

Summary Report

22 February 2022 - 07 June 2023

City of Columbia, MO

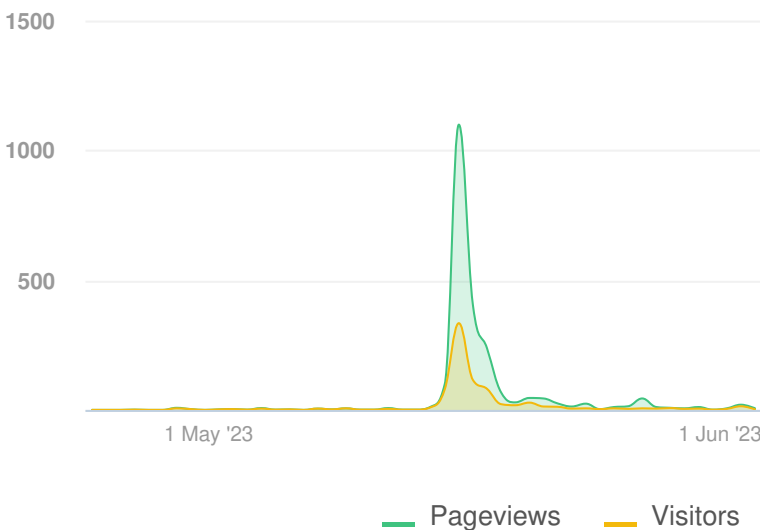
PROJECTS SELECTED: 1

Interstate 70/Highway 63 Interchange Enhancement Project

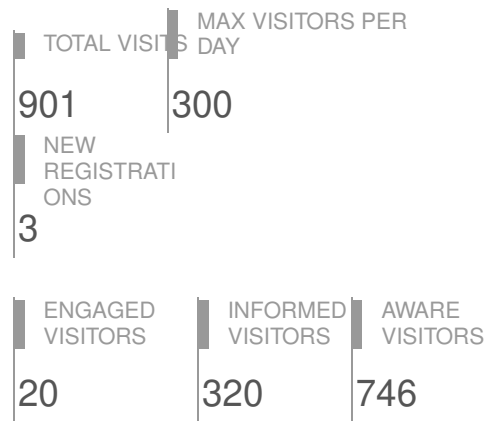
FULL LIST AT THE END OF THE REPORT



Visitors Summary



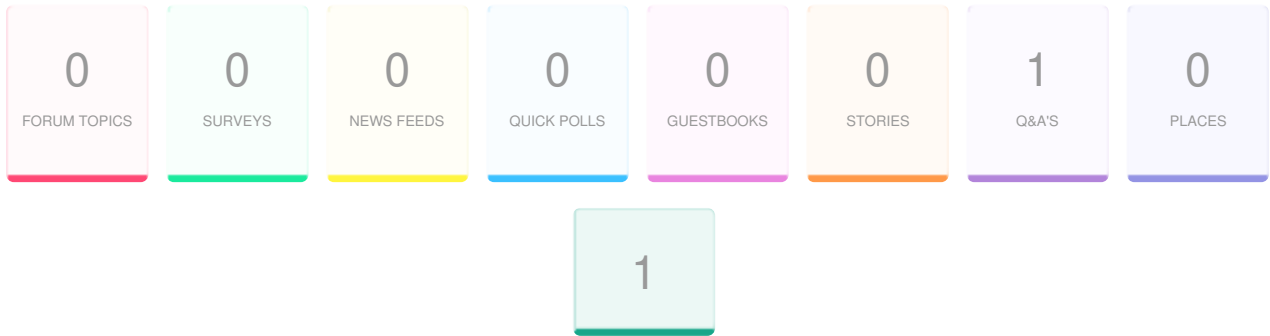
Highlights



PARTICIPANT SUMMARY

ENGAGED	20 ENGAGED PARTICIPANTS			(%)
INFORMED	Registered	Unverified	Anonymous	
	Contributed on Forums	0	0	0
	Participated in Surveys	0	0	0
	Contributed to Newsfeeds	0	0	0
AWARE	Participated in Quick Polls	0	0	0
	Posted on Guestbooks	0	0	0
	Contributed to Stories	0	0	0
	Asked Questions	1	2	0
	Placed Pins on Places	0	0	0
	Contributed to Ideas	17	0	0
<i>* A single engaged participant can perform multiple actions</i>			<i>* Calculated as a percentage of total visits to the Project</i>	
Interstate 70/Highway 63 Int... 20 (2.7%)				
ENGAGED	320 INFORMED PARTICIPANTS			(%)
INFORMED	Participants			
	Viewed a video	0		
	Viewed a photo	0		
	Downloaded a document	187		
AWARE	Visited the Key Dates page	15		
	Visited an FAQ list Page	0		
	Visited Instagram Page	0		
	Visited Multiple Project Pages	288		
	Contributed to a tool (engaged)	20		
<i>* A single informed participant can perform multiple actions</i>			<i>* Calculated as a percentage of total visits to the Project</i>	
Interstate 70/Highway 63 Int... 320 (42.9%)				
ENGAGED	746 AWARE PARTICIPANTS			
INFORMED	Participants			
	Visited at least one Page	746		
AWARE	<i>* Aware user could have also performed an Informed or Engaged Action</i>			<i>* Total list of unique visitors to the project</i>
	Interstate 70/Highway 63 Int... 746			

