

Appendix D.6 Public Meeting Summaries

Public Involvement Period #1 Summary

The first public involvement period ran from March 12 to June 10, 2012. The Study Team used a number of approaches to reach the public including a Listening Post, Community Connection Team meetings, Mobile Meetings, and MindMixer. A summary of the comment the Study Team received at each public involvement method is described in the following paragraphs.

A **Listening Post** was held Tuesday, April 17 at the Gregg/Klice Community Center located at 1600 John "Buck" O'Neil Way from 3:30 pm to 7:00 pm. The meeting drew 20 people and the following comments and concerns were expressed:

- **What kind of impact would you like I-70 improvements to have on your business?**
 - To keep traffic flowing safely.
- **What kind of impact would you like I-70 improvements to have on your neighborhood?**
 - Create more small businesses around entrances and exits, or, somewhere near recreation areas.
- **What kind of impact would you like I-70 improvements to have on the natural and community resources (parks, churches, recreation centers) near you?**
 - Blending with the environment.
- **What kind of impact would you like I-70 improvements to have on your commute?**
 - Quick, from point A to B.
- **What kind of impact would you like I-70 improvements to have on truck traffic?**
 - Designated lanes.
- **What kind of impact would you like I-70 improvements to have on land use and development in the study area?**
 - Create more small businesses around entrances and exits, or somewhere near recreation areas.
- **What kind of impact would you like I-70 improvements to have on safety in the study?**
 - Fencing and divider cables.

In addition, there were comments regarding the following:

- Improving incident management
- High speeds at the I-435 curves
- Noise and vibration issues from trucks at the Jackson Avenue curve
- Other issues with truck traffic
- Short entrance at Van Brunt Boulevard – Accidents
- Trees as a noise buffer
- Safe places for police to park/patrol plus improved shoulders and signage for emergencies and vehicle breakdowns



- I-435 construction has improved traffic flow
- Buses on the shoulders are a bad idea if shoulders aren't improved
- Downtown loop needs improvement

The study's **Community Connections Team (CCT)** presented information about the I-70 Second Tier EIS at two venues during the public involvement period: Blue Valley Neighborhood Association and Westside Neighborhood Association. In all, about 17 people had the opportunity to comment and ask questions regarding the study. The Community Connections Team comments that were received related to:

- Concern for lights and billboards
- Planting more trees and flowers
- Air quality and associated health issues
- Suggestions for Community Advisory Group "health" representative
- Stormwater runoff
- Better signage at Blue Ridge Cutoff
- Safety issues at the intersection of 35th and Van Brunt Boulevard and the curves at Benton Boulevard and Jackson Avenue
- Questions about widening I-435, Manchester Bridge closure, and Highway 40/31st Street improvements
- Maintaining neighborhood access to I-70

One **Mobile Meeting** was held during the public involvement period at the Wild Woody's Happy Foods grocery store; a second was held at the Lucile H. Bluford Branch of the Kansas City Public Library. The meetings attracted 58 people with comments related to the following:

- Widening the highway
- Cleaner, safer environment
- Less back-to-back traffic
- On-ramp, off-ramp, more clover leaves
- Ramp meters requested at interchanges
- Removing the curves on I-70
- Improving I-70 at 31st Street
- Rocky pavement on I-70 at the Benton Boulevard curve and at I-670
- Easy access
- Trails in parks
- Bus service
- A billboard for announcements, signage
- HOV lanes, commercial lanes, bus on shoulder
- Emergency lanes and telephones
- Growth in commercial, service, and residential development
- Landscaping –Flowers, plants, trees
- Short ramps – Impact ability to merge

Government Relations – There were no Government Relations meetings held during the first round of public involvement. Government Relations meetings began shortly after the first round of public involvement.

Like the listening posts, CCT meetings, and mobile meetings, the **MindMixer** site offered a series of questions about the study. An outline of the ideas received for each topic is included below.

- **What do you think about I-70 in Kansas City?**
 - It's a key corridor for business and our regional economy – 9 votes
 - It carries a lot of traffic – 7 votes
 - It's a gateway to the city – 4 votes
 - It needs to be improved and beautified – 4 votes
- **What kinds of I-70 improvements are most important to you?**
 - Reduced congestion – 17 votes
 - Safety – 7 votes
 - Maintenance/condition – 3 votes
 - Goods movement/freight – 3 votes
 - Access across I-70 – 2 votes
- **What is the most congested area along I-70?**
 - Extend the additional lane from Blue Ridge Cutoff to the Sterling Avenue exit
 - New rush hour Sterling Avenue bottleneck
 - Add more lanes
 - Interchange upgrade
 - Stop this project and focus on the downtown loop
 - Congestion at 18th Street and the Benton Boulevard curve
 - Improve the lane layouts for better flow of through-traffic
 - Improve 31st Street to freeway-grade
 - I-70/Blue Ridge Cutoff
- **How has truck traffic impacted your drive along I-70?**
 - No trucks on I-70 inside the KC loop
 - Designated truck lane
 - Truck restricted lanes
 - No trucks in left lane
- **What modes of transportation should be supported along and near I-70?**
 - High speed rail
 - Transit
 - HOV lanes
 - Automobile
 - Move I-70 from the center of the city
 - Overhead monorail

- Bike
 - Pedestrian
 - Rapid transportation system
- **NEIGHBORHOOD: What impact would you like I-70 improvements to have on your neighborhood?**
 - Sound walls
 - Be a good neighbor
- **COMMUNITY RESOURCES: What impact would you like I-70 improvements to have on community resources?**
 - No comments.
- **COMMUTE: What impact would you like I-70 improvements to have on your commute?**
 - Improvements would make my commute worse
- **TRUCK TRAFFIC: What impact would you like I-70 improvements to have on truck traffic?**
 - Reduce grades for reduced noise
- **DEVELOPMENT: What impact would you like I-70 improvements to have on development in the study area?**
 - Urban core redevelopment/restoration
- **SAFETY: What impact would you like I-70 improvements to have on safety in the study area?**
 - Pedestrian crossings
 - Emergency call boxes
 - Lower traffic speeds
- **BUSINESS: What impact would you like I-70 improvements to have on your business?**
 - No comments.

Public Involvement Period #2 Summary

The second public involvement period ran from July 15 to August 17, 2012. The Study Team used a number of approaches to reach the public including a Listening Post, Community Connection Team meetings, Mobile Meetings, Government Relations Meetings and MindMixer. A summary of the comment the Study Team received at each public outreach methods is described in the following paragraphs.

A **Listening Post** was held Thursday July 26 at the Pioneer Community College located at 18th Street and Benton Boulevard from 4:00 pm to 6:00 pm. The meeting drew 12 people and the following comments and concerns were expressed:

- **Which alternative do you like the most? Why?**
 - A little of all of them.
 - Need more information.
 - Alternative 4.
- **Which alternative do you like the least? Why?**
 - Alternative 10. This will confuse people because we already have wrecks on I-70, and this would make it worse.
 - Need more information; I will give a comment in the future.
 - Alternative 1.
- **Which alternatives should be explored further?**
 - Auxiliary lanes; consolidate 40th & Manchester; make Raytown Road (Pizza Hut) off ramp for Eastbound I-70.
 - Any plan that will impact Galilee Missionary Baptist Church and my home at 1930 Monroe, KCMO.
 - Alternative 3
- **Which alternatives should be eliminated?**
 - Alternative 10.
 - Need more information. Need to bring in the new home association at Jackson and 18th Street.
 - Alternative 10.

In addition, a comment concerning the potential removal of the Benton Boulevard since it is a part of the KCMO Parks Department Boulevard system which may have Section 4(f) status.



Community Connections Team presented information about the I-70 Second Tier EIS at five venues during the public involvement period including: Washington Wheatley Neighborhood Association, MARC TTPC, MARC Transit Committee and the Kansas City Third District meeting. In all, about 120 people had the opportunity to comment and ask questions regarding the study. The Community Connections Team comments received were related to:

- Truck volumes too high
- Bus on shoulder is a good idea
- Access Management
- Flexible work schedules like the concept
- Ramp Metering would be a positive
- Access across I-70 needs to be improved
- 23rd Street Bridge needs to be replaced
- Turn radii at The Paseo and Truman Road eastbound on-ramps
- Short on-/off-ramps should be lengthened
- 18th Street ramp/interchange needs to be closed, short on-ramp to WB I-70

Two **Mobile Meetings** were held during the public involvement period at the WalMart in the Blue Ridge Crossing shopping center and at the Museums at 18th and Vine. These meeting attracted 24 people with the following comments:

- Jackson Curve/the curves congestion point and dangerous
- Weave two lanes to get from east side of loop to Prospect
- Tight loop ramps at US 40
- Likes the car pool lanes idea
- Likes Alternative 4 Other Transportation Modes
- Does not like C-D road at Blue Ridge
- Likes Alternative 11 Frontage and Parallel Roads
- Short ramps
- Reduce the number of vehicles (reduce carbon footprint)
- Likes Ramp metering
- Likes the flexible work schedules
- Coordinate with KCMO parks dept. regarding Benton Blvd removal
- Right of way needs for improvements

Government Relations - Since June 21, MoDOT has met with 14 city, county and state elected officials and staff regarding the I-70 Second Tier EIS. Their common, major questions regarding the corridor and this study include:

- Making sure that the community is engaged as appropriate in the public decision-making portion of the study
- Maintaining connectivity within neighborhoods and between neighborhoods and business and cultural centers
- The location and type of proposed access points and changes

MindMixer offered topic questions to begin conversations on related topics. These topic areas help begin the discussion about the issues and potential improvements on I-70. The MindMixer comments are summarized below.

The public recognized elements of the five goals outlined in the purpose and need. The public commented that congestion was an issue, safety should be improved, maintenance issues exist, goods movement is heavy, and suggestions for improving access across I-70.

There were a number of general comments throughout the MindMixer discussions as listed below.

- Move people out of their cars
- No more lanes
- More lanes
- Sound walls are good noise mitigation
- Aesthetics need improving
- Widen shoulders
- Designated lane for trucks

MindMixer also offered a voting exercise for each of the 12 Initial Alternatives with four options valued from one to four points. The voting results and comment summaries include:

48 points - Alternative 4 Other Transportation Modes

- Access across for bikes and pedestrians
- If widening to 8 lanes, HOV lanes would be nice
- Prefer HOV lanes in place of capacity
- High speed rail parallel to I-70
- Suggest a commuter rail station at the Truman Sports Complex

42 points - Alternative 10 Reversible Lanes

- Consider expanding to 8 lanes instead
- Would be great in most areas during rush hour, however near downtown rush hour traffic is in both directions
- Would like to see between I-435 and I-470

28 points - Alternative 5 Geometric Improvements

- Need to improve the curves
- Straighten as best as possible to decrease crashes and improve aesthetics
- All ramps need to be lengthened
- Lane drops at The Paseo and Woodland eastbound forces I-670 traffic to merge two lanes
- Reduce grade near 27th Street for trucks
- Extend I-435 ramps to eastbound I-70

25 points - Alternative 6 Interchange Consolidation

- Likes consolidation to have fewer on/off ramps
- Do not close Manchester Interchange
- Too many access points

25 points - Alternative 7 One Interchange per Zone

- Not bad, does little for congestion/curves
- Make transit only ramps with any ramps removed
- Do not close Manchester Interchange
- Too many access points

18 points - Alternative 12 Consolidate Interchanges and New Truman Interchange

- Need to address the curves
- Do not close Manchester Interchange
- Too many access points

17 points - Alternative 3 Transportation Demand Management (TDM)

- These ideas are not cost effective
- Toll Single Occupancy Vehicles

16 points - Alternative 2 Transportation System Management (TSM)

- Will not solve congestion issues
- HOV/Bus/car pool lane
- Likes the ramp metering idea
- Need taller Jersey barriers
- Add emergency call boxes
- Too many trucks (force them around I-435)
- Like no trucks in left lane
- Dedicated downtown express lane from Van Brunt (no access)
- Encourage slower speeds

12 points - Alternative 11 Improve Frontage Roads/ Parallel Roadways

- Does not address congestion
- Do not like mid-interchange ramps like U.S. 71 in Grandview and Dallas, Texas
- Frontage roads like Texas
- More options/parallel routes
- Make 31st Street a freeway from US 40 to US 71
- No frontage roads, Kansas City has a grid system to accommodate traffic

8 points - Alternative 9 Zonal Collector Distributor System

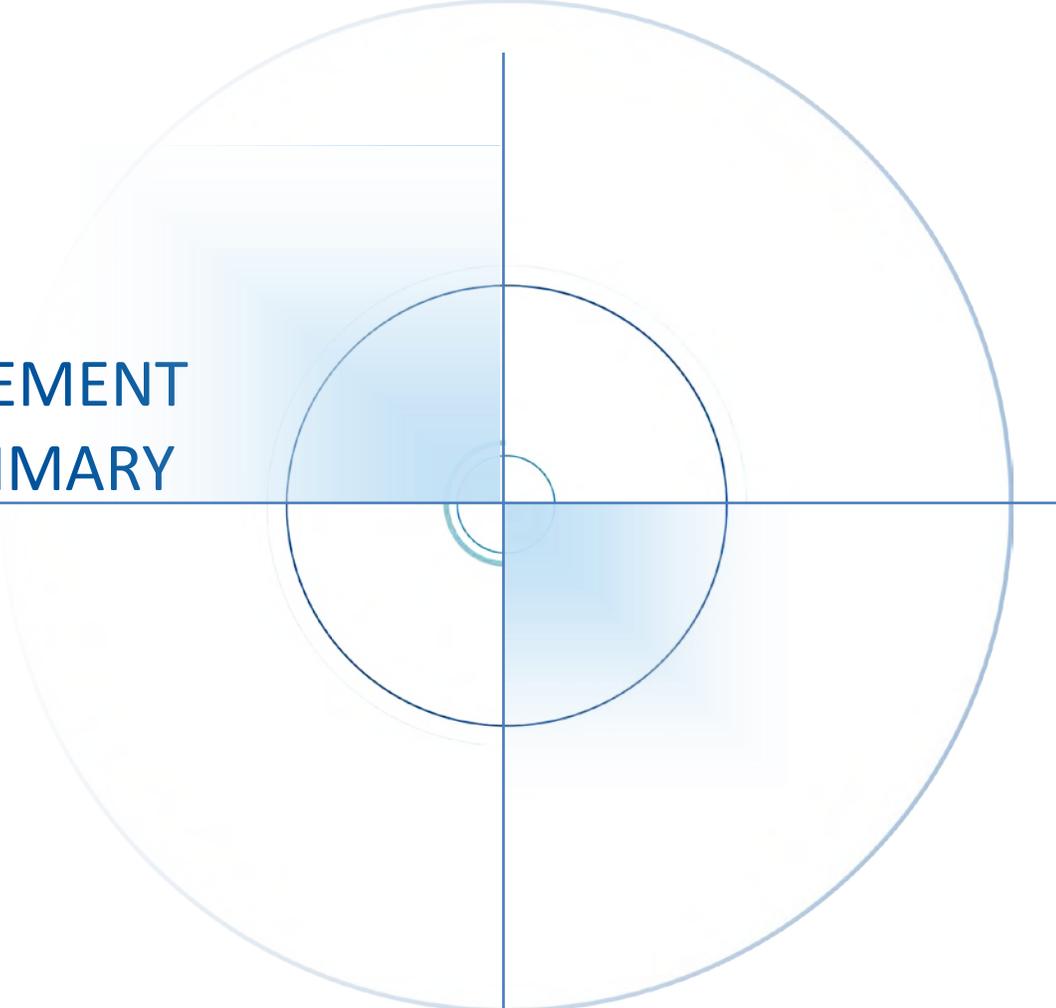
- Not a bad solution, misses improvements to congestion/curves

8 points - Alternative 8 Collector Distributor System

- If it takes a lot of land, just build 8 lanes and straighten

8 points - Alternative 1 No-Build

- This will be done regardless of the alternative selected
- Maintain/replace 23rd and 27th Street bridges



**PUBLIC INVOLVEMENT
PERIOD #3 SUMMARY**

**I-70 Second Tier
Environmental Impact
Statement**

Prepared for
*Missouri Department of
Transportation*

May 31, 2013

**CDM
Smith**

Table of Contents

Section 1 Public Involvement Round 3 Summary	1-1
Overview	1-1
Summary of Comments	1-3
Section 2 Mobile Meetings	2-1
Overview	2-1
Handouts and Exhibits.....	2-2
Comments from Meeting Participants	2-2
Section 3 Community Connections Team Meetings	3-1
Blue Valley Industrial Association.....	3-1
Kansas City Transportation and Infrastructure Committee	3-3
Jackson County Legislature (broadcast on public access television).....	3-4
Truman Plaza Area Implementation Committee	3-6
Pendelton Heights Neighborhood Council.....	3-7
Independence Plaza Neighborhood Council	3-9
Washington Wheatley Neighborhood Association.....	3-10
Scarritt-Renaissance Neighborhood Association.....	3-11
Northeast Kansas City Chamber of Commerce	3-13
Kansas City Police Department.....	3-15
United States Postal Service Distribution Facility	3-16
St. Stephens Baptist Church.....	3-19
Section 4 Elected Official Meetings	4-1
Overview	4-1
February 8, 2013	4-1
February 15, 2013	4-3
March 15, 2013	4-4
March 22, 2013	4-5
March 29, 2013	4-6
Section 5 Mind Mixer	5-1
Initial Alternatives	5-1
Alternative 4: Other Transportation Modes	5-1
Alternative 10: Reversible Lanes using the Existing Lanes	5-1
Alternative 5: Geometric Improvements	5-2
Alternative 6: Interchange Consolidations.....	5-3
Alternative 7: One Interchange per Zone.....	5-3
Alternative 3: Travel Demand Management (TDM).....	5-4
Alternative 2: Transportation System management (TSM)	5-4
Alternative 12: Rebuild Truman Rd Interchange & Consolidate Interchanges	5-5
Alternative 11: Improve Frontage Roads/Arterials & Parallel Roads	5-5
Alternative 1: No-Build	5-6
Alternative 8: Collector-Distributor System.....	5-7
Alternative 9: Zonal Collector-Distributor System	5-7
Alternatives Under Construction	5-9

What kinds of I-70 improvements are most important to you?5-11

What do you think about I-70 in Kansas?5-14

What modes of transportation should be supported along and near I-70?.....5-15

What is your biggest safety concern with I-70?5-19

What is the most congested area along I-70?.....5-23

Other Comments5-28

Reasonable Alternatives5-35

 Alternative 5: Geometric Improvements5-35

 Alternative 9: Zonal Collector-Distributor System5-35

 Alternative 12: Rebuild Truman Rd. Interchange & Consolidate Interchanges5-35

 Alternative 1: No-Build5-36

Other Comments5-37

What impact would you like I-70 improvements to have on your neighborhood?5-40

How has truck traffic impacted your drive along I-70?5-42

What impact would you like I-70 improvements to have on your commute?5-44

What impact would you like I-70 improvements to have on truck traffic?5-45

What impact would you like I-70 improvements to have on development in the study area?5-46

What impact would you like I-70 improvements to have on safety in the study area?5-47

Memorandum

Date: April 2013
Subject: Public Involvement Round 3 Summary

Overview

The third public involvement period was conducted from January 8 to March 8, 2013. The purpose of this public involvement period was to gather public input about the improvement alternatives under consideration for the Second Tier EIS, which include the No-Build, Geometric Improvements, and Interchange Consolidations Alternatives. The Study Team used a number of methods to reach the public including Mobile Meetings, Community Connections Team Meetings, Government Relations Briefings, and Online Town Hall Meeting (MindMixer).

