersection, because to see past the blind spot, you have to pull into the middle of the intersection. If the light changes, you either have to run it or you are stuck in the middle.

2. St. Louis Driving Habits

a. St. Louis drivers do not know how to effectively merge because they are too concerned with cutting the line rather than reducing traffic overall. Whenever someone is merging onto 270 they brake as soon as they get to the start of the merge lane instead of matching the speed of traffic and merging when there is an opportunity. This leads to additional congestion. I have noticed that this is worse when the traffic has to get over to exit as traffic is trying to merge into traffic, such as 270 eastbound to 170 southbound interfering with the Lindbergh northbound to 270 eastbound ramp. One solution could be to separate the entrance ramp from the exit ramp in high traffic areas forcing drivers to only think about one thing at a time.

b. An example of where a combined ramp causes needless traffic is the 170 southbound to 64/40 eastbound ramp. The ramp goes all the way to Big Bend, giving drivers plenty of time to match the traffic before trying to merge left. However, traffic onto 170 southbound is routinely backed up for no reason because drivers do not know how to use the entire merge ramp. Either separating out the ramps, or a simple sign that instructs them to use the entire ramp, may help with this congestion. I see the Lindbergh/170/270 ramps as a similar situation.

3. Business Development

a. However the 270 - Lindbergh intersection is changed, please make it possible for commercial businesses to survive at the intersection. This is probably the most traversed intersection in North

County, and yet no commercial businesses can survive at the intersection because it is inaccessible. I would like for the tax base in the area to be able to increase based on effective commercial development as well as the industrial that already exists. Right now I have to go into other municipalities to shop, while people living in those municipalities drive by my area daily.

4. Maintaining my Neighborhood

a. However Lindbergh is modified or developed, please leave the interchange at Lindbergh and Utz as is. Right now cars headed east on Utz can only turn right. This prevents any cut through traffic because they will just have to u-turn on Lindbergh. If it is ever changed to allow a left turn into Lindbergh northbound, then Utz will become a cut through street which will devalue the neighborhood further. This is especially the case as the lot across Lindbergh from Utz is zoned Industrial/Commercial and I expect traffic in the area to increase.

5. Sound

a. Right now trucks airbrake around the curve between McDonnell and Lindbergh. My house is within a football field or two of the highway and it is very loud within my house. This will only get worse if the highway is widened, exits are changed, or the area becomes the China Hub. I am proposing sound walls be put into place around residential areas so that they do not lose value due to this. When 64/40 was widened, sound walls were introduced to the residential areas, and I hope that the same logic is applied for North County.

6. North Lindbergh

a. This is a separate subject, but North Lindbergh is entirely ineffective for moving people. There is no official highway access to this part of North County, so Lindbergh is a needed roadway. I would like to see it developed with 3 lanes in each direction and u-turns to access businesses only at the lights. Please research the development of El Camino Real in the Bay Area. I lived out there for 3 years and these roadways are very similar in nature. They are needed to move people, and they have a large amount of commercial development and activity along them. The model is 3 lanes in each direction, and limit u-turns to intersections with lights where traffic is more controlled. I intentionally did not move further into North County because I did not want to deal with North Lindbergh on a daily basis.

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***From April 14 public meeting***

- “Add at least one lane for the whole 12-mile stretch.”
- “New Florissant Road at 270. Replace wooden poles at stop lights and widen road.”
- “Lindbergh. Old style.”

- “Vibration mitigation, sound walls, sound insulated windows in residential units. Improve air quality.” 270 @ Dunn and Route 367.
- “Bridge congestion.” 270@ West Florissant.
- “Bad exits.” 270 @ New Halls Ferry.
- “Slippery when wet.” 270 @367.
- “Crash problems.” 270@ New Halls Ferry.
- “Old style.” 270@ Route 367 Interchange.
- “Add lane from I-170 to West Florissant.”
- “Ramp backs up every evening.” Westbound 270 @ Dunn/Lindbergh North.
- “Bad intersection at 67/Taylor.”
- “Use U-Turn to avoid backups.” Dunn, Lynn Haven, Taylor.
- “Traffic cheats in the aux.lane. Runs up exit only lane and cuts lanes.” EB 270 @ Lindbergh.
- “Dunn used as a cut-thru.” 270 @ McDonnell to Dunn/Lynn Haven.
- “NB I-270 exiting at McDonnell, backs up at evening rush.”
- “Crossing @ Waterford from Dunn to Pershall.”
- “Busy intersection at West Florissant is big mess to get through –sit at multiple signals.”
- “Improve access @367.”
- “Bike path from Howdershel/McDonnell or from Hanley to Lewis Clark.”
- “Southbound Old Halls Ferry needs additional left turn to I-270.”
- “Redesign intersection. Backs up.” 270 @ Halls Ferry.
- “These two ramps are really dangerous and I avoid at all costs.” Dunn Rd @West Florissant and Dunn Road at Halls Ferry “crossover” outer roads to 270.
- “High amount of crashes.” Dunn Road @270 near West Florissant.