ENGAGEMENT TOOLS SUMMARY



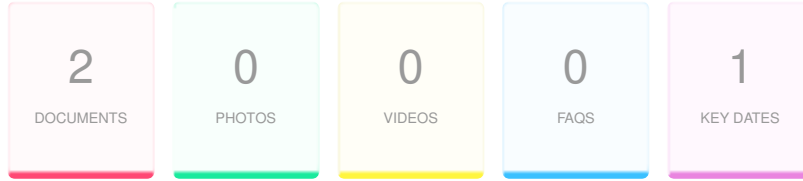
Q & A SUMMARY	
1	Q&As
3	Contributors
3	Questions

TOP 3 Q & A BASED ON CONTRIBUTORS
<p>3</p> <p>Contributors to</p> <hr style="width: 20%; margin: 0 auto;"/> <p>Questions</p>

IDEAS SUMMARY	
1	Ideas
17	Contributors
24	Contributions

TOP 3 IDEAS BASED ON CONTRIBUTORS
<p>17</p> <p>Contributed to</p> <hr style="width: 20%; margin: 0 auto;"/> <p>Ideas</p>

INFORMATION WIDGET SUMMARY



DOCUMENTS	
2	Documents
187	Visitors
204	Downloads

TOP 3 DOCUMENTS BASED ON DOWNLOADS	
192 Downloads deleted_document	12 Downloads I-70 and Highway 63 Interchange Enhancements, May 23, 2023

KEY DATES	
1	Key Dates
15	Visitors
19	Views

TOP 3 KEY DATES BASED ON VIEWS	
19 Views Interstate 70/Highway 63 Interchange Enhancement Project	

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
www.google.com	141
www.komu.com	61
www.como.gov	34
android-app	29
www.columbiatribune.com	29
www.msn.com	15
lm.facebook.com	6
l.facebook.com	5
www.bing.com	5
m.facebook.com	4
mail.google.com	4
duckduckgo.com	3
url3b.mailanyone.net	3
www.columbiamissourian.com	3
www.peacekeeperhq.com	2

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Interstate 70/Highway 63 Interchange Enhancement Project	746	320	20

tgull

20 days ago

I also wonder why there is no flyover or cloverleaf allowing access to I-70 both eastbound and westbound from 63 northbound

Traffic headed north on 63 needs easy (no stoplight) access to 70 in both directions. Same from 63SB would be nice, but less traffic than from 63NB. A cloverleaf would solve vehicular access but must also still consider bicycle and pedestrian routes and safety. I do like the attention to aesthetics, since as a long-distance traveler I am far more likely to exit someplace that looks nice for food or gas than I am to exit at something that looks like an industrial area or a traffic snarl (like the current interchange). I prefer the contemporary designs proposed, but either would be a vast improvement over existing.

ewobbel

21 days ago

Enhancements should benefit all Users

The 63/70 interchange is the gateway to our city and there is no second chance for a first impression. The esthetic improvements should be not only attractive, but also easy to maintain and improve functionality for all traffic users. For example, attractive fencing could separate pedestrian traffic from vehicles. Differently colored concrete or pavers could help delineate traffic and slow vehicle speeds. Ideally, non-motirized traffic should be completely separated from the SPUI on its own bridge from Keene Street to Clark Lane. Second option is to provide non-motorized crossings across all four legs of the intersection separated by enhancements.

jfmuggs

18 days ago

highway 63-I70 interchange

Jfmuggs

18 days ago

Mdot and Columbia can't keeps lines painted on the highways, repair fencing along I70 , repair pot holes , stop the trash piling up around the intersection , and stop Highway 63 from being an extension of the Columbia land fill yet there is money to make the intersection "pretty". I guess the homeless people will feel better having a nice place to drop their trash. Who is going to pay and take care of the new "pretty" things ?