A series of four Mobile Meetings were held with a total of 47 people attending. The four mobile meetings held were:

- Friday, February 1, 2013 from 10 a.m. to 12 p.m. at The Museums at 18th and Vine (1616 E. 18th Street) in Kansas City during the museum's story hour for children
- Wednesday, February 6, 2013 from 11:30 a.m. to 1:30 p.m. at the Metropolitan Community Colleges – Pioneer Campus (2700 E. 18th Street) in Kansas City during Job Club
- Tuesday, February 12, 2013 from 11 a.m. to 1:00 p.m. at St. Paul School of Theology (5123 E. Truman Road) in Kansas City during the campus lunch break
- Tuesday, February 19 from 4:30 to 6:30 p.m. at the Linwood Family YMCA (3800 E. Linwood Boulevard) in Kansas City

A fifth Mobile Meeting was scheduled for Thursday, February 21 from 8 a.m. to 10 a.m. at the Kansas City VA Medical Center (4801 Linwood Boulevard) in Kansas City; however, it was cancelled due to inclement weather.

A total of 12 Community Connections Team Meetings were held. Between eight and 50 people attended each meeting. These were conducted:

- Tuesday, January 8, 2013 at the Blue Valley Industrial Association
- Thursday, February 7, 2013 at the Kansas City Transportation and Infrastructure Committee (broadcast on public access television)
- Monday, February 11, 2013 at the Jackson County Legislature (broadcast on public access television).
- Monday, February 11, 2013 at the Truman Plaza Area Plan Implementation Committee
- Tuesday, February 12, 2013 at Pendleton Heights Neighborhood Association
- Tuesday, February 12, 2013 at the Independence Plaza Neighborhood Council
- Monday, February 18, 2013 at the Washington Wheatley Neighborhood Association

Memorandum

- Monday, March 4, 2013 at the Scarritt-Renaissance Neighborhood Association
- Tuesday, March 5, 2013 at the Northeast Kansas City Chamber of Commerce
- Thursday, March 14, 2013 at the Kansas City Police Department
- Tuesday, March 19, 2013 at the United States Postal Service Distribution Facility
- Thursday, March 28, 2013 at the St. Stephens Baptist Church

Several Government Relations Briefings were held during the third round of public involvement. Elected officials briefings included the following:

U.S. Congress

- Corey Dillion from U.S. Senator McCaskill's office

Missouri General Assembly

- Senator Paul LeVota
- Representative Tom McDonald
- Representative Randy Dunn
- Representative John Rizzo
- Representative Mike Cierpiot

Jackson County Legislature

- Theresa Garza Ruiz
- Crystal Williams

Kansas City City Council

- Jermaine Reed
- Melba Curls
- Dick Davis
- Jan Marcason
- Jim Glover

In addition, briefing packets were mailed to Jackson County Legislature members Fred Arbanas, Scott Burnett, James D. Tindall, Sr., and Dennis Waits and Kansas City City Council member Russ Johnson who were unable to attend their respective briefings.

On MindMixer from January 25 through March 8, 184 active participants generated 16 comments regarding the three alternatives.

Memorandum

Summary of Comments

The following bullet points provide a summary of the comments and concerns heard during the third round of public involvement. They are sorted by location with general comments at the end.

Brooklyn Avenue

- Brooklyn Avenue is an underutilized interchange and it is understood why it is proposed to be closed.
- Closing the Brooklyn Avenue interchange will negatively impact the businesses at 12th Street and Brooklyn Avenue, including Gates Barbeque and Arthur Bryant's Barbeque.

Benton Boulevard/Truman Road/18th Street

- The Benton Curve needs improvements made to its geometrics and if closing the Benton Boulevard on-ramp would allow those improvements to be made than it is understood why it needs to be closed.
- Northeast neighborhoods oppose the closure of the Benton Boulevard on-ramp.
- Closing the Truman Road and 18th Street interchanges could impact the Post Office distribution facility, particularly trucks going to and leaving the facility that need to access I-70. The closure of the 18th Street interchange would require the re-routing of trucks. Currently, 1,000 trucks are being brought to the facility each day and this number is continuing to increase. The railroad bridge over Truman Road is a vertical clearance issue for the trucks and thus they currently utilize 18th Street.
- Closing the Benton Boulevard, Truman Road, and 18th Street interchanges would greatly increase the distance between the remaining interchanges causing motorists to travel greater distances to enter and exit the interstate.
- The closure of the Truman Road and 27th Street interchanges would limit access to these key corridors. Motorists traveling to and from Independence use these corridors frequently.
- Closing the Benton Boulevard, Truman Road, and 18th Street, interchanges would increase traffic significantly on Prospect Avenue.
- Improvements made to I-70 in this area should be coordinated with the Washington Wheatley Area Plan.

27th Street

- The closure of the 27th Street interchange is not a major concern for the new KCPD East Patrol campus being built at 27th Street and Olive, as long as access to I-70 at 23rd Street is maintained and Jackson Avenue interchange is improved. However, proper wayfinding/signing to and from I-70 will be needed.
- Improvements made to I-70 in this area should be coordinated with the Washington Wheatley Area Plan.

Memorandum

Manchester Trafficway

- Closing the Manchester Trafficway interchange would negatively impact the Blue Valley Industrial Area. Substantial investments have been made in the area and closing this interchange would hurt the existing investments, as well as future investments.
- Manchester Trafficway is the most efficient route to access the Blue Valley Industrial Area and the mitigation efforts proposed would not change this.
- There are no existing safety issues at the Manchester Trafficway interchange for trucks with a tractor trailer when getting onto I-70.
- The City of Kansas City, Missouri has a resolution that does not support the closure of the Manchester Trafficway interchange.

General Comments

- Closing interchanges along I-70 would impact local access to and from the interstate.
- The closure of interchanges along I-70 would impact the surrounding neighborhoods. These impacts would include a decrease in visibility of the surrounding neighborhoods making it harder to attract new residents and potentially effecting property values.
- The interchange closures isolate the Northeast Neighborhood, in particular, and make accessing destinations in that neighborhood difficult.
- The alternatives should include an improvement to transit, as well as pedestrian and bicycle access across the interstate. The inclusion of bus on shoulder on I-70 in the alternatives is good.
- The narrow lanes and shoulders on I-70 are a safety concern and should be improved.
- Taking of additional right of way from surrounding properties should be minimized, as well as the impacts and potential relocation of surrounding homes.
- A combination of the two build alternatives would be the best option in moving forward to improve I-70.
- Instead of closing interchanges, has ramp metering been considered at the interchanges proposed for closure or potentially only closing the interchanges during certain times of day?
- The bus on shoulder is a concern for police and how it would affect their ability to pull drivers over on the outside shoulder of the interstate.
- The collector-distributor system can be confusing and hard for motorists to navigate.
- Currently, I-70 is viewed as being in poor condition, it is uneven. Maintenance of the existing interstate should be an important factor moving forward.

I-70 Second Tier Environmental Impact Statement

Mobile Meetings

February 2013
Kansas City, Missouri

Overview

A series of mobile meetings were held during February of 2013 to discuss the I-70 Second Tier Environmental Impact Statement (EIS) as follows:

- Friday, February 1, 2013 from 10 a.m. to 12 p.m. at The Museums at 18th and Vine (1616 E. 18th Street) in Kansas City during the museum's story hour for children.
- Wednesday, February 6, 2013 from 11:30 a.m. to 1:30 p.m. at the Metropolitan Community Colleges – Pioneer Campus (2700 E. 18th Street) in Kansas City, Missouri during Job Club.
- Tuesday, February 12, 2013 from 11 a.m. to 1:00 p.m. at St. Paul School of Theology (5123 E. Truman Road) in Kansas City during the campus lunch break.
- Tuesday, February 19 from 4:30 to 6:30 p.m. at the Linwood Family YMCA (3800 E. Linwood Boulevard) in Kansas City.
- Thursday, February 21 from 8 a.m. to 10 a.m. at the Kansas City VA Medical Center (4801 Linwood Boulevard) in Kansas City. (Cancelled due to inclement weather).

No formal presentations were given at any of the meetings. The purpose of each was to continue to engage the general public in the planning process for the I-70 EIS, noting the difference between the First Tier EIS and the Second Tier study, including the scope of the improvements analyzed. Additional goals included:

- Improving community understanding of the highway improvement process and the role of an EIS within it.
- Gathering public input about the improvement alternatives under consideration for the Second Tier EIS: No-Build, Geometric Improvements, and Interchange Consolidations.
- Being available to answer questions related to environmental constraints, right-of-way, approximate costs, and more.
- Gathering additional information about other issues, concerns, or questions the community has about I-70 in Kansas City.

A total of 41 people attended the meetings, including Third District City Councilwoman Melba Curls, residents and workers in the corridor, students, and representatives from, Sanctuary Workshop, City Planning and Development Department, URS Corporation, A-J Manufacturing Company, TLL, Ehinger Properties, LINC, and the Santa Fe, Seven Oaks, Dunbar, and Indian Mound Neighborhoods. Notice was provided via press releases, www.metroi70.com, email blasts, social networks, postcards, and Community Connections Team letters to organizations located within the study area. An overview of the information presented at the meeting and comment collected is included in the pages that follow.

Handouts and Exhibits

Handouts provided to meeting participants included:

- Project Newsletter
- Project Comment Form

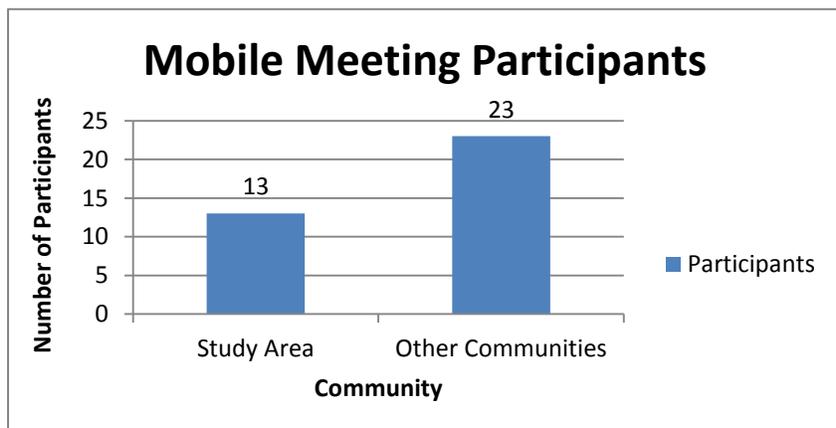
Meeting participants were encouraged to review the following exhibits:

- **Study Area Map:** I-70 from The Paseo to Blue Ridge Cutoff.
- **Study Process:** Milestones of the study process from idea to reality – Planning, Environmental, and Design and Construction.
- **Schedule:** Approximate 2.5-year schedule spanning from scoping to the Final EIS document and Record of Decision.
- **Project Purpose and Need:** Purpose and Need elements including improve safety, reduce congestion, restore and maintain infrastructure, improve accessibility, and improve goods movement.
- **Map of Alternative:** No-Build.
- **Map of Alternative:** Geometric Improvements.
- **Map of Alternative:** Interchange Consolidations.
- **Next Steps:** Project Schedule and Process.
- **Get Involved:** Public involvement tools including Community Advisory Group, Community Connections Team, mobile meetings, on-line town hall meetings, and public hearing.

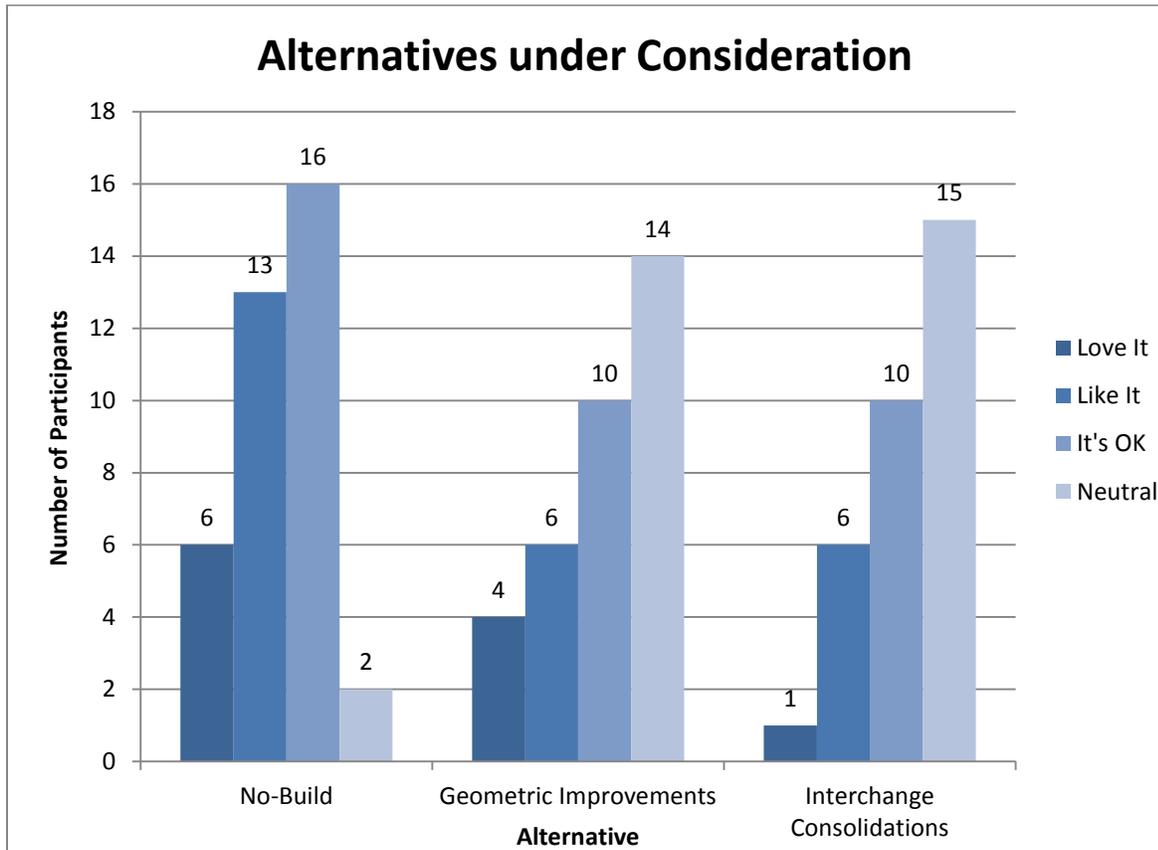
Comments from Mobile Meeting Participants

A combination of 36 hardcopy and online comment forms were returned to the project team after the mobile meetings. One-third of the participants were from within the study area (zip codes 64127, 64128, and 64129); the balance were from other communities within the Kansas City metropolitan area including, other Kansas City, Mo. neighborhoods located north and south of the Missouri

River, communities in Kansas (Overland Park, Shawnee, and Lawrence), and Columbia, Mo.



Mobile meeting participants were asked to share their overall views on each of the alternatives on display using the phrases Love It, Like It, It's OK, or Neutral to correspond with similar questions on the study's MindMixer online meeting at www.metroi70.com. The No-Build alternative received the most comments followed by the Geometric Improvements and Interchange Consolidations alternatives.



