



Key Findings:

- There is general support from a range of stakeholders for lanes specially designed and constructed for trucks as a strategy for improving safety and mobility.
- There are concerns related to funding, design and operation of dedicated truck lanes on Interstate 70.

Perceived Value of Dedicated Truck Lanes

The qualitative findings regarding the potential for dedicated truck lanes were gathered through phone and face-to-face interviews with a broad range of stakeholders, including in part:

- Chambers of Commerce
- Economic Development Agencies
- Elected Officials
- Emergency Responders
- Environmental Groups
- Manufacturers
- Planning Organizations
- Tourism Interests

Stakeholders throughout the I-70 Corridor saw several potential benefits offered by the use of dedicated truck lanes, including creating opportunities for:

- Improving safety and mobility for cars and trucks;
- Fixing specific bottlenecks while making corridor improvements;
- Increasing freight movement efficiencies; and
- Expanding supply-chain employment and productivity.

Additionally, respondents throughout the corridor generally spoke favorably on the ability of the departments of transportation in each state to plan for and deliver on transportation improvements.

Questions about Truck Lanes Remain

Although highway users saw real appeal in having passenger cars in separate lanes from those used by large trucks traveling long distance, stakeholders had many questions about how dedicated truck lanes would become a reality, including:

- What is the likely cost of designing and building the lanes?
- How will the lanes' construction and maintenance be funded?
- What impact, if any, will dedicated truck lanes have on highway right of way?

- How will the lanes operate through urban areas?
- How will the lanes operate at selected interchanges when truck and car traffic merge?



Some stakeholders expressed concerns about how truck lanes would impact traffic flows in urban areas.

Key Findings and Dedicated Truck Lanes

Based on interviews and interactions with stakeholders, the study team determined that I-70 users and planners consider dedicated truck lanes a potentially useful strategy for responding to the highway's age, congestion and safety concerns **if**:

- Benefits of improvements outweigh the costs;
- Truck lanes support multi-modal options;
- The design helps create reliable connections to regional markets;
- The design minimizes negative impacts to urban areas; and
- Appropriate funding can be identified.

This document summarizes one of 12 technical appendices prepared for the first phase (of two) for the I-70 Dedicated Truck Lane Feasibility Study. The study is part of the U.S. Department of Transportation's Corridors of the Future Program, which provided matching funds to Indiana, Missouri, Ohio and Illinois DOTs to evaluate the business case (need, cost, risk, financing and practicality) for dedicated truck lanes on I-70. The 800-mile study area includes I-70 from just east of Kansas City, Missouri, east through Illinois and Indiana to Ohio's eastern state line.