Krjohnson

22 days ago

Conley to Connector

When you turn left from Conley to the connector, the 3 lanes would be easier to navigate if the left lane went directly to the I-70W turn lane, the middle to drive straight onto 63, and the 3rd right lane to drive straight or merge to I-70E. The way it is set up now causes mixed lanes and fender benders.

Bob.overmann

22 days ago

Cancel This Project and Repurpose Funds

Highway interchange development should not be a priority of the City of Columbia. Let's redirect these resources toward sustainable transportation (bike lanes, sidewalks, city bus) and health/human services. Taxpayer funds should be spent on improving our quality of life.

Mikesy

22 days ago (reply to comment below)

@Lkhoward16 the post clearly states that MODot is only funding the construction of the functional transportation portion of the project, but \$2 million for aesthetic enhancements have to be paid by others. The City is one of several entities listed that are working on that, so Bob's got a legit point-- though not to cancel the project as a whole. The question is how much of a facelift should taxpayers be paying for once MODot finishes primary construction.

Lkhoward16

22 days ago (reply to Bob.overmann's comment)

The post clearly states that the funds are coming from MODot, not the city. Also, this interchange is hot garbage for anyone who has to go through it for their commute, it needs to be addressed, as it is a major intersection for travel within our state.

Aeh002

22 days ago

Cloverleaf Interchange

The only long term solution for this interchange is a cloverleaf. Until one can merge from 63 in all directions to 70 in all directions and vice versa, this problem will just continue to grow as the population of central Missouri grows. Also it seems like landscaping for pedestrians is a waste. This is not a neighborhood street and walking traffic should be discouraged as there have been several pedestrian deaths in the area.

Sedietsch

21 days ago (reply to Aeh002's comment above)

I agree. Finding a way to allow highway thru-traffic to/from I-70 and 63 to be separated from those accessing the city streets would be ideal, and a cloverleaf configuration may be best. I suspect a cloverleaf configuration would require the state to acquire more property and potentially require demolition of some existing commercial structures, although an elevated bypass may require less disruption of current adjacent real estate. Still, it is not wise fiscally, environmentally, or transportation-wise to only partially address this dilemma.

cccjim

22 days ago

A cloverleaf is the only worthwhile improvement. 63 NB/SB should access 70 EB/WB without stopping.

SarahTheCoder

21 days ago

Aesthetics matter

I'm glad aesthetics are part of the consideration - making it match the existing community, enjoyable to use. Though I can't tell a diff b/t contemporary/traditional options.

roses

22 days ago

Aesthetics matter

I like some of the ideas and just wanted to say that aesthetics are very important. They are often the first thing to go due to budgets, but I think that is wrong. We want to live in a beautiful town with a beautiful gateway as people come to our city sometimes for the first time. Landscaping, design, beauty should be values we aren't willing to compromise on!

BB

22 days ago

Why no direct connect from SB 63 to WB 70 as shown in the original EIS? That still sends all those movements through the connector. Eliminate the left hand exit to Bus Loop. Follow the EIS with new exit at Heriford Dr and CD system. Better long term solution.

David

21 days ago

When building new highways or making improvements to existing highways consideration to installing sound barriers should be a top priority

Mikesy

22 days ago

Restrict enhancements to functional complements (lighting, railings, environmental services of landscaping, etc.)

The landscape design proposals have some added environmental benefits in terms of water (runoff) retention, carbon capture, etc., so putting in attractive AND FUNCTIONAL landscaping makes sense. Just be sure it doesn't create line of sight obstructions. Pavers to clearly delineate pedestrian and cyclist paths are good, and more decorative-style lighting is probably not that much of an upgrade from standard lighting poles. There is no need for purely decorative lighting (e.g., the light box features on the end piers), the roadway signage (there will already be highway signs for the exit, so who needs to see redundant roadway signs?), or textured retaining walls through the underpasses.

DLPDLP

3 days ago

Sound barrier walls need to be placed on the south side of I-70. No question. And establish a "no jake braking/hammer braking ordinance!"

No more "hammer braking". Please. All other towns have this ordinance. Why was it enacted a couple years ago?

Comocello

3 days ago

Separate pedestrian crossings of I-70 and US-63 from connector

MODOT STIP projects and the MODOT Engineering Policy Guide require use of the SAFER tool. There is no evidence that the use of this tool has been addressed in the project scope and the design presented to the public in May 2023. The project scope must include opportunities for public comment on pedestrian safety and concerns for Vulnerable Roadway Users. The current intersection design does not adequately address concerns for Vulnerable Roadway Users. The design must include safe pedestrian crossings of I-70 both east and west of the connector and US-63 north and south of the connector and separated from the connector. The design of these crossings should incorporate plans to connect to the Hinkson Creek trail and pedestrian access to shopping areas in the Clark Lane and Conley Road areas.