The comment form provided included the questions below and resulted in the following verbatim answers:

- **The No-Build Alternative includes maintenance activities as needed and projects that are already committed. What comments do you have about the No-Build Alternative?**
 - If my knowledge available sooner would be nice.
 - Need some improvements so not the best idea.
 - Better than shutting down access.
 - Would like to see some improvements.
 - Would like to know impacts to businesses and residents within .5 miles.
 - It would be the bare minimum effort.
 - Geometric issues such as Benton, Jackson curve need to be improved.
 - Too much congestion and closures will help out.

- Turn whole thing into a metro rail.
- Don't like this alternative – Some building needs to occur.
- Not neutral - would rather for them to do something.
- **The Geometric Improvements Alternative incorporates the No-Build Alternative with improvements aimed at improving the engineering issues in the corridor, such as short ramp lengths, tight curves, and weave areas. What comments do you have about the Geometric Improvements Alternative?**
 - Access and Ramps
 - Do not reduce access.
 - Do not reduce the number of access points along 70. Maybe close Raytown at I-70 due to other access.
 - Increase speed at on-ramps and other flow areas.
 - Fixing the curves and ramp length are good.
 - Other
 - Knowing sooner if this is the preferred solution.
 - That is needed.
 - This alternative looks be safer.
 - Same concerns of impacts to businesses and residents.
 - Used to drive a school bus and the curves were too sharp.
 - Fix some issues but still slow traffic.
 - There are a lot of exits that aren't needed. Fixes the ramp lengths specifically Van Brunt.
 - Improvements to Jackson and Benton curves to improve safety are good.
- **The Interchange Consolidations Alternative incorporates the Geometric Improvements Alternative and consolidates some closely spaced interchanges. What comments do you have about the Interchange Consolidations Alternative?**
 - Access and Ramps
 - Interferes with truck access to and from property owned.
 - Keep Truman access.
 - Worry that the ramp closings will negatively affect the neighborhood and businesses.
 - Right hand exits are better. Would take care of extra exits that aren't need.
 - Too many access points and reducing would improve traffic flow.
 - Worried about losing access.

- Closing exit ramps in the urban core will create barriers and will make it difficult to attract businesses to the area.
 - Concerned about businesses, neighborhoods, and distance necessary to travel in order to get to an on-ramp.
 - Not a lot of interest in reducing access points.
 - Closing Brooklyn affects 18th Street, the Vine area, and cultural areas within that district. Economic impact worries.
 - Concerned about access to 27th Street ramp - improve for police access.
 - Opposition
 - Totally opposed to this alternative.
 - Do not like this at all. If you close Truman Interchange this will increase traffic at Paseo. Already an economically depressed area. May feel like MoDOT is targeting this area.
 - Don't agree with this alternative. Will make it more difficult to access the neighborhoods. Will hurt post office at Truman and Brooklyn.
 - I'm not neutral - I don't like it at all.
 - Interchange consolidation alternative is inconvenient.
 - Not in favor of closing Brooklyn interchange - will negatively impact business.
 - Do not support interchange closures.
 - Other
 - Looks safer to have right hand exits at I-70 and 435.
 - Gives ability to maintain speed.
 - Makes a lot of sense especially when you can see them on a map (like the entrances/exits) – brings it more into focus. Like the through lanes, grade of ramps, and closing some entrance/exit lanes and moving them down some so they aren't so short. Closing 27th Street, 18th Street, and Brooklyn makes sense and should help alleviate congestion and improve traffic flow.
 - Interchange Consolidations is best alternative – would prevent accidents.
 - Speed of process. Cannot make any decisions without knowing the future of I-70.
- **What are your thoughts about the alternatives? Are you concerned about any of the impacts to your travel habits neighborhood or business?**
 - As long as historic and cultural sites preserved.
 - Yes - skeptical about some of the exits proposed. Need more input and suggestions from the citizens who use the freeway. Skeptical about interchange consolidations and geometric improvements alternatives.

- East of I-435 lane improvements widening; improvements road condition lighting between I-70 east on Hwy 40; better conditions and lighting.
- Minimize taking of additional row.
- Smooth out (lower) the vertical profile on I-70 between 23rd and 27th to reduce energy use noise speed fluctuations.
- Respect vertical profile of street grid to avoid additional interruption to the urban fabric.
- Do not spread ramp termini as that effectively widens I-70 as experienced by non-motorized people.
- Whatever you do avoid doing additional harm to the neighborhood because it WILL come back someday.
- Economic development is what is needed for I-70. Develop the interchanges - don't eliminate exits. Put people to work.
- Like the idea of through exits, adding 4th lane between exits.
- What about limiting trucks to a certain time of day to reduce rush hour back-ups?
- Good that safety is being considered. Safety is an important consideration for motorcyclists and large trucks.
- Has anyone talked to Scarritt Renaissance area and talked to that neighborhood.
- The one-on-one contact and interactions are very helpful.
- Prefer meetings in the evening. Most people work 8-5.
- The maps on the project website are hard to read and are difficult to understand. What does "like it" "love it" mean?
- Can't go 35 southbound from I-70
- People in the area do not understand that they will not be able to go to the places they want to go without dealing with more traffic. People in the area do not know what is going on with the project. The website is not user friendly. Green space is being taken. Can you give us any areas back?
- Thought alternatives were very good. Visited San Antonio and thought access roads worked well and helped us out a lot. Didn't have to get on freeway for 2-3 days. Kansas City is catching up with Texas.
- **MoDOT is currently considering three improvement alternatives: No-Build, Geometric Improvements, and Interchange Consolidations. Do you have any comments about the study that are not related to these improvement alternatives?**
 - Financial feasibility.
 - Don't tear down any more buildings to build interstate highways!
 - Road conditions I-70 east bad until you hit Blue Springs. Need wider lanes. Between Jackson & Benton Curves dangerous.

- People need to understand that the primary function of an interstate is the efficient movement of goods and services and not to accommodate local traffic.
- Not sure there is real utility in bus on shoulder despite what KCATA says. ;)
- My home zip code is 64081 - Lee's Summit - but I own property, have a business, and go to church within the corridor.
- Alternatives that fix geometric issues are ok but reducing ramps is not good for community.
- Doesn't really affect much due to traveling from Columbia.
- Travel through the corridor needs to be improved so as to improve travel time.
- Don't like the at-grade crossings on US-71/BRW need better lighting under Bartle Hall congestion relief needed in downtown loop on-ramps needs to be longer.
- Improve safety.

Meeting Notes

Date: Tuesday, January 8, 2013

Time:

Location:

Purpose: CCT- Blue Valley Industrial Association

Participants

- Tod Rouse
- Norm Bowers
- Neff Vance
- Susan Kastner
- Fuzzy White
- Tara Edwards
- Joe Spiess
- Kerrie Tyndall
- Kelly Welch
- Shaun Lauby
- Marty Whitworth
- Mark Foutain
- Mike Ryan
- Rick Honan
- Joe Yanko
- John Patrick
- Brad Holmes
- Ron Borst
- Don David
- Tim Vance
- Daren Froeschle
- Chester Jones
- Jerry Mann
- Serena Dehoney
- Raynard Brown
- Steve May
- Reno May
- Tiffany Diggs
- Kevin Martin
- Truck Driver
- John Ivey
- Jill Quinn
- Frank Weatherford
- Mary Ottman
- Seth Lindsey
- David Macoubrie
- Brian Hoban
- Boyd Nolen
- Allan Zafft
- Dan Niec
- Matt Killion
- Susan Barry
- Brian Burger
- Jeff Ross
- Blaine Liebig
- Ronald Schikevitz
- Steve Ornduff
- Tim Olah
- Ed Davis
- Larry Boehm
- Troy Walls
- Chris Perrin
- Eldon Eikenbery
- Matt Bowen
- Ethan Wrisinger
- Bob Juaitt
- Aaron Wiechena
- Joe Huber



I-70 Second Tier EIS

www.modot.org/kansascity/metroi70

CCT – Blue Valley Industrial Association

January 8, 2013

Page 2

Agenda Items

1. Someone indicated an understanding that the decision to keep the Manchester interchange open was decided in the recent construction project at the I-70 and I-435 interchange.
2. Do not support any closure to the Manchester interchange.
3. A huge investment has been made in the Blue Valley area to further development.
4. Taking away the Manchester ramps would negatively impact existing and future investments.
5. Manchester interchange is the most efficient access route.
6. There are no safety issues for trucks with a tractor trailer when getting onto I-70.
7. The mitigation efforts in closing the Manchester interchange still make the distance to far away.
8. There will be legal action if the Manchester interchange is closed.

Meeting Notes

Date: Thursday, February 7, 2013
Time:
Location: KCMO Transportation and Infrastructure Committee
Contact: Patty Hilderbrand- (816) 513-2576

Participants

- Four city council members, was played on public access television

Agenda Items

1. Concerns with removal of access.
2. Brooklyn Avenue Interchange closure- Mentioned a concerns as it related to the barbecue restaurants.
3. 27th Street interchange closure- mentioned a concern as it related to the KCMO Police East Patrol Station.
4. The city's position is keeping the Manchester interchange open based on a previous city resolution.
5. Come back to this committee with an update when this study is 80% complete.



Meeting Notes

Date: Monday, February 11, 2013

Time: 2:30 p.m.

Location: Independence Courthouse Annex, 308 W. Kansas, Ground Floor, Legislative Chambers

Purpose: Sixth Regular Meeting

Participants

- Theresa Garza Ruiz
- Vice Chairman Crystal Williams
- Fred Arbanas
- Scott Burnett
- James D. Tindeall
- Dennis Waits
- Dan Tarwater
- Greg Grounds
- Bob Spence

Agenda Items

1. The Pledge of Allegiance
 - a. Recited
2. Approval of the Journal of the Previous Meeting.
 - a. Dan Tarwater moved to approve the journal of the previous meeting held on February 4, 2013. Seconded by Bob Spence.
 - i. The motion passed by a voice vote.
3. Hearings
 - a. I-70 Second Tier Environmental Impact Study Update was given by Matt Killion and Allan Zafft.
 - b. The Missouri Department of Transportation (MoDOT) is considering three of the 12 improvement alternatives for I-70 to address the transportation issues facing the highway. The Future I-70 Project Study encompasses a stretch of highway from The Paseo interchange to the Blue Ridge Cutoff interchange.
 - c. Join MoDOT at one of the upcoming mobile meetings to discuss the improvement alternatives.
 - d. Mobile Meeting dates and locations:
 - i. Tuesday, February 12, 2013
11 a.m. to 4 p.m.
St. Paul School of Theology
5123 E. Truman Road
Kansas City, MO 64127



I-70 Second Tier EIS

www.modot.org/kansascity/metroi70

Legislative - Sixth Regular Meeting

February 11, 2013

Page 2

Meeting Notes

Tuesday, February 13, 2013

4:30 to 6:30 p.m.

Linwood Family YMCA

3800 E. Linwood Boulevard

Kansas City, MO 64128

Thursday, February 21, 2013

8:00 to 10 a.m.

Kansas City VA Medical Center

4801 Linwood Boulevard

Kansas City, MO 64128

You can also join the conversation online by visiting

www.metroI70.com



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org

Meeting Notes

Date: Friday, February 11, 2013
Time: 10:00 a.m. – 12:00 p.m.
Location:
Purpose: Truman Plaza Area Plan Implementation

Participants

Allan Zafft, MoDOT
Matt Killion, MoDOT

Agenda Items

1. Allan Zafft thanked everyone for the invite and began the slide show, we discussed the following information:
 - Went over basic information on the study.
 - Concerns of neutral being on the web.
 - Concerns over wanting no build-don't want it to be faster.
 - Concerns with various closure locations, specifically at the Post Office and access there for trucks.
 - Concerns that back up exists now at Indiana, traffic back-ups exist on rap at peak periods; what would happen if the ramp was removed?
 - Concern of traffic access and spacing turns coming off Truman to Van Brunt.
 - Concern over having too much space between interchanges to 23rd and Prospect.
 - Mentioned the importance of having 23rd as a future corridor.



Meeting Notes

Date: Friday, February 12, 2013
Time: 7:00 p.m.
Location: Don Bosco Community Center, 535 Garfield Ave.
Purpose: Pendleton Heights Neighborhood Meeting

Participants

- Matt Kilion, MoDOT Area Engineer
- Gretchen Ivy, HNTB Corporation

Agenda Items

1. Summary:
 - a. Matt Kilion provided a brief overview presentation of the I-70 Second Tier EIS and the reasonable alternatives being considered for the study at the Pendleton Heights Neighborhood Association meeting. Special emphasis was placed on alternatives being considered for the western limits of the study between the Paseo Boulevard and the Benton curve since the Pendleton Heights neighborhood is located in the Northeast area of Kansas City and the Paseo, Brooklyn and Prospect interchanges serve as their key access points to and from I-70. The project newsletter was provided to the group and the online project resources and upcoming mobile meetings were discussed. The following feedback was received during the meeting:
 - i. Some concerns expressed regarding the distance between Prospect and 23rd Street, if interchanges were consolidated and how this limits access to Truman Road.
 - ii. Some questions about how the post office located at 18th Street felt about the potential consolidation of the 18th Street ramps.
 - iii. Several people noted that they could understand why the Benton ramp was being considered for the closure. There was interest in improving the geometric conditions of the Benton curve and there was an understanding that an improvement would make it difficult to keep the Benton WB on-ramp open due to close spacing and safety issues.
 - iv. A few people expressed that closing access at any of the interchanges could negatively affect the visibility of their neighborhood and make it more difficult for the neighborhood to attract new residents. They often use the number of access points and ease of access to the interstate as a selling point when trying to attract new home owners to the area.
 - v. No one indicated a specific concern with closing Brooklyn. After the meeting, several citizens indicated that Brooklyn was underutilized because of its closing spacing and difficult merges to and from I-70. When citizens want to go WB



on I-70 they typically use the Paseo interchange, and when they want to go EB on I-70 they typically use Prospect. Those two interchanges were viewed as their main gateways to and from I-70.

- vi. There was less interest expressed in the corridor east of the Benton curve. They were more focused on their direct area.
 - vii. Several citizens visited with us one-on-one after the meeting and expressed that while they knew closures were unpopular to the neighborhood group, the individuals could see why consolidations were needed and could support the closures of some interchanges along the corridor.
 - viii. Neighborhood is actively developing a community garden and interested in neighborhood cleanup and safety initiatives.
2. Group Demographics:
- a. Approximately 20-25 attendees.
 - b. Predominantly Caucasian, ages 25-45.
 - c. Mostly homeowners and a few business owners.
 - d. Mentioned neighborhood association reaches about 300 people out of about 3,000 population in the area. Lots of apartment complexes not actively apart of the neighborhood association.

Meeting Notes

Date: Tuesday, February 12, 2013
Time:
Location: Plaza Neighborhood Association
Contact: Tom Ribera, President; Phone number: (816) 809-4035

Participants

- 17 attendees

Agenda Items

1. Construction should not occur during rush hour.
2. Concerns about truck routes.
3. Removing the local roads sharing the ramps will box you in.
4. Other interchanges will load up due to the closures.
5. Closures are a concern for the northeast population.
 - a. Atleast keep Truman or Benton open.
6. Benton Boulevard is the gateway to the northeast area.
7. Concerns with the impacts to Arthur Bryant's Barbecue, Gates Barbecue, Jazz Museums, Post Office, etc.
8. For businesses and residents, closing on-ramps is concern.
 - a. This isolates us from other businesses.
 - b. Impacts access for buyers and the real estate market is picking up.
9. Put the money at I-435 and I-70 first.



Meeting Notes

Date: Monday, February 18, 2013
Time: 6:30 PM
Location: Washington Wheatley Neighborhood Association Meeting
Purpose: I-70 Discussion

Participants

- 15 attendees

Agenda Items

1. Interchange Consolidations Alternative:
 - a. Concerns about closing 18th Street and 27th Street interchanges because this would cripple this area.
 - b. Concerns about getting to 18th and Vine.
 - c. Concerns with the impacts to the U.S. Postal Services distribution center.
 - d. Indiana Avenue should be two-way frontage road versus Askew Avenue.
2. There are concerns relating to the homes, safety for children and air quality with the additional traffic on Askew Avenue. It was noted that the homes along Askew Avenue are not represented by a neighborhood association.
3. Noted current issues around 18th such as the abutment going eastbound and vertical alignment.
4. Mentioned the Benton Curve is like a roller coaster.
5. Flooding in the basement at the church at Truman Road.
6. The area plan needs to be considered with future improvements to I-70.