***Comment Form***

- “Timing and money. Study is a waste of money and time. Stand on the bridge over 270 @Graham Road. What do you **not** understand other than that this is North County.”

- “1<sup>st</sup> Priority – Add a lane between 170 and West Florissant. 3<sup>rd</sup> Priority –Extend the added lanes from West Florissant to 367. 5<sup>th</sup> Priority – Re-work Dunn Road ramps to 270.
  
- “I’d like to see W. Flor & 270 as a single point interchange with the exit ramp and Pershall Road combined. I’d like to know more about the positives and negatives of one-way outer roads like 367. I’d like it to be less attractive to hold fundraising “toll roads” at West Florissant & Dunn Road. Maybe a combined ramp for 170, Florissant and Graham to cut down on merging slowdowns. “
  
- “My greatest concern is visibility on westbound 270 coming in from Illinois. The slight hills are just high enough to block our view of the traffic ahead of us – which sometimes has come to a dead stop. You can’t see this until you’ve reached the top of the hill and then it’s very dangerous to try to come to full stop so quickly. I believe these hills occur very soon after coming west off the Chain of Rocks bridge and again before the Washington-Elizabeth exit. I had a girlfriend killed in a rear-end collision near this exit for this very reason.”
  
- “Traffic at West Florissant and I-270. Consider using a diverging diamond at this West Florissant exit. Extend outer roads to Riverview and use one way outer roads. Same as 367.”
  
- “It should go all the way to the river with a new bridge. Traffic backups on north south bridges.”
  
- “Turn Dunn and Pershall to one-way outer roads and get rid of the on ramp to wb 270 between New Halls Ferry and West Florissant. This system should be between Lilac to Lindbergh. Intersection of Dunn/Washington needs to be redone. It’s the intersection I use a lot. The REAL issue is 4 miles east of 367 if IDOT would just wake up and face the music. My sister changed jobs last year to avoid

that segment. Dec. 8 2010 screwed over the whole metro east during a.m. peak. Any incident is at least a 5 mile backup.”

- “Certainly there is infrastructure that needs to be updated. I have to believe you are including the parallel feeder roads as you look at this. That access is awkward, but I don’t know what the alternative is. For all the good work that was done at 270/170, that is still the major jam maker. It really makes no sense to me that you see 367 as the state border! This should include what little is left to the river. If not now, there won’t be enough to consider in the future. This who stretch will be relevant as the China Hub at Mid-America takes off and downtown 70 is complicated with those emerging plans around the arch. You are that short-sighted here, really??”
  
- “67 @270 interchange. Similar to Dorsett. Make Lindbergh @270 a single point interchange. Widen 270 from McDonnell to 367. Add lanes east and west. Recommend turn arounds for item # 5,6,7,8,9,11. Similar to Lusher and Benham. One way Dunn and Pershall w/ turn-arounds. Safety is the priority. Make inspections. Report results then repair immediately. Bridge wk repair or replace bridge.
  
- “I’m a daily commuter for past 12 years and life-long resident of North County. Good job on changing the 170 ramps, it definitely helped. After many years of observation, the problem on eastbound 270 in the evening from Lindbergh to Elizabeth is there are too many lanes of traffic trying to merge in a short distance. 5 lanes of traffic merging within a ½ mile -1. Lindbergh, 2. Hanley, 3. 170.”
  
- “Yes, this corridor needs to be renovated. The slip ramps are so dangerous – poor design. Yes, the I-270/I-70 north/west interchange to St. Charles should be two lane ramp off of I-270 north to I-70 west to relieve congestion.”

- “Has there been a noise assessment conducted in our area? Have you actually come inside of residential units and measured the noise generated from the highway into our homes? When and where? What about the vibrations into our homes from highway traffic? How would this be addressed. Talk about air quality standards for areas near highways?”
  
- “All bridges that have traffic underneath them (Florissant Road, Halls Ferry and Bellefontaine) need to be constructed like 270 & Dorsett. 367 needs a better off ramp at 270. Old Halls Ferry bridges should be wider. The West Florissant bridge needs to have two extra lanes added (one to each direction) The 270 northbound off ramp at McDonnell is a mess at rush hour. A new wider bridge with 4 turning lanes is needed. Study all the area at the a.m. and p.m. rush you can get a feel for the problem.”
  
- “We are retired and most of our travel is not at rush hour. We have no specific recommendations at this time.”
  
- “My main concern is the impact this project may have on the Franz Gittemeier House (1067 Dunn) and the John B. Myer House (180 Dunn), each 150 years old.