Meeting Notes

Date: Monday, March 4, 2013
Time: 6:30 PM
Location: Scarritt Renaissance Neighborhood Meeting
Purpose: I-70 Discussion

Participants

- 23 attendees
- Matt Killion
- Allan Zafft
- Chris Nazar
- Nathan Hladky
- 2 area police officers
- 2 children

Agenda Items

1. Matt gave the presentation to the group and then several questions followed:
2. Question: Why was it decided to close the Benton on-ramp over the Prospect interchange?
 - a. Answer: The close proximity of the Truman on-ramp and the Benton on-ramp was a big factor into this decision. The two ramps merging and then the short distance to the Prospect interchange is a safety concern.
3. Comment: Concerns about cutting the northeast area out of the city. This area is already economically disenfranchised, and it appears that it's being targeted to be cut-off from the city.
4. Question: How are other people outside of the northeast area feeling about the closures?
 - a. Answer: We have received mixed responses, some favorable, some others not so favorable.
5. Matt reiterated the public involvement process and steps already taken on the project and the importance of the PI process.
6. Questions: What does studying the "environment" entail?
 - a. Answer: Matt & Allan gave some of the major factors of the study (traffic, safety, wetlands, socioeconomics, etc...)
7. Comments:
 - a. Appreciated the project team coming to talk to their neighborhood group.
 - b. The community was here first and has been struggling to rebuild despite the highway ripping through their neighborhood. There have been significant investments in this area, and the closure of the interchange would cut off the area, and would be a death blow to this area.



- c. Benton is easier to travel to reach I-70 than Prospect. Prospect is very narrow and hard to navigate.
 - d. Person has had no problem getting onto I-70 from the Benton on-ramp and doesn't see the problem with it.
 - e. Re-routing the Benton traffic onto Prospect would be a terrible idea.
 - f. Everyone east of Benton Boulevard would go miles out of their way through bad neighborhoods to access the highway if the interchanges were consolidated.
8. Question: Is anyone from the Nebraska area in the CAG?
- a. Answer: Yes, two people.
9. Question: Has there been a cost/benefit done on the project? There are 4 stop lights on Prospect, and only 2 on Benton to reach I-70. Could you cut through the park that is southwest of the Benton curve?
- a. Answer: No cost benefit has been done as of yet. We cannot cut through the park that is protected by 4f regulations.

Meeting Notes

Date: Tuesday, March 5, 2013
Time: 11:45 a.m.
Location: NE Chamber of Commerce Meeting
Purpose: I-70 Community Connections Team Meeting

Participants

Matt Killion
Allan Zafft
Chris Nazar

Agenda Items

1. Standard presentations with focus on NE area.
2. Approximately 22 in attendance.
3. 2 Media television outlets stopped by.
4. 2 members of KCMO Parks & Rec. attended.
5. 2 Police attended.
6. 3 from KC Design Center (students).
7. Scott Burnett, Jackson County Legislature.
8. Jan Marcasson, City Council.
9. Key Questions and Comments:
 - a. If you had sufficient money would you still close ramps? Yes, we would want to anyway for, safety and congestion.
 - b. Are you working with City/Public Works to mitigate effects on local streets?
 - c. Jan M., City Council, City Council has gone on record on not closing Manchester by resolution. How is this considered?
 - d. Are economic considerations part of consideration and factored in? (Also Jan M.) Yes.
 - e. Small business owners use dump at Manchester and are against its closure.
 - f. Closure of exits between 23rd and Prospect, why close exits out of Curves? Benton is gateway to historic NE, we believe we will suffer economic harm. Do you come back 5-7 years later to see if businesses are affected? We are really interested in what happens when interchange close.
 - g. We have a lot of small businesses that may be affected.
 - h. Have you investigated how it will affect response time for emergency vehicles?
 - i. Where is the money coming from and are there stipulations on how it is used?
 - j. What were instructions given when you started this study?
 - i. Discussed purpose and need.



- k. As a small business man and real estate investor concerned on effect on the housing market turning around and people are finally buying; limited access hurts this. People won't buy homes if they can't get to work. Benefits are for a greater area, survey should take this into account.
 - l. Closing question/comment from group, based on experience with Bruce R. Watkins, insure an adequate budget for beautification to make the corridor fit better in community. Lived at grade intersection at Bruce R. Watkins.
 - m. How deep do you go in improvements and for example make Prospect a 4-5 lane instead of a two lane now. Understand you are funneling that traffic two-lane road.
 - n. Appreciate the conversation, want to make sure I-70 does not do what I-35 did, and make the area an island.
10. Next was a KC Design Center Presentation on a design Charette for Independence Avenue. 20 people participated in a charette last Sunday. Did indicate ability to integrate plans with improvements to Independence Avenue. Can bring these issues into Independence Avenue plan. Design charette next on April 15.

**I-70 Second Tier EIS Community Connections Team
 Meeting Summary Sheet**

Date:	March 14, 2013
Organization/Group:	Kansas City Police Department
Location:	9701 Marion Park Drive, Kansas City, MO
Group Organizer (Contact):	Major Sharon Laningham Kansas City Missouri Police Department Facilities Management and Construction Division
Contact's Phone No.:	816-581-0681
Contact's Email:	Sharon.Laningham@kcpd.org
CCT Team Member Speaker/Staff:	Allan Zafft Josh Scott Derek Vap
No. of Attendees:	4
Key Issue(s) Raised:	<ul style="list-style-type: none"> • Concern regarding enforcement and availability of outside shoulder to pull vehicles over if Bus-On-Shoulder running is permitted. • Closure of 27th St. ramps not a major concern for new East Patrol campus based on access to 23rd St. and improved Jackson Ave. interchange. Proper wayfinding signing to/from I-70 will be needed. • Concern regarding access to/from I-70 if both 18th St. and Truman Rd. ramps are closed. • Improving Benton and Jackson Curves are important, as well as additional auxiliary lanes (specifically between Jackson Ave. and Van Brunt Blvd.). • Concern regarding the Van Brunt Blvd. westbound on-ramp sharing a connection with Raytown Road.
Follow Up:	<ul style="list-style-type: none"> • Schedule another meeting to update the KC Police Department about the preferred alternative prior to the location public hearing. • Possibly present the preferred alternative to the Board of Police Commissioners.

Meeting Notes

Date: March 19, 2013
Time: 11:00 a.m.
Location: USPS Distribution Facility
Purpose: I-70 Discussion-Community Connections Team

Participants

- Russell Floyd, Plant Manager
- John Ford
- Mark Scarborough
- Stan Byers , Transportation Manager
- Barry Burlingham, Maintenance and Operations
- Josh Scott, MoDOT
- Allan Zafft, MODOT
- Chris Nazar, CDM Smith

Discussion

- Allan reviewed project basics and background
- Concern
 - The congestion at Prospect with tight turns
- Concern
 - Shift work – will block up Prospect 3-5
- Current routes
 - WB I-70: get on the curve on 18th Street
 - Come off the opposite side at 18th Street – main arteries – to and from 18th Street
- Move 1,000 trailers vehicles come in every day
 - Go north to Nebraska and south to Arkansas border to Iowa state line
 - Brought Topeka mail in here after Topeka facility closed
 - Also closing Springfield facility and perhaps Columbia facility closing
 - All directions for traffic for mail
 - Everything channels to I-35 /I-70 access
- Times
 - Morning dispatches local: 2:00 am – 7:00 am
 - Inbound collections 3:00 pm - 9:00 pm
- Surface long haul trips in daylight hours

Meeting Notes

- Rail bridge is the key constraints
- Don't leave loop to go westbound
 - 18 wheeler up hill on ramp does not work well – can't get up to speed
 - Hard to get 18 wheeler over to I-670 merge lanes
- Most talk on the curves
- If you get off 23rd – go to 18th – Truck access would be where?
 - Not sure where they would go into the facility
- Accident locations – most have happened on I-35 where I-35/ I70 come together
- If there are accidents on I-70
 - Trucks sometimes come off/on at Paseo
 - City does not like truck traffic on Paseo
- Closing Brooklyn Avenue interchange would not affect them
- Biggest concern
 - Truck traffic – where does it go
- How long would construction be to flatten the curves?
- Would take 18th to Prospect and not Truman to Prospect if 18th were closed
- If MoDOT left ramps at Truman in place
 - Would need to fix train bridge to make this work
 - Have to go all the way around the facility
- Prospect Interchange could be too tight
- E-W percent trucks
 - More coming from the East
- Discussed contractor hauling
 - 18th / Indiana – Walters
 - Does not have all the business – renting space to others
 - Right now they use 18th – right into the contractor lot
- Sometime there is competition with Bellefonte trucks to get through
- Discussed improvements proposed on 23rd Street
- Neighborhoods do not like 18-wheelers driving though
- If you shut down 18th Street
 - Real impact
 - Would run through neighborhoods – it would impact
- Docks are on north and west side
 - Could move access to Truman?

- Would have to cut employee parking?
 - If you fix rail bridge
- Meet next time before public information period
 - They write contracts on mileage based on exits taken
- Expansion of loop at 18th would require closure for 3-6 months for construction
 - Still forced to Prospect in short-term
 - Additional mileage equals dollars

Meeting Notes

Date: Thursday, March 28, 2013
Time: Noon
Location: St. Stephen's Baptist Church
Purpose: I-70 Discussion-Community Connections Team

Participants

- Pastor Eric Bell
- Matt Killion
- Allan Zafft
- Chris Nazar
- Others in Attendance from MoDOT/Consultant

Discussion

1. Allan gave presentation, thanked Gerald Caldwell for invitation.
2. Question about Manchester Bridge construction and traffic.
3. Asked about how close to church the changes would be? Answer: No direct effect on church property- may need to build a retaining wall.
4. Asked about timing on making the decision on a wall.
5. Asked about drainage.
6. Asked about realignment of Benton Curve.
7. Indicated an issue coming from Downtown, can't get off at Paseo- currently use Brooklyn; would now have to use Prospect - could lead to congestion at Prospect Interchange. What are you going to do at Prospect?
8. Manchester is a good place to turn around coming from the Stadium.
9. Need to make Prospect like a Texas turn around to facilitate U-turns there.
10. When would we know impacts to St. Stephen? Matt explained schedule.
11. Amount of traffic down freeway brings vibration to building- a wall would be important to reduce this- take this into consideration.
12. Also, water flow from Bridge- have had flood issues- "freeway" of water to this area.
13. The existing sewer system was likely laid in at time of construction. Vibration affects quality of that system. Enlarging the sewer system from Paseo West. MoDOT indicated that replacement would be evaluated in design. Sewer system-would it connect to Prospect. If we are going to improve the highway-move the drainage as large as possible.
14. Asked about connection from US-71 to I-70.
15. Asked if funding was mostly Federal or State.



Summary of Elected Official Meetings for February and March

Overview

This document summarizes a series of elected official briefings conducted in February and March by MoDOT regarding the I-70 Second Tier EIS. All meetings save one were proactively scheduled by the project team; the March 22 meeting (see following pages) was requested by the elected officials involved.

Each briefing began with MoDOT's Matt Killion outlining the study for the elected official(s) being briefed using the contents of an informational kit as an informal outline. The kit contents included a study area map; purpose and need summary; exhibits of the three project alternatives; and the third newsletter, which provided a project schedule and overview of current outreach activities.

Specific briefings included:

Feb. 8, 2013

10:00-11:00 am **Kansas City Councilman Jermaine Reed (3rd Dist. – In District; T&I Committee) and Councilwoman Melba Curls (3rd Dist. – AL; Member – Transportation & Infrastructure Committee)
City Hall – 22nd Floor**

Summary

Comments/questions from Councilman Reed and Councilwoman Curls prompted a general discussion about:

- Which interchanges were proposed to be closed under the Consolidation Alternative and why they were chosen;
- Questions about how auxiliary lanes work; especially in regards to fixing the existing capture lanes between Paseo and Prospect.
- Proposed improvements at I-435/I-70 interchange and how they would work;
- Clarifying questions about symbols in the legend and on the alternatives map, especially symbols for local access closures at ramps. Councilman Reed expressed that the maps needed to be more public-friendly to ensure public could understand improvements and changes being proposed and possibly include a glossary;
- Timeline for the study and when a decision would be made on the preferred alternative. In addition, who ultimately decides on the preferred alternative;
- Improving the condition of I-70 is viewed as an important component of the project;
- Questions about who is paying for the improvements; and
- Need for better traffic signal timing and phasing at interchanges; backups often occur on freeway due to signals during evening peak hours.

Follow-up

- MoDOT to follow-up with Councilors regarding 3rd District Community Meeting at Greg Klice Community Center on 2/11/13 at 6:00 p.m. Councilors would like to have project materials, such as newsletter and proposed alternatives, to distribute at meeting.
- Councilman Reed hosts a radio show on 1590 a.m. radio every other Tuesday at 12:30 p.m. Opportunity to highlight project and upcoming public involvement activities on radio show.
- Councilors would like to be kept informed of study and have a follow up meeting again later in the study process.

Summary of Elected Official Meetings for February and March

**11:30-12:30 Jackson County Legislator Theresa Garza Ruiz (District 1 – At Large)
HNTB, Conference Room 358**

Summary

Comments and questions from Legislator Ruiz prompted a general discussion about:

- The public involvement process for the project, including how the study team advertises and gets the message out about mobile meetings.
- The levels of attendance at mobile meetings and what the study team is hearing from the public about the project;
- The Benton on-ramp closure. Legislator Ruiz thinks neighborhoods could see it as an improvement due to ongoing safety issues with the Benton curve;
- The federal transportation bill and what forms of funding it could provide for MoDOT and the project, as well as when the funding could be available;
- Questions about the consideration of new ramps connecting US 71/Bruce R. Watkins northbound to I-70 eastbound;
- The level of coordination between the ongoing commuter rail study and the I-70 STEIS; and
- The study team should note that there is a large Spanish-speaking population near the Van Brunt interchange.

Follow-up

- MoDOT to schedule a follow-up TV briefing with the Jackson County Legislature on 2/11/13 at Independence court house to overview the study. Request for MoDOT to bring 10 copies of elected official briefing packets for distribution at TV briefing.
- Legislator Ruiz would like to be kept informed of study and have a follow up meeting again later in the study process.

**2:00-3:00 pm State Senator Paul LeVota (District 11)
MoDOT Kansas City District, Board Room**

Summary

Comments and questions from Senator LeVota prompted a general discussion about:

- The purpose, goals and timeline of the study;
- The I-70/I-435 Phase 1 improvements and what improvements still need to be done to improve congested conditions to the east of the interchange;
- The plan for and timing of improvements for the Manchester Bridge replacement and its ongoing maintenance needs in the interim;
- Senator LeVota expressed that the interchange consolidations could be a benefit to the City of Kansas City because more motorists might use city streets rather than stay on I-70 and that could give them the opportunity to experience Kansas City better;
- Senator LeVota agreed that there could be too many access points along I-70 and that it could be a benefit to consolidate some of these access points instead of maintaining infrastructure that is not needed. Understood that without consolidations it is challenging to make needed improvements to merging areas and curves along the corridor;
- Questions about impacts to bus routes on I-70 and adjacent routes;
- Viewed the 27th Street/Jackson interchange consolidation improvements as a potential economic development benefit and an opportunity to provide a better connection to mid-town; and

Summary of Elected Official Meetings for February and March

- Discussion of the next steps for the project once the NEPA process is complete and the role of the Commission in approving the project;

Follow-up

- Senator LeVota would like to be kept informed of study and have a follow up meeting again later in the study process.
- Interested in visiting with MoDOT on other project priorities; especially within northeast portion of Jackson County.

3:30–4:30 pm **State Representative Mike Cierpiot (District 30)**
MoDOT Kansas City District, Board Room

Summary

Comments and questions from Rep. Cierpiot prompted a general discussion about:

- Proposed improvements at I-435/I-70 interchange and how they would work;
- Questions about funding and if any funding is already secured for the project;
- What types of improvements the study team was proposing for I-70 and why;
- What rights or say do property owners have in the decision-making process; especially as it pertains to acquiring right of way;
- Questions about how the City of Kansas City feels about the potential interchange consolidations;
- Questions about how the police department feels about the potential interchange consolidation at 27th Street with the plans for their new police facility;
- The priority for MoDOT for improvements to I-70 in Kansas City versus the priority for I-70 improvements statewide; and
- Discussion about the potential state transportation sales tax and what benefits it would provide MoDOT.

Follow-up

- Rep. Cierpiot would like to be kept informed of study.

Feb. 15, 2013

10:00–11:00 am **State Representative Tom McDonald**
(District 28)
HNTB Conference Rm. 358

Summary

Comments and questions from Rep. McDonald prompted a general discussion about:

- The solutions offered in the SEIS and his support for them broadly;
- Potential access changes at Truman Road and how it would affect travel to/from Independence;
- Maintaining and improving corridors into/out of Independence; and
- The potential state transportation sales tax, what benefits it would provide MoDOT and his general support for the effort.

Follow-up

- Rep. McDonald would like to be kept informed of study.

Summary of Elected Official Meetings for February and March

11:30–12:30 pm **State Representative Randy Dunn**
(District 23)
HNTB Conference Rm. 358

Summary

Comments and questions from Rep. Dunn prompted a general discussion about:

- Coverage of the study in the *Kansas City Call*;
- Community consultation process, strategies and feedback;
- Maintaining appropriate access to the 18th & Vine district and surrounding areas;
- Coordination efforts with the Jackson County commuter rail initiative; and
- Access changes at Truman Road and how it would affect the postal facility there.

Follow-up

- Rep. Dunn would like to be kept informed of study.

0200–0300 pm **State Representative John Rizzo**
(District 19)
HNTB Conference Rm. 358

Summary

Comments and questions from Rep. Rizzo prompted a general discussion about:

- The need to improve I-70;
- Constituent questions about timing/impact of potential improvements, including one from a Brooklyn Avenue liquor store who wants to be bought out;
- I-70 improvements and where they rank in funding/priority;
- Changes in access at Benton curve;
- Changes in access at Brooklyn and whether there had been a reaction from Ollie Gates;
- Potential ROW impacts and land acquisition practices and policies;
- MoDOT's appraisal process; and
- His support for one-cent transportation sales tax versus increasing gas tax (sees as regressive).

Follow-up

- Rep. Rizzo would like to be kept informed of study; and
- Have his constituents informed that he is aware of the study and is monitoring it should they contact MoDOT.

Mar. 15, 2013

0230–0330 pm **Corey Dillon, Kansas City Area Regional Director**
Senator McCaskill's Office
4141 Pennsylvania Ave., Ste. 101, Kansas City, Missouri 64111

Summary

Comments and questions from Ms. Dillon prompted a general discussion about:

- Accident rates and types in corridor versus statewide averages;

Summary of Elected Official Meetings for February and March

- Access issues and preferences at Manchester Trafficway;
- Desirability of making project presentation to standing Urban Summit meeting; and
- Timing of study, funding, design and construction.

Follow-up

- Ms. Dillon would like to be kept informed of study.

Mar. 22, 2013 (meeting requested by attending elected officials)

12:30-1:00 pm **Kansas City Councilman Jermaine Reed (3rd District – In District)**
Kansas City Councilwoman Melba Curls (3rd District – At Large)
Missouri House Representative Randy Dunn (D-Mo. 23)
City Hall, 412 E. 12th St., Kansas City, Mo.

Summary

Councilman Reed requested this meeting for an update on the project. Matt Killion mentioned not much has changed since we met with him last time. Killion briefly went over the three proposed alternatives: No-Build, Geometric Improvements, and Interchange Consolidations.

Killion and Allan Zafft briefly went over the public involvement efforts. He noted the public involvement period has ended, and the input is being summarized. Rep. Dunn asked a few questions about these efforts.

Councilman Reeds made the following comments on the project:

- Said he was not supportive of cutting any access to I-70;
- Noted an urban renewal plan at 18th Street and Indiana Avenue;
- Expressed alarm at the third alternative (Interchange Consolidations);
- Supports the No-Build alternative;
- Opposes the project and will be out in front with his opposition; and
- Concerned about its effects on the black community.

Representative Dunn made the following comments on the project:

- Expressed lack of support for cutting any access to neighborhoods and businesses;
- Understands the importance of safety; and
- Wants to look at retaining improvements in the Geometric Improvements alternative without affecting access and no right-of-way impacts.

Councilwoman Curls made the following comments on the project:

- Reminded MoDOT of her expressed concern at the removal of access at the meeting held at the Museums (18th & Vine); and
- Asked if the proposed removal of access at Manchester interchange had been looked at in terms of impact to economic development (Killion said yes).

Killion asked the elected officials what they thought regarding closing the Benton Boulevard on-ramp as it relates to improving the Benton Curve. Councilman Reed mentioned he had not thoughts on this unless he saw more details.

Summary of Elected Official Meetings for February and March

Follow-up

- MoDOT to schedule future meetings with Councilman Reed, Councilwoman Curls and Representative to provide them updates on the project's progress.

Mar. 29, 2013

10:00-11:00 am **Kansas City Councilman Jim Glover Reed (4th District – At Large)**
Kansas City Councilwoman Jan Marcason (4th District – In District)
HNTB Conference Rm. 358

Summary

Comments and questions from the Council members prompted a general discussion about:

- The history and reason for design decisions, especially at the Benton and Jackson Curves;
- Proposed changes to the curves;
- Likely timing of funding and potential needed sources;
- Potential impact to city improvements as a result of access changes;
- Potential need for additional city improvements as a result of access changes;
- Potential access changes at Truman and the impact to the surrounding area;
- Expressions of support or opposition in the community;
- Existing city council opposition to access changes at Manchester Trafficway;
- Whether safety, economic impact and other factors are being considered;
- Next steps as a result of the SEIS and their timing; and
- Northeast and Manchester area concerns about becoming isolated due to access closures.

Follow-up

- The councilmembers want to continue to be updated about the study.



Topic Name: Initial Alternatives

Idea Title: Alternative 4: Other Transportation Modes

Idea Detail: Alternative 4A applies strategies that are aimed at increasing the use of transit, bicycles, and walking as a mode of transportation. Alternative 4B builds on Alternative 4A but also includes commuter rail with reduced/limited bus service.

Idea Author: Chris B

Number of Seconds 0

Number of Points 48

Number of Comments 4

Comment 1: This should be done and reviewed often because it will always help traffic flow. This solution is only partial and does little to reduce the accident rate. | By Dean F

Comment 2: Mass transit is fine and if we are dealing with 8 lanes, an HOV lane wouldn't be a bad thing. | By Zane P

Comment 3: A Commuter Rail Station at the Truman Sports Complex would turn the massive surface parking lot into the biggest Park and Ride in the Country. | By Dave R

Comment 4: A HOV lane would be nice to replace more capacity. | By Kevin C

Idea Title: Alternative 10: Reversible Lanes using the Existing Lanes

Idea Detail: Alternative 10 utilizes the existing lanes as reversible lanes during peak hours of travel. For example, during the morning rush hour 4 lanes would be heading westbound and only 2 lanes would be heading eastbound.

Idea Author: Chris B

Number of Seconds 0

Number of Points 45

Number of Comments 4



Comment 1: How are the lanes to be managed? Dedicated as in St. Louis or are we looking at using movable barricades, which would require less pavement width. And how would it tie in with I-670? | By Dean F

Comment 2: This will work great in most areas during peak rush hour times.... the down side is the rush hour traffic is from both directions near the downtown area. | By Nancy M

Comment 3: I would like to see this between 470 and 435 | By Stephen G

Comment 4: This seems to be a temporary fix to me, why not consider expanding to eight lanes? If we are considering rebuilding everything and expanding lanes, why not go for four in each direction? | By Zane P

Idea Title: Alternative 5: Geometric Improvements

Idea Detail: Alternative 5 applies strategies that are aimed at fixing the engineering problems in the corridor, such as short ramp lengths, low bridges, tight curves, and weave areas. These improvements are carried throughout the other build alternatives.

Idea Author: Chris B

Number of Seconds 0

Number of Points 28

Number of Comments 5

Comment 1: I would like to know a little history about how the Benton and Jackson curves were built the way they were. The Jackson curve looks like two legs of a three legged system interchange, and the Benton curve has an unused bridge over Truman that I wonder if it was ever used, and also looks like it merged two ramps before merging with the mainline.

Building to a 55mph design speed and lengthening the ramps should improve things greatly. I know one person who thinks there would be no problems on I-70 if the trucks could be eliminated, because of how slowly they enter. That is, however, not the only problem. | By Dean F

Comment 2: This is not a bad idea. However, it does little to help with the problems of the curves. If possible, you really need to tear out the entire stretch and straighten I-70 as best as possible, eliminating the curves to the extent that can be done. I know this requires a great



deal of imminent domain but it could prevent a great deal of crashes and would help the overall aesthetic appeal of the area. | By Zane P

Comment 3: If that's a goal, I would look at just cutting over to 71 | By Stephen G

Comment 4: I would widen I-70 along the southern side of the road from the Paseo over to I-435. There is a lot of open land there as well as some smaller houses that could be purchased for the project. Widening the road will take care of the future needs as the population grows. All of the ramps need to be lengthened to make it possible for traffic to merge in a safer manner. With the widening of the road a reverse lane could be incorporated that would alleviate the bottleneck that occurs along Jackson Curve every workday. It would also address the issues that arise when there are sport's events at either stadium. Please give this some consideration. | By Tammalyn Brothers T

Comment 5: Improved car designs have made most the geometric limits less annoying. | By Kevin C

Idea Title: Alternative 6: Interchange Consolidations

Idea Detail: Alternative 6 applies strategies aimed at improving the spacing of interchanges to more standard distances. This includes the consolidation of up to three pairs of interchanges down to one interchange each. Potential consolidation locations include:

- Brooklyn Avenue and Prospect Avenue
- 18th Street and 23rd Street
- US 40 and Manchester Trafficway

Idea Author: Chris B

Number of Seconds 0

Number of Points 25

Number of Comments 1

Comment 1: This seems to be the best idea yet! Having less on & off lanes (especially ones on the left of the roadway) will cut down congestion, plain & simple. The less congestion, the more fluid the traffic flows. Definitely like consolidating these & maybe even more locations! | By Nancy M

Idea Title: Alternative 7: One Interchange per Zone



Idea Detail: Alternative 7 applies strategies aimed at improving the spacing of interchanges to more standard distances by reducing the number of interchanges in the corridor from 15 to 7.

Idea Author: Chris B

Number of Seconds 0

Number of Points 25

Number of Comments 2

Comment 1: This is not a bad idea, however, it does little to alleviate rush hour congestion and the problems again with the the curves. | By Zane P

Comment 2: Where possible change removed ramps with ones for transit only. | By Kevin C

Idea Title: Alternative 3: Travel Demand Management (TDM)

Idea Detail: Alternative 3 applies strategies that are aimed at reducing the number of vehicles on the road during the peak travel times.

Idea Author: Chris B

Number of Seconds 0

Number of Points 20

Number of Comments 2

Comment 1: Trucks should not be allowed on I70 between 7a-8a, and 4p-5p each business day. Trucks can choose to either take I435 around (north route only), or they can park at a truck stop and wait. | By paul H

Comment 2: I do not really see how this will be cost effective. | By Zane P

Idea Title: Alternative 2: Transportation System Management (TSM)

Idea Detail: Alternative 2A applies lower cost strategies that are aimed at improving the efficiency and operation of the I-70 corridor without major new construction. Alternative 2B builds on Alternative 2A with the addition of converting an existing lane in each direction to an HOV lane.



Idea Author: Chris B

Number of Seconds 0

Number of Points 19

Number of Comments 3

Comment 1: I really do not care for this idea with I-70 in its present state. While it appears good on the surface and is lower in cost, it ignores the general congestion (how much of a benefit will an HOV lane truly be?) and does nothing about the curves. While the cost here might be a good thing, I think the suggestion completely misses the underlying issues of congestion and wrecks due to the curves. | By Zane P

Comment 2: It doesn't help with the congestion caused by people coming from outside the corridor | By Kevin C

Comment 3: I agree, I fear it does little to solve the congestion issues. | By Zane P

Idea Title: Alt 12: Rebuild Truman Rd Interchange & Consolidate Interchanges

Idea Detail: Alternative 12 applies strategies aimed at improving the spacing of interchanges (similar to Alternative 6) and creates a new full access Truman Road Interchange.

Idea Author: Chris B

Number of Seconds 0

Number of Points 18

Number of Comments 2

Comment 1: Perhaps do some of what's done in Blue Springs where there's literally another road running parallel to the highway that's for local traffic and travel in the vicinity. Those driving thru areas could stay on the main highway with less exit and on ramps. | By Nancy M

Comment 2: Not a bad idea at all. However, this does not help with the curves which I have always found to be at the heart of the problem. | By Zane P

Idea Title: Alt 11: Improve Frontage Roads/Arterials & Parallel Roads



Idea Detail: Alternative 11 applies strategies aimed at improving the frontage roads and other local streets in the vicinity of the I-70 corridor.

Idea Author: Chris B

Number of Seconds 0

Number of Points 12

Number of Comments 4

Comment 1: This looks a lot like using roads that already exist and improving them for heavier traffic. That does not seem to be explained very well. If the auxiliary lanes go from entrance ramp to exit ramp, I am good with that. | By Dean F

Comment 2: I do not feel it is a bad idea per-say, but it will not eliminate the problems with the twin curves. If combined with an actually straightening o I-70 it could be okay. | By Zane P

Comment 3: If by "auxiliary lanes" you mean adding lanes for certain stretches, then taking them away, I think that is a bad idea. I also would never add frontage roads with mid-intersection entrance and exit ramps like what are found in Grandview, MO or Dallas, TX. Those just add confusion and congestion in my opinion. | By Chad W

Comment 4: KCMO already has a grid of roads. It's not like there's missing roads near the highway | By Kevin C

Idea Title: Alternative 1: No-Build

Idea Detail: Alternative 1 includes maintenance activities as needed and projects that are already committed.

Idea Author: Chris B

Number of Seconds 0

Number of Points 8

Number of Comments 3

Comment 1: I would hope maintenance would continue for projects that are already committed,



UNLESS those projects become obsolete with the new approved alternatives (ie: ramp repairs to an area that's become obsolete and will be removed). | By Nancy M

Comment 2: This should happen regardless of the other alternative solutions that are chosen. | By Chad W

Comment 3: Exactly! | By Zane P

Idea Title: Alternative 8: Collector-Distributor System

Idea Detail: Alternative 8 incorporates a collect-distributor roadway into the I-70 corridor between The Paseo and US 40.

Idea Author: Chris B

Number of Seconds 0

Number of Points 8

Number of Comments 3

Comment 1: Most of the time, I think collector-distributor systems are a good idea, but KCMO's grid system is a good point. This kind of money would be better used to make improvements to the grid. Improving 23rd Street from I-435 to I-35, right-of-way and construction, would likely cost less than the right-of-way alone needed along I-70 and accomplish more. East of I-435, 23rd Street is state highway 78. Extending 78 to the west should be considered. | By Dean F

Comment 2: If MoDot is going to be taking land for the project, lets go ahead an work on straightening the section rather than slapping on some additional collector lanes. The city indeed has a gird system for doing just this so let's consider approaching the real issues with the curves. Mitigation of the curves will improve over all safety and help lessen the number of wrecks (especially in the winter).

As for aesthetic improvements, those would be welcome. I took a friend from Korea through this section and he was rather frightened of the area. I really do not blame him. | By Zane P

Comment 3: This has the problem that it requires more land to do. KCMO already has a grid system of collector streets that can do this instead | By Kevin C

Idea Title: Alternative 9: Zonal Collector-Distributor System



Idea Detail: Alternative 9 is a variation of Alternative 8 that looks at a collector-distributor roadway only at spot locations between specific interchanges.

Idea Author: Chris B

Number of Seconds 0

Number of Points 8

Number of Comments 1

Comment 1: Again, it isn't bad but misses some of the core issues. | By Zane P



Topic Name: Alternatives Under Consideration

Idea Title: No Build Alternative

Idea Detail: The No Build Alternative includes maintenance activities as needed and projects that are already committed.

Idea Author: Michael L

Number of Seconds 0

Number of Points 18

Number of Comments 0

Idea Title: Interchange Consolidation Alternative

Idea Detail: The Interchange Consolidations Alternative incorporates the Geometric Improvements Alternative and consolidates some closely spaced interchanges.

Idea Author: Michael L

Number of Seconds 0

Number of Points 15

Number of Comments 5

Comment 1: Not a good idea to close 18th Street ramps because the main postal processing plant is located there. They have large mail trucks coming and going there day and night. Another consideration is MoDot motorist assist is located right off 18th St. as well. | By Becky L

Comment 2: I can not support any option that shuts Benton Blvd. ramps. This access is centrally located and can easily lead you N,S,E &W. | By Tracy G

Comment 3: Don't close 27th street access. The Greenwood school site is 2 blocks from the interchange and the property has commercial viability to serve the neighborhood and beyond. The value of that property will drop precipitously if the interchange is closed and the likelihood that any viable use will go in there goes down dramatically. | By robyne S

Comment 4: I'll pick "Neutral" since you won't give us a "Do Not Like It" option. I do not want



access to Benton Blvd closed. I also really don't want to spend a bunch of money working on the interstate when what I really want is a more walkable, transit friendly Kansas City. | By Katie G

Comment 5: US40/Manchester - I would say relocate Manchester over the ramps to a signal at US40, obliterate the old road as much as possible, and build driveways out to the new road.

Could you leave the eastbound exit ramp to Manchester in place? If not, what about an exit ramp to Stadium from eastbound I-70, like the entrance ramp you are proposing. Should Stadium be widened to three or four lanes?

Are geometric, signal, and surface improvements going to be done to existing streets to support these changes and ease driver transition to the new configuration for I-70? | By Dean F

Idea Title: Geometric Improvements Alternative

Idea Detail: The Geometric Improvements Alternative incorporates the No Build Alternative with improvements aimed at improving the engineering issues in the corridor, such as short ramp lengths, tight curves, and weave areas.

Idea Author: Michael L

Number of Seconds 0

Number of Points 13

Number of Comments 2

Comment 1: It's OK, but I don't want access to Benton Blvd closed. | By Katie G

Comment 2: I like the idea as long as it doesn't take out a ton of homes | By Kevin C



Topic Name (Instant Poll): What kinds of I-70 improvements are most important to you?

Idea Title: Reduce congestion

Number of Seconds 17

Idea Title: Safety

Number of Seconds 7

Idea Title: Maintenance/condition

Number of Seconds 3

Idea Title: Goods movement/freight

Number of Seconds 3

Idea Title: Access across I-70

Number of Seconds 2

Comments

Number of Comments 9

Comment 1: Long range planning should be focused on accommodating the interests of the traveling public and the Manchester businesses without targeting the closure of the Manchester access. The plan can include monitoring of accident counts and levels of service (which currently do not support closure) and building into long range plans design elements that include preserving the access. With the Manchester bridges soon due for replacement, include in the plans additional traffic or merge lanes which may be needed to address deficiencies in design criteria or in any accident count or level of service issues should any be identified in further monitoring. Ramp signalization or even periodic, temporary ramp closures are reasonable alternatives to permanent ramp closures but only if data supports this action. These Manchester ramps are used by commercial traffic in other than rush hour periods. Protect this investment and accommodate all stakeholders. | By Fuzzy W

Comment 2: I would agree with the one individual about adding in a carpool lane like they have



in Chicago, or as you go into downtown St. Louis. Have it open during the busy hours 6-8 AM / 4-6 PM. I would also suggest that the new on ramp from I435 be expanded down past where it is now, because traffic is still congested. Also the off ramp from I435 heading east, needs to be expanded I know there is some construction still going on to I435, however the actual off ramp needs to be expanded. | By Dennis M

Comment 3: No more lanes on I-70 it only delays the inevitable congestion issues. Perhaps reconfigure lanes so that there is additional feet to merge on I-70 and reduce the decel lanes so that decel occurs on the off-ramp (and it will naturally occur on I-70 as people prepare to exit. | By James H

Comment 4: As a business manager in the Blue Valley Industrial area, I have been very concerned about the discussion regarding the closures of interchanges. The Manchester interchange is critically important to many businesses in the Blue Valley. It is the primary access point for an area that received \$300 million in federal government funds for flood control. With the benefit of this investment, many new businesses are moving into the area. Closing this access point would reverse this trend and damage the existing businesses in this area. | By Steve O

Comment 5: As a business manager in the Blue Valley Industrial area, I have been very concerned about the discussion regarding the closures of interchanges. The Manchester interchange is critically important to many businesses in the Blue Valley. It is the primary access point for an area that received \$300 in federal government funds for flood control. With the benefit of this investment, many new businesses are moving into the area. Closing this access point would reverse this trend and damage the existing businesses in this area. | By Steve O

Comment 6: I want to make sure that local access to I-70 is maintained from the Manchester interchange. That access is vital to the businesses that are near that intersection. Diverting truck traffic to other entry points farther away is expensive and time consuming. | By Tim V

Comment 7: I would add a carpool lane (2+ people) and also a designated lane for semis and heavy trucks that can't see smaller cars | By Donald P

Comment 8: I would like to support other's ideas about widening up the shoulders it would def. help for if there's any incidents or anything like that it would help by clearing away as much problems there is with vehicles such as broken down vehicles, accidents etc, I think it would also help with the reducing congestion. the rush hour times is ridiculous cuz even if we leave before rush hour we always end up bumper to bumper traffic no matter what. I agree also that semi's should have their own lane(s) this way cars aren't in as nearly as a risk with the drivers not being able to see the smaller drivers and should help makek their trip go by smoothly, of course last but not least take care of all pot holes | By Brenda J



Comment 9: I would suggest making designed lanes for heavy truck traffic only; also design lanes for express through city driving. | By Martha P



Topic Name (Instant Poll): What do you think about I-70 in Kansas City?

Idea Title: It's a key corridor for business and our regional economy

Number of Seconds 9

Idea Title: It carries a lot of traffic

Number of Seconds 7

Idea Title: It's a gateway to the city

Number of Seconds 4

Idea Title: It needs to be improved and beautified

Number of Seconds 4

Comments

Number of Comments 3

Comment 1: I prefer I-70 than any other road that run east to west with the city. It's quick at times. Unfortunately when its game day or something huge is going on, even 6-8 AM/4-6 PM it's horrible traffic. I would like to see more lanes added, and wider ones as well. | By Dennis M

Comment 2: I avoid I-70. It's a death trap due to all the semis. A direct exit to 71 south would be nice. Getting off on Truman road is a pain. The lanes feel particularly narrow from downtown eastbound. Lots of lane changing on eastbound as well, which can be confusing and dangerous (signs do not fix this problem--they are already there and the problem still exists). Don't make a lane end with an exit. | By L H

Comment 3: I'd rather not take I-70 given the opportunity. It's curvy, there's nothing along it for miles and it backs up horribly all the time. I'd prefer the money be put to moving people out of their car. | By Kevin C



Topic Name: What modes of transportation should be supported along and near I-70?

Idea Title: High-Speed Rail

Idea Detail: High-speed rail between Kansas City and St. Louis could run alongside or in the median of I-70. Tracks could double as commuter rail.

Idea Author: Herbie M

Number of Seconds 8

Number of Comments 1

Comment 1: Parallel tracks the entire way from downtown KCMO to downtown St. Louis.
| By Kevin C

Idea Title: Transit

Idea Detail: I think transit should be supported.

Idea Author: Nathan P

Number of Seconds 6

Number of Comments 6

Comment 1: I would like to see I-70 become a multi-modal corridor linking KC and StL. Hi-Speed rail would have a great economic benefit to the state, residents and visitors. | By Deb R

Comment 2: I like the idea of a multi-media road. A commuter rail line and 6 lanes of road. Let Amtrak go it's multi-city slow route and add a KC/Columbia/St. Louis non-stop route. | By Kevin C

Comment 3: What kind of transit are you talking about? Public transit? | By Leandra B

Comment 4: I'm assume some kind of commuter rail. | By Herbie M

Comment 5: Improve the passenger rail service between KC and STL. Investing completely in highway improvements seems very short sighted considering the uncertainty of gas prices and



supply. | By Bryan E

Comment 6: If MoDOT can fund highway improvements in the corridor, they should see state funding to also improve transit. Shifting some highway users to transit makes highways operate better for everyone else. | By David J

Idea Title: HOV Lanes (2+ occupants)

Idea Detail: HOV lanes would offer dedicated lanes to drivers who do their part to reduce the traffic load on the interstate by sharing their drive with others. Reduced traffic in HOV lanes would offer additional incentive to solo drivers to make the switch as well.

Idea Author: Bill F

Number of Seconds 5

Number of Comments 1

Comment 1: I prefer managing the capacity of the entire freeway to give priority access to HOV's and public transit. This could take several forms, including ramp metering with an HOV bypass lane, or actually charging SOV's to enter the freeway, at least during peak periods. The result would like shift some trips to non-freeway routes, and would encourage some commuters to double up or take transit. | By Ron M

Idea Title: Automobile

Idea Detail: I think automobiles should be supported.

Idea Author: Nathan P

Number of Seconds 4

Number of Comments 0

Idea Title: Move I-70 from the center of the city

Idea Detail: There's plans to move I-70 at Columbia, do the same at KC. Move it way north or way south of the city. This way through traffic doesn't head downtown. Current I-70 then becomes an extension of I-670

Then at St. Louis rename I-270 to I-70 and make that the mainline road. It lines up better



anyways.

Idea Author: Kevin C

Number of Seconds 2

Number of Comments 0

Idea Title: Overhead Monorail

Idea Detail: Limited access to a high speed monorail traveling one way only. 15 minutes from Grain Valley to Union Station. 15 minutes return to Grain Valley. Fast, clean, safe. I'd use it.

Idea Author: Michael C

Number of Seconds 1

Number of Comments 0

Idea Title: Bike

Idea Detail: I think bikes should be supported.

Idea Author: Nathan P

Number of Seconds 0

Number of Comments 2

Comment 1: With traffic speeds in the 55+ range, being on a bicycle would be too dangerous. There are plenty of other bicycle friendly roadways in the city, being on I-70 does not seem like a good idea at all. | By Nancy M

Comment 2: Bikes are illegal on the interstate. I'm not sure why this is an option. | By Kevin C

Idea Title: Pedestrian

Idea Detail: I think pedestrians should be supported.

Idea Author: Nathan P



Number of Seconds 0

Number of Comments 2

Comment 1: Improve pedestrian and bicycle access and safety across I-70. Right now it is a major barrier in many neighborhoods, disconnecting communities. | By Deb R

Comment 2: I fully agree. The improved I-70 will be much easier / safer / more pleasant to cross. As is, it is just too big a barrier. Pedestrian safety at interchanges should be paramount. | By Ron M

Idea Title: Rapid Transportation System

Idea Detail: Need designated lanes for Rapid Public Transportation System (Metro or Bus Service) that connects Kansas City to its suburbs in its 30 mile radius. Designated lane would allow it to bypass the traffic in peak hours and mass public transportation would eventually attract more people to ride on.

Idea Author: falgun S

Number of Seconds 0

Number of Comments 0



Topic Name: What is your biggest safety concern with I-70?

Idea Title: Too many access points

Idea Detail: Numerous access points with short deceleration/acceleration lanes create unsafe merging and weaving.

Idea Author: Jennifer B

Number of Seconds 7

Number of Comments 6

Comment 1: The downtown area is terrible for on and off ramps being too close together. Nobody pays attention to the 45 mph speed limit which makes it worse. Close some of the downtown street access ramps and have ramps at the main points of each direction (I-70 could have 3 - East, North & West sides). The downtown loop alone needs only 4 access points and would work out quite nicely.

There are lots of areas the Frontage Road concept would work nicely with minimal access to the Interstate. It's not a new concept to the KC Area, just not implemented enough. | By Nancy M

Comment 2: I would Agree. There are too much access point on I-70. You need to Cut back on the number of access point.

You need add or Change some of the Frontage road. The Frontage road Should be a One way Stree.

Upgrade the Interchange to allowed the Forntage road to access them. Make easy for Business to use them.

Add some Texas U turn. They make easy to get on the Other side of I-70. "Like fo you going on I-70 Wb. Then exit onto the Frontage roag. Go poost you Business. Take the texas u turn go on the outer side of I-70 then go to your business.

Sign. Need to be upgrade and Change or Add some new Sign. | By Sean W

Comment 3: I agree with adding the "Texas U-Turn"...I always call it the KYA (kiss your a**), but they are QUITE handy!! I agree with the frontage road on each side should be 1 way...and make businesses accessible from the frontage roads. Take a trip to Texas...you don't have to go deep into Texas, go to someplace like McKinney, Plano area, good examples right there!! | By Donna M

Comment 4: Have more "frontage roads" for local access to businesses. It will keep people off I70 for short trips. Texas uses "frontage roads" and i believe they are very effective!! | By



Donna M

Comment 5: If there were less ramps then there needs to be good signage provided by the state to sign how to get to I-70 within the community. The worst thing about being in an urban environment is seeing the interstate and not knowing how to access it. I don't see that I-70 and the number of ramps are being used for short trips. I don't disagree that some access points need to be either eliminated or have a collector system associated with them. | By Sherri M

Comment 6: I like this idea. Limit use of it for short trips. In the urban setting there should be limited access and keep local traffic on city streets.

the less ramps the less interest in using I-70 as a shortcut. | By Kevin C

Idea Title: Widen Shoulders

Idea Detail: Shoulders need to be increased in width, especially on overpasses. The reason is three-fold. 1) When construction occurs, there are what seems like mere inches between cars and dividers, increasing tension for drivers, 2) Not enough room for disabled vehicles to safely get off the right of way, and 3) Emergency vehicles do not have a way to get through congested traffic easily, increasing the chances of arriving too late to rescue a motorist in a life-threatening situation.

Idea Author: Bill F

Number of Seconds 2

Number of Comments 1

Comment 1: There need to be At least 9-10 Feet "Right Shoulders". & 4-6 Feet "Left Should" Feet. Add some Should to the Off & on ramps. | By Sean W

Idea Title: Add shoulders

Idea Detail: Add shoulders

Idea Author: L H

Number of Seconds 2

Number of Comments 0



Idea Title: That I have to drive

Idea Detail: My biggest concern is I don't have the option to not drive when heading that direction.

Modot isn't providing options.

I usually don't take I-70 because everyone has to drive on it just like me.

Idea Author: Kevin C

Number of Seconds 1

Number of Comments 1

Comment 1: There are at least 4 north-to-south, freeway-grade, access routes into the city. Coming into the city east-to-west, the only viable option is I-70. 470W-to-71N is possible, but not practical if you're heading to the KC government district from Blue Springs, for example. Truman Rd, 23rd St, and Hwy-24 are options, but not of a suitable freeway-grade. | By Wes D

Idea Title: Add shoulders downtown

Idea Detail: yeah, you don't have any.

Split some money off and actually do work on the downtown loop for once

Idea Author: Kevin C

Number of Seconds 1

Number of Comments 0

Idea Title: Narrow Shoulder width

Idea Detail: Shoulders need to be increased in width, especially on overpasses. The reason is three-fold. 1) When construction occurs, there are what seems like mere inches between cars and dividers, increasing tension for drivers, 2) Not enough room for disabled vehicles to safely get off the right of way, and 3) Emergency vehicles do not have a way to get through congested traffic easily, increasing the chances of arriving too late to rescue a motorist in a life-threatening situation.



Idea Author: Bill F

Number of Seconds 0

Number of Comments 0

Idea Title: wall median

Idea Detail: Wall Median is too Low, Too weak. The wall Median Sould be Atleast 6-8 Feet High, & Around 4 Feet Thick at the base. And on the top of the Wall is only 4-5 Inchs. The ribe cage what I Call It by. The ribe cage is the rebar Core of the Wall. The Core is 2 Feet By 2 Feet.

Here is a List on What wall can do.

(1 Lower the Headlight from Other cars.

(2 You can't See Over the wall so you can't be Distracted.

I will Change it By the comment...

Idea Author: Sean W

Number of Seconds 0

Number of Comments 0



Topic Name: What is the most congested area along I-70?

Idea Title: Extend the additional lane from Blue Ridge Cutoff to the Sterling Exit

Idea Detail: Far too often I see congestion build up on the final merge before the lane ends just about a half mile prior to the Sterling Exit...only to see quite a few of the cars exit onto Sterling later. Extending this lane would relieve some of the stress of merging, or give an actual exit off the interstate if traffic is too congested to allow safe merging.

Idea Author: Bill F

Number of Seconds 7

Number of Comments 2

Address: 10313-10769 Interstate 70, Kansas City Missouri, 64133

Comment 1: Very good idea. One more thing would be to block people coming from I-435 to EB I-70 from merging right away. People come to a complete stop trying to merge into traffic right away when they have at least a mile of open road with which to merge. Put some of those plastic sticks up for a hundred feet or so and train them how to merge properly! | By Shawn B

Comment 2: I would improve nothing about this idea. The extension of the lane needs to happen. That area of I-70 EB has become a death trap. If you are not in the left or center lane coming around the corner you better be prepared to slam on the brakes. | By Daniel M

Idea Title: New Rush Hour Sterling Bottleneck

Idea Detail: I know that this area is not included in "I-70 between the Paseo Boulevard Interchange and the Blue Ridge Cutoff Interchange in Kansas City, Missouri" but was created by the work done on I70 by our Arrowhead and Kauffman Stadiums.

This is just east of there.

While traveling east on I70, the last right lane that ends just east of Blue Ridge Cutoff does so as the highway is going downhill and unsuspecting drivers have to slow down, stop, or even slam on their brakes to try to merge into traffic because they did not see that the lane ends.

If that same last lane could be extended up to the Sterling Avenue exit, which is uphill and can be seen by drivers from a distance, they would know to merge into traffic ahead of time, THAT might just get rid of this newly created bottleneck just before Sterling Avenue on I70 and prevent traffic accidents that go along with bottlenecks.

This would also help with traffic flow after baseball and football games at the stadiums.



Thank you.

Idea Author: Matt L

Number of Seconds 3

Number of Comments 0

Address: S Sterling Ave, Independence Missouri, 64054

Idea Title: Add more lanes

Idea Detail: The recent improvement project only served to move the problem areas to other parts of the highway. With the population continuing to increase towards the east "rush hour" has now extended to past Blue Springs and without additional lanes it is going to continue to get worse

Idea Author: Ron E

Number of Seconds 3

Number of Comments 0

Idea Title: Interchange Upgrade

Idea Detail: Turn this Interchange Into a Stack interchange Or A Turbine interchange Add some Fly over ramp. And some new Ramp. Like going WB I-70 to SB Highway 71/ I-49.

Idea Author: Sean W

Number of Seconds 1

Number of Comments 0

Address: Victory Hwy, Kansas City Missouri,

Idea Title: Stop this project and focus on the downtown loop.

Idea Detail: The downtown loop is far more important to rebuild than I-70 east of downtown. I



wouldn't touch I-70 east of the Paseo and put the money into transit there. An elevated commuter train line to St. Louis would be a better use of the money

I would put the money into the downtown loop instead. Dig underground to widen and cap the existing segments on three sides to undo the horrible splitting of downtown done when the loop was built.

For non-highway people why the loop is more important, the following highways meet all in one place: MO 9, US 169, US 24, US 40, US 71, I-35, I-70, I-29, I-670.

In the entire loop with all those highways there isn't a single case where you pick one of those names and the road maintains the same number of lanes from entering to existing the loop.

Furthermore, the ramps in the loop are horrible. Look at Broadway St NB to I-70 EB. One has to take a very short loop ramp and then cross I-35 exit traffic at the same time. I'm not sure why this ramp isn't closed!

Even worse,
I-70 EB/I-35 NB on the north side and I-70 EB and US 71 SB both literally trade sides of the road.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: Congestion at 18th Street and the Benton Curve

Idea Detail: Congestion headed WB from 18th Street to Prospect to include the Benton curve.

Idea Author: Jennifer B

Number of Seconds 0

Number of Comments 0

Address: Victory Hwy, Kansas City Missouri, 64127

Idea Title: Improve the lane layouts for better flow of through-traffic



Idea Detail: There is a frequent need to move left three lanes when exiting the city eastbound from 35N-to-670E (two lanes become exit only). If these exit only lanes were added in, and traffic flowed through this section without the need for all cars to change lanes, (as was done with 35/71S into 70W to 35S on the north side of the downtown loop) traffic would flow more directly without a mass of people confused over their lanes disappearing. They could get in a lane and stay there all the way out to 435.

Idea Author: Wes D

Number of Seconds 0

Number of Comments 0

Address: Paseo Blvd, Kansas City Missouri, 64106

Idea Title: Improve 31st St to freeway-grade

Idea Detail: Implementing a freeway spoke from 70/40W to Hwy71 along 31st Street could move a significant amount of I-70 traffic bound for westport or the plaza onto a course that keeps them closer to that destination, instead of up through the I70/670 loop around to 35S, Broadway, and Southwest Trfwy.

It would also have the benefit of improving access to 71S from 70W, and provide a greatly-needed, consistent alternate route in events of lane closures between Van Brunt and downtown.

Idea Author: Wes D

Number of Seconds 0

Number of Comments 0

Address: 2118 E 31st St, Kansas City Missouri, 64109

Idea Title: I-70/Blue Ridge Cutoff

Idea Detail: Plastic lane barriers preventing people from I-435 merging into EB I-70 too soon. People come to a complete stop trying to merge into EB I-70 when they have almost a mile of open road with which to merge properly. Also post law enforcement for a while to prevent people from playing "lane cops" and blocking this right lane from use. This would be cheap and could be implemented right away.



Idea Author: Shawn B

Number of Seconds 0

Number of Comments 0

Address: 8989-8999 Interstate 70, Kansas City Missouri,



Topic Name: Other Comments

Idea Title: Keep Manchester Interchange Open

Idea Detail: The Manchester and 70 interchange is a vital link between the interstate and the industrial corridor of the city. Hundreds of millions of dollars have been spent by businesses, city, state and federal governments for flood control and other development projects in the area. Because of at-grade rail crossings, the blue river, and neighborhood streets not designed for truck traffic, the Manchester interchange is the safest and most efficient ingress and egress for commercial traffic. Keeping the interchange open is of utmost importance for future commercial and industrial development in the area.

Idea Author: Rick H

Number of Seconds 7

Number of Comments 4

Comment 1: I agree that the 40 highway alternative just doesn't work for our business which is also located south of I-70. To have all of the truck traffic coming in and out of our development driving down 40 and stopping at multiple stop lights takes way too much time and also seems to increase the probability of accidents. Let's design a plan that allows Manchester to stay open. | By Susan K

Comment 2: As an owner of a large industrial building near that intersection, I know that Manchester is a very important route for my customers to access our business. The 40 Highway alternative is not a good one because it is too far if you're on the south side of I-70. Van Brunt would be closer, but the intersection of Stadium and Van Brunt is an awful mess. Manchester works well for us. Please leave it alone. | By Tim V

Comment 3: I have selfish reasons for wanting to keep Manchester open: I like that it serves as a "back door" to the sports complex. When traffic is backed up on I-70 pregame, I like to exit early at Manchester and usually find much shorter queues to enter the parking lot. Perhaps the ramps could be closed at strategic times (regularly scheduled daily) to prevent turbulence from entering/exiting traffic? | By David S

Comment 4: there's also long term plans to bring a bike network through the area, which would need access | By Kevin C

Idea Title: Keep Benton Blvd and southern access open to the NE community.



Idea Detail: The Benton access to I-70 is a major southern gateway into the Historic Northeast community. Truman, Prospect, 18th St and Brooklyn are also important entryways from the freeway. Closing would have a great impact to local business and tourists visiting the Kansas City Museum and two well known BBQ restaurants just for starts. I do not see the benefit in isolating this area. The only southern entrance left would be the Paseo on the far west. I am in total opposition to these closures.

Idea Author: Rebecca K

Number of Seconds 4

Number of Comments 1

Comment 1: I agree. It would force people to go farther out of their way, which causes even more traffic. There are many people in this area that this would impact in a negative way. We need access to the urban core, not cutting off access. That would be totally counter productive for the city and it's residents. | By Tracy G

Idea Title: Closing 4 exits at Benton Curve?

Idea Detail: I feel the Interchange Consolidation Alternatives are the best way to go, however, I do have a concern with some of the changes on the West Route. If I read the map correctly, you plan to close Benton Blvd, Truman Rd, 18th St, and 27th St access and open up a 23rd St access? If this is true, I don't think it's a great idea because you would have all the traffic that needs to exit on those streets flooding the Prospect Ave and 23rd St exits, which are the only exits that show available in the proposed map for the Benton Curve area. You are pretty much consolidating 4 exits worth of traffic into 2 exits, which I feel would create more congestion.

Idea Author: Justin R

Number of Seconds 2

Number of Comments 5

Comment 1: I think you need to keep the 18th street exit open coming from the East (towards downtown) and the Benton Blvd exit open coming west out of downtown. Those exits do not cause any congestion on I-70 and are quick and easy to get off of. I live by the museum off Benton and am not comfortable getting off the highway on Prospect nor would I want my family to have to do so when they come to visit from Independence or Kansas. | By Becky R

Comment 2: When US 71 was described, it was observed by state officials that they realized



that I-70's placement and design severely damaged the Northeast economy. Now they want to finish it off? I think I'll look for the bills mentioned by Brandon C9 | By Everett P

Comment 3: Dear Tom,

No build? Really? You do realize that most of I-70 through this area is over 40 years old, don't you? What value do you think we the people will be getting for our dollar if we continue to place million dollar band-aids on a road that needs to be completely rebuilt? Look at the new bills to rebuild I-70 completely that are in the House and Senate. | By Brandon C

Comment 4: no build/maintenance only | By Tom R

Comment 5: Please do not close any of the Benton area accesses | By Laura R

Idea Title: Metered entrance ramps on I 70

Idea Detail: Consider metering the entrance ramps on eastbound I-70 (the ones at Blue Ridge Blvd and Noland Rd. Those seem to cause substantial slowing during rush hour. Also, lengthen the acceleration lanes at both locations as there seems to be additional space to do so without significant expense. Great job on the new acceleration lanes at Blue Ridge Cutoff!

Idea Author: Morrie C

Number of Seconds 2

Number of Comments 1

Comment 1: The bottleneck problem at east bound I70 and Blue Ridge Blvd at rush hour is because MODOT widened the lanes at the stadiums (Blue Ridge Cutoff) but narrowed it down again just before the Sterling and Blue Ridge Blvd exits. If they were to extend the right lane all the way to the Sterling exit and maybe Blue Ridge Blvd exit also, instead of having it end under the bridge just before Sterling, the traffic would flow more smoothly.

Right now it is hard to see where the right lane ends, if it was extended to the next exit (uphill) it could be seen in advance and drivers could plan accordingly instead of getting surprised at the bridge where the lane currently ends.

Right now that is exactly where the bottleneck starts (Sterling).

They took the original bottleneck that used to be at the stadiums and just passed it down one more exit east to Sterling.

Again, EXTEND THE EAST RIGHT LANE ALL THE WAY TO STERLING AND/OR BLUE RIDGE BLVD EXITS, that would help alleviate the existing bottleneck | By Matt L

Idea Title: Hodge podge design!



Idea Detail: Why wouldn't you use the collector-Distributor concept on the west end, instead of the cul-de-sacs? Leave the Manchester ramps for the stadium and truck traffic. Change the 435 ramps to right hand exits. Go ahead and add the extra lanes on 435 and I-70 through the interchanges. And only eliminate the ramp connections as stated in the geometric option. This would take the best of each design and slam them together. It leaves most of the ramps open(happy communities), eliminates other ramps in bad locations(happy MoDOT), and provides for greater through times on the highway(happy commuters)! This doesn't hash out all the design problems, but it seems like a good start, and a good compromise.

Idea Author: Brandon C

Number of Seconds 2

Number of Comments 0

Idea Title: Get rid of Stadium bottleneck

Idea Detail: The bottleneck problem at east bound I70 and Blue Ridge Blvd at rush hour is because MODOT widened the lanes at the stadiums (Blue Ridge Cutoff) but narrowed it down again just before the Sterling and Blue Ridge Blvd exits. If they were to extend the right lane all the way to the Sterling exit and maybe Blue Ridge Blvd exit also, instead of having it end under the bridge just before Sterling, the traffic would flow more smoothly.

Right now it is hard to see where the right lane ends, if it was extended to the next exit (uphill) it could be seen in advance and drivers could plan accordingly instead of getting surprised at the bridge where the lane currently ends.

Right now that is exactly where the bottleneck starts (Sterling).

They took the original bottleneck that used to be at the stadiums and just passed it down one more exit east to Sterling.

Again, EXTEND THE EAST RIGHT LANE ALL THE WAY TO STERLING AND/OR BLUE RIDGE BLVD EXITS, that would help alleviate the existing bottleneck

Idea Author: Matt L

Number of Seconds 1

Number of Comments 0

Idea Title: US40/Stadium Loop

Idea Detail: If you are going to close the Manchester interchange, I do think it will be necessary



to make improvements to the loop that is generally formed by US40 and Stadium Dr. Closing the exit appears to make Manchester less accessible to I-70. That access should be made up in some other way so these businesses in this area may continue to prosper, better if possible.

Just like the ramp you are proposing from Stadium to I-70 East, look at the same thing from I-70 East to Stadium and from Stadium to I-435 North. Look at the intersections between US40, Stadium, and the other roads and ramps in the area and see what improvements need to be made so truck traffic can get in and out safely with a minimum of hassle. And take another look at the I-435/Raytown interchange and the I-435/23rd interchange with its connection to Manchester.

Should US40 be a divided roadway with 12 foot lanes, left turn lanes, wide shoulders and a 45 to 50mph speed limit from I-435 going to the west to I-70?

Idea Author: Dean F

Number of Seconds 1

Number of Comments 2

Comment 1: that's all outside the scope, some of which the city needs to look at., not modot.

but yet, in general all these changes need to also have a neighborhood-wide checkout | By Kevin C

Comment 2: Better yet if the city and MoDOT looked at some things together. One jurisdiction may be able to do something with the same effect and with less expense than the other jurisdiction, or both may be able to do parts of the work that together make an excellent whole. | By Dean F

Idea Title: Auxiliary lanes vs human nature

Idea Detail: The addition of auxiliary lanes may not be the best alternative because of the mindset of some drivers, those being the ones that would use the auxiliary lanes for their personal ambition to beat all the other drivers. For illustration, consider situations where signs are posted in construction areas to say a lane will be closed in 5 miles, 3 miles, etc. There are always a lot of drivers that don't move out of that lane until the very end and have to crowd. The drivers that move out of that lane well before the end are the losers. Manners don't always count for much on I70. In our age of aggressive drivers, the addition of auxiliary lanes will only escalate the frustration.

Idea Author: Patrick T



Number of Seconds 1

Number of Comments 0

Idea Title: Get started!

Idea Detail: The time has long, long since come that I-70 has needed to be expanded, improved and made safer and better. That MoDOT is studying this still/again is shameful.

I-70 is patently unsafe. Anyone who drives it regularly can tell you as much. It is especially dangerous, too, not just in Kansas City and St. Louis but particularly around the Columbia, MO area where it has become an artery of the city. I've seen far too many car accidents there as I've driven through.

Our state legislators and Senators Blunt and McCaskill, everyone, need to make this a priority. Besides being dangerous and long, long overdue and a hamper to conducting more business in the state, this could also mean jobs for Missourians and people in the region. That this hasn't gone forward and still isn't is just shameful.

Idea Author: Kevin E

Number of Seconds 0

Number of Comments 1

Comment 1: there are to many ways to determin the amount of traffic that depend on the on and off ramps. for instance if you remove the benton on ramp to down town than moterest will than go to the prospect on ramp causing more conjection at that ramp and if they are tring to go to westport or the plaza they have to atempt to cross more lanes with less distance to do so making it more pron for more acidents than it alredy pron to. because of the north south I-35 split because as you should already know that people are in way to much of a hurry to go all the way around downtown to get whrer they could have been by getting over the three or four lanes of traffic when every one act's like they don't think that you should get in front of them or are in to much of a hurry to let you in the lane that you are tring to get in to. car counters that count cars to determin witch ramps are most nessasary and than deturmin if there is another solution to the mix!! | By Brian C

Idea Title: Combination of alternatives

Idea Detail: I like the west half of the Geometric Improvements and the east half of Interchange



Consolidation. I'm not a resident of the neighborhoods near the Jackson or Benton curves, but it seems like access to the prominent east-west arterials, 27th and Truman, is hindered by the closing of ramps to/from those streets. MoDOT should listen carefully to those residents to determine which ramps are hardest to live without. My personal concern is that through traffic can navigate from downtown to the sports complex at a safe, reasonable speed without experiencing undue congestion. Both build alternatives appear to help improve flow as the curves are flattened.

Idea Author: David S

Number of Seconds 0

Number of Comments 3

Comment 1: I am a resident of N.E. and use Benton as my WB I-70 access, that's my horse in this race. If going East, I use U.S.24 to I-435. (I work near Downtown; Close Benton, I Use U.S. 24 -- Is that where MoDOT wants more traffic?) I'm sure such would impact the thoughts regarding street cars on Independence Ave. and/or Truman Road. | By Everett P

Comment 2: Listening to the public is fine, but be careful! Anybody remember the Bruce Watkins? The courts made MoDOT listen to the public, and the public was wrong. Now, several years later, the public has seen their error, but MoDOT doesn't have the money to fix it. Maybe the public needs to be better informed before they yell to much. Just a thought! | By Brandon C

Comment 3: Yes, listen to residents and businesses who would be affected by closing Benton. Please come to our Chamber of Commerce meeting and our Neighborhood meetings to hear first hand from our residents. | By Tom R



Topic Name: Reasonable Alternatives

Idea Title: Alternative 5: Geometric Improvements

Idea Detail: Alternative 5 applies strategies that are aimed at fixing the engineering problems in the corridor, such as short ramp lengths, low bridges, tight curves, and weave areas. These improvements are carried throughout the other build alternatives.

Idea Author: Nathan P

Number of Seconds 3

Number of Comments 0

Idea Title: Alternative 9: Zonal Collector-Distributor System

Idea Detail: Alternative 9 is a variation of Alternative 8 that looks at a collector-distributor roadway only at spot locations between specific interchanges.

Idea Author: Nathan P

Number of Seconds 1

Number of Comments 0

Idea Title: Alt 12: Rebuild Truman Rd Interchange & Consolidate Interchanges

Idea Detail: Alternative 12 applies strategies aimed at improving the spacing of interchanges (similar to Alternative 6) and creates a new full access Truman Road Interchange.

Idea Author: Nathan P

Number of Seconds 1

Number of Comments 3

Comment 1: Do not consolidate Manchester Trafficway and Hwy 40 | By Ron B

Comment 2: I would be apposed to the closing of the Manchester Trafficway access to I-70. This would leave Van Brunt as the primary access which is dangerous for commercial



vehicles. This would increase the number of accidents trying to get onto I-70. | By Kevin M

Comment 3: I would improve this idea by NOT considering removing Benton Blvd. crossing over I-70. This is an important and frequently used thoroughfare for Northeast residents. This bridge AND the Prospect bridge both have a lot of traffic during busy times, and diverting all of that traffic through Prospect alone would cause significant congestion. I am not sure how the on-ramp at Benton is used, but I know the bridge itself is important and I would hate to see it go. In fact, the Benton bridge needs a lot of improvement, but I am opposed to avoiding the improvements by eliminating the bridge entirely. | By Tim H

Idea Title: Alternative 1: No-Build

Idea Detail: Alternative 1 includes maintenance activities as needed and projects that are already committed.

Idea Author: Nathan P

Number of Seconds 0

Number of Comments 0



Topic Name: Other Comments

Idea Title: Be a Good Neighbor

Idea Detail: I70 was cut through inner-city neighborhoods in the 60s, now the roadway is in good shape, but the frontages, right-of-way, etc. are a source of urban blight. While other overpasses are well-maintained, 27th and 23rd streets are patch on top of patches with the foundations of long-removed signals still in place at 23rd. The lights under the Cleveland overpass have been inoperative for years. The original fencing that faces our neighborhoods is in a terrible state of disrepair. MODoT crews pickup litter on suburban stretches but until the recent All-Star game never touch the section through the East side. This needs to be addressed

Idea Author: Charles C

Number of Seconds 2

Number of Comments 0

Idea Title: I-70 Under Cross Streets

Idea Detail: Lower I-70 and/or raise cross streets so I-70 passes under as many streets as possible, if not all. This is an advantage to trucks entering the freeway since it is easier to gain speed going downhill. A freeway below existing grade will be more out of sight and require less in the way of sound walls, which can make a neighborhood more appealing. This option would likely require more utility work and a significant investment in improved storm drainage outside the project footprint. It is also a significant amount of soil to dispose of.

Idea Author: Dean F

Number of Seconds 1

Number of Comments 0

Idea Title: Trucks in right lane only

Idea Detail: Require trucks to travel only in the right lane on I70 during posted times would free up 2 lanes for cars.

Idea Author: paul H



Number of Seconds 1

Number of Comments 3

Comment 1: If we limit trucks to one lane in certain hours, all the more the need for the roadway to be flst or almost flat, so the truck can maintain a consistent speed. While the idea to limit trucks to one lane may have merit, I agree with another comment that the lane is not the right lane. The right lane then would only be used by trucks in entrance and exit maneuvers. | By Dean F

Comment 2: The issue is that trucks are a big contributor to the traffic jams during rush hour. They take up 5-6 car lengths and drive much slower, leaving empty space both in front and behind. Ideally, we would restrict trucks on I70 during posted times. But since this is not something easily enforced, I support restricting trucks to the right lane, recognizing that this restriction may make it more difficult for cars to enter I70 from Lees Summit or Nolan Road. | By paul H

Comment 3: Please DO NOT put trucks in the right lane only. It takes them longer to accelerate and decelerate. They would be in the same lane as the majority of exits and entrances to the Interstate. This would greatly increase the probability of accidents occurring. In a perfect world everyone would completely pay attention to their driving and be aware of all exits, speed limits, etc., but we do not because we are human and it is easy to get distracted. On a daily basis people cut others off to catch exits they almost missed. Semi-trucks cannot stop on a dime. Sadly, accidents between big rigs and cars can be devastating. Some cities actually have signs posted for through traffic (trucks included) to go into the far left lane. This way they do not have to interact as much with local traffic. Until Kansas City widens the I-70 corridor it would be horrible with the short entrance ramps to have truck traffic restricted to the right lane only. I would have to wonder about the intellect of any engine | By Tammalyn Brothers T

Idea Title: Limit Ramps Trucks Can Access

Idea Detail: Do we need to give trucks access to each and every entrance and exit on I-70, especially with the two almost right angle curves that I-70 has? If we restrict trucks from some ramps and redirect them to other enhanced ramps, we may be able to greatly improve truck performance on I-70 and maybe save some money overall by only having to build some of the ramps to handle cars. This will require some good signing on KC streets.

Idea Author: Dean F

Number of Seconds 0



Number of Comments 0



Topic Name: NEIGHBORHOOD: What impact would you like I-70 improvements to have on your neighborhood?

Idea Title: Soundwalls

Idea Detail: The Soundwall or noise barrier.

benefits

Normally, the benefits of noise reduction far outweigh aesthetic impacts for residents protected from unwanted sound. These benefits include lessened sleep disturbance, improved ability to enjoy outdoor life, reduced speech interference, stress reduction, reduced risk of hearing impairment, and reduction in blood pressure (improved cardiovascular health).

Disadvantages of noise barriers include:

Aesthetic impacts for motorists and neighbors, particularly if scenic vistas are blocked.

Costs of design, construction, and maintenance.

Necessity to design custom drainage that the barrier may interrupt.

Idea Author: Sean W

Number of Seconds 1

Number of Comments 2

Comment 1: I saw some cool SEE THROUGH noise barriers in Ohio. Are those available in Mo? | By Bob R

Comment 2: Sound walls can play a part in making I-70 less intrusive to nearby communities, but let's first take steps to reduce the noise itself. Reducing grades, reducing speeds, and using pavement that produces less tire noise are parts of such a strategy, as well as landscaping to absorb sound. | By Ron M

Idea Title: Be a Good Neighbor

Idea Detail: The improved I-70 should be a good neighbor, rather than an intrusive bully.

Idea Author: Ron M

Number of Seconds 0

Number of Comments 0





Topic Name: How has truck traffic impacted your drive along I-70?

Idea Title: No trucks on I-70 inside the KC loop

Idea Detail: Make them all go around via I-435. It's already 6 lanes in nearly every section of the road.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 2

Comment 1: Perhaps restricting the load size &/or 'thru' trucks to the downtown loop would be more probable. There are lots of ways thru the KC area which would be better for 'long-haul' trucks that are passing thru and could prevent them from having to slow down or even stop in traffic (which in turn saves the trucking industry thousands) if the trucks know where to reroute from on the outskirts (like I-435). Maybe even restrict these types of trucks from certain areas at peak traffic times. I know some types of hauls can't come thru during the day (hazardous materials) and can only travel at night when less traffic is around. Useing that as a baseline could help traffic flow thru the KC area, even as far out as 291 on the East and 435 on the West. | By Nancy M

Comment 2: This idea makes it impossible (excessively difficult at best) for trucks to make deliveries to businesses downtown/mid-town/westport/plaza, access downtown underground, or to deliver equipment to shows at the Sprint Center.

Signs suggesting routes around the city might be of benefit, but the southern part of the 435 loop has immense congestion both directions in afternoons and evening rush hour already. | By Wes D

Idea Title: Designated truck lane

Idea Detail: They don't merge on and off the highway at the speeds that cars do. They cause drivers to get frustrated and mad which causes them to drive crazy. If they were in there own lane then there wouldn't be an issue with them not seeing cars, or them driving slower than the normal flow of traffic. I think all semis, heavy liscenced trucks and busses should be in this lane

Idea Author: Donald P



Number of Seconds 0

Number of Comments 1

Comment 1: An isolated, no-exit, by-pass through lane might be extremely useful for trucks and other travelers that are not utilizing exits on their way through downtown. It would reduce the number of vehicles that are interacting with drivers entering and exiting the freeways. An example area to consider might include Van Brunt to state line. | By Wes D

Idea Title: Truck Restricted Lanes

Idea Detail: Trucks restricted from left lane (3). They can use the inside Lane (2), Outside Lane (1).

Left Lane are for Passage car only.

As for the Bus, Large van they can't use the Left Lane.

Unless they Have exit off the Highway then is Ok to use.

Idea Author: Sean W

Number of Seconds 0

Number of Comments 0

Idea Title: No trucks in left lane.

Idea Detail: I feel as though the no trucks in the left lane law has really improved my commute. I am now able to pass trucks more safely than before where I was passing on the right instead of on the left.

Idea Author: Daniel M

Number of Seconds 0

Number of Comments 0



Topic Name: COMMUTE: What impact would you like I-70 improvements to have on your commute?

Idea Title: Improvements would make my commute worse

Idea Detail: This project is not going to help stop congestion for a commute into downtown.

The biggest choke point is at the downtown loop. I-70 goes from three lanes each way to 1 lane each way with excessive lane changing that crosses through traffic.

Fix this first. You can't have even more people streaming into downtown on new lanes and suddenly stop them with increased congestion downtown.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0



Topic Name: TRUCK TRAFFIC: What impact would you like I-70 improvements to have on truck traffic?

Idea Title: Reduce Grades for Reduced Noise

Idea Detail: I'd like to see less truck traffic on I-70, but we all know it's still going to be there. At the very least we need to reduce grades (e.g. near 27th Street) so trucks don't make so much noise.

Idea Author: Ron M

Number of Seconds 0

Number of Comments 0



Topic Name: DEVELOPMENT: What impact would you like I-70 improvements to have on development in the study area?

Idea Title: Urban Core Redevelopment / Restoration

Idea Detail: I'd like improvement of I-70 to help stimulate redevelopment / restoration of the Urban Core, especially west of Van Brunt Boulevard. Construction of this freeway in the 1960's took a terrible toll on neighborhoods, and I-70 is still much more a liability for those neighborhoods than an asset.

Idea Author: Ron M

Number of Seconds 0

Number of Comments 2

Comment 1: I-70 can not redevelop downtown. Expressways are the reason downtown died to begin with since they gave people a way to live further out. | By Kevin C

Comment 2: I agree, I-70 contributed to the decline of Downtown. So what can we hope for in reconstruction of I-70 to make it less of a decentralizing influence, less of a negative factor for the adjacent communities? Slowing traffic on I-70 would likely help as it would make living out in the exurbs less attractive. (I know that wouldn't be popular with the exurbanites who want to get out of town as quickly as possible.) Slowing traffic would also reduce noise levels, since a lot of freeway noise is tire noise, and that decreases with speed. I don't have all the answers. I'm just hoping to stimulate some creative thinking. | By Ron M



Topic Name: SAFETY: What impact would you like I-70 improvements to have on safety in the study area?

Idea Title: Pedestrian crossings

Idea Detail: If the options are more lanes or building pedestrian crossings do the latter.

Idea Author: Kevin C

Number of Seconds 0

Number of Comments 0

Idea Title: emergency call boxes

Idea Detail: Put in Call box for Safety

Call boxes also exist at regular intervals (1/2-1 Mile) along the sides highways Where drivers or passengers can use them to contact a control centre in case of an accident or other emergency. Such call boxes are often marked by a blue strobe light which flashes briefly every few seconds. Boxes in remote areas often now have solar cells to power them.

Rather than a telephone, these devices simply have four buttons to push: blue for accident or other emergency (send police/fire/medical), green for major service (mechanical breakdown, send a tow truck), black for minor service (out-of-gas or flat tire), and yellow for cancel. Many cellular callboxes in California now include a "Telecommunications device for the deaf" TTY interface for hearing impaired users.

Safety

solar-powered so no wiring need in a remote location. Thus, they can function during a power outage.

Idea Author: Sean W

Number of Seconds 0

Number of Comments 0

Idea Title: Lower Traffic Speeds

Idea Detail: I'd like improvement of I-70 to encourage lower traffic speeds. With lower speeds we'd get a number of positive results: lower noise levels, more efficient vehicle operation, probably less-severe crashes, less incentive for people to move farther away from the Center City.



Idea Author: Ron M

Number of Seconds 0

Number of Comments 0

Appendix D.7 Community Advisory Group Meeting Notes

Meeting Notes

Date: Wednesday, January 18, 2012
Time: 9:30 a.m.
Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri
Purpose: Community Advisory Group (CAG) Meeting No. 1

Participants

CAG Members Present

3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams
City of Independence, Donna Coatsworth
City of Raytown, Andy Noll
Jackson County, Scott George
MARC, Mell Henderson
MARC, Ron Achelpohl (alternate)
Greater Kansas City Chamber, Nora Lockton
Kansas City Industrial Council, Ron Schikevitz
OUIDA, Kip Hough

CAG Members Absent

City of Kansas City, Linda Clark

City of Kansas City, Steve Ornduff
JC Sports Complex Authority, Jim Rowland

MoDOT Staff

Dan Niec, District Engineer
Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
Lee Ann Kell, District Planning Manager

Consultant Team

Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

1. Welcome and Introductions: Matt Killion (MoDOT Area Engineer) opened the meeting, advising Community Advisory Group (CAG) members that he would be the facilitator for the CAG for the I-70 Second Tier Environmental Impact Statement (EIS) from the Paseo Boulevard interchange to the Blue Ridge Cutoff interchange. Then Dan Niec (MoDOT, District Engineer) provided a brief overview of the study. Niec noted the following:

- Large investment in the region.
- MoDOT is looking for big projects across the state for funding.
- Engagement for the I-70 Second Tier EIS should address needs and develop solutions.

Niec extended his thanks to CAG members for agreeing to be part of the planning process.

Killion asked the CAG members to introduce themselves and share their thoughts about I-70. The group responded as follows:

- I-70 carries lots of traffic, directly impacts growth vitality.



- Want to see improvement in maintenance and beautification.
- Gateway to Metro and Kansas City—Plan better access, function.
- Impacts adjacent neighborhoods.
- Want to see maintenance and improvements, e.g. beautification like Blue Ridge Cutoff area.
- Has statewide significance, important corridor for business.
- Important to regional economy—Freight, commuting corridor.
- Major arterial—Provides economic value and first impressions of Kansas City.
- Must be accessible and functional.

Killion provide the group with an overview of why I-70 between the Paso and Blue Ridge Cutoff interchanges was being studied. He noted that the freeway:

- Was more than 50 years old and had deteriorating pavement and bridges.
- Had outlasted its original design life of 20 years and was experiencing traffic delays and congestion.
- Had merging and weaving issues at the interchanges.
- Was a barrier to non-motorized travelers.

2. Project Review and Background: Allan Zafft (MoDOT, Transportation Planning Specialist) explained that the project development process for the I-70 Second Tier EIS involved four steps:

- Step 1: Planning
- Step 2: Environmental (we are here)
- Step 3: Design
- Step 4: Construction
(remaining steps are contingent upon available funding)

Zafft described the history of the study, noting that the I-70 Major Investment Study (2000-2004) and the I-70 First Tier EIS (2008-2011) were complete. He said that the First Tier Study involved 18 miles of I-70 generally from the Kansas-Missouri Stateline to I-470 and included the Downtown Loop. Zafft said that the purpose and need for the study involved:

- Improving safety
- Reducing congestion
- Restoring and maintain infrastructure
- Improving accessibility
- Improving goods movement

Zafft said that the planning process for the I-70 First Tier EIS involved addressing broad strategies and issues. He said that an initial 15 strategies were screened or evaluated before four reasonable first tier improvement strategies were determined. He said that the reasonable strategies were as follows:

- **No-Build:** Includes maintenance activities and projects already committed for construction in MoDOT's five-year Statewide Transportation Improvement Program. It also maintains the existing bus service currently provided by the Kansas City Area Transportation Authority (KCATA)

- **Improve Key Bottlenecks:** Focuses on improving the key locations along I-70 where slowdowns occur, where traffic congestion is highest, and where there are safety concerns. It also includes several more improvements than the No-Build Strategy, such as collector distributor roads, auxiliary lanes, bus-on shoulders, and park and ride facilities
- **Add General Lanes:** Adds a lane in each direction for use by all vehicles (cars and trucks) to improve the traffic flow through the corridor. It also includes many of the key concepts of the No-Build and Improve Key Bottleneck Strategies
- **Transportation Improvement Corridor:** Includes a new Transportation Improvement Corridor located along the three general purpose lanes in each direction from the Downtown loop to East of Lee's Summit Road. It also includes many of the key concepts of the No-Build and Improve Key Bottlenecks Strategies. Note: This corridor could be used for transportation features such as HOV (high occupancy vehicles) lane, and HOT (high occupancy toll) lane, reversible lane, or bus only lane.

Zafft said that the reasonable strategies were further evaluated and a preferred strategy was identified: Improve Key Bottlenecks (Downtown Loop through I-435) and Improve Key Bottlenecks or Add General Lanes (East of I-435 to I-470). He said that five SIUs (Sections of Independent Utility) were also identified but MoDOT was moving forward with the two located between the Paseo and Blue Ridge Cutoff interchanges because this stretch of I-70 is currently experience deteriorating pavement and bridges, traffic delays and congestion, and merging and weaving issues at interchanges. He said that the area would be studied in more detail through the current I-70 Second Tier EIS process.

A CAG member asked if the Improve Key Bottlenecks Strategy would be used as a base for the area from Downtown through I-435 and Zafft said yes. Zafft continued to explain that the Second Tier EIS refines the needs identified in the First Tier Study. It determines more specific definitions of the improvements and includes a more detailed environmental analysis. Zafft said that the Second Tier EIS is not a "redo" of the First Tier study.

Zafft outlined the schedule for the Second Tier EIS, noting the following:

- December 2011 - Initiation
- March 2012 - Purpose and Need
- June 2012 - Initial Alternatives
- November 2012 - Reasonable Alternatives
- August 2013 - Draft EIS
- September 2013 - Public Hearing
- March 2014 - Final EIS
- May 2014 - Record of Decision

After Zafft's outline, a CAG member asked if funding could be available for local improvements. Zafft responded in the affirmative but said that the projects must have logical termini. Another CAG member commented that available right-of-way at the Benton Boulevard and Jackson Avenue curves would impact the improvements. A third CAG member asked if a traffic analysis would be completed during the Second Tier EIS to evaluate local traffic impacts. Zafft answered that such a study would be completed, but its target area would extend beyond the I-70 Second Tier EIS study area.

3. **Public Involvement and Agency Coordination Plan:** Zafft outlined the public participation and agency coordination process for the study. He advised that the current plan was still a

draft that MoDOT was reviewing. He said that it would be updated as needed throughout the study process.

4. Roles and Responsibilities: Killion described the roles of MoDOT staff and CAG members during the study, noting that CAG members would:

- Provide input through the study process.
- Communicate with your agency/organization.
- Commit to attend CAG meetings.
- Adhere to CAG operating agreement.

5. Proposed Operating Agreement for Community Advisory Group: Killion noted that a copy of the CAG operating agreement was included with the CAG members' binders. He then provided a brief overview of the agreement. He said that the agreement was open for discussion and feedback but that final action would be taken during the next meeting.

A CAG member asked which companies were included with the study's consultant team and Killion responded CDM Smith with assistance from Vireo (formerly Patti Banks Associates). Killion noted that CAG member Ron Schikevitz (Burns and McDonnell) represented the Kansas City Industrial Council and that he was not serving on the CAG as a Burns and McDonnell consultant.

Another CAG member asked if other organizations, such as the Northeast Chamber of Commerce and KCATA would be CAG members. Zafft answered that KCATA had been invited to be formal participating agency for the project.

6. Next Steps: Killion described the range of future meetings anticipated for the project, noting:

- Mid-March 2012 (CAG Meeting No. 2)
 - Accept Operating Agreement for CAG
 - Purpose and Need
- April 2012 (Listening Post No. 1)
 - Study Overview and Purpose and Need
- Early May 2012 (CAG Meeting No. 3)
 - Initial Alternatives and Screening Criteria
- Early June 2012 (CAG Meeting No. 4)
- Early August 2012 (CAG Meeting No. 5)

After his presentation, Killion asked the CAG members to comment on the best days to meet and they agreed that the same time each month would likely work with their schedules if key time periods, such as Spring Break, were taken into consideration. Mell Henderson said that the Mid-America Regional Council (MARC) would provide meeting space at its offices.

A CAG member asked if MoDOT could provide an electronic version of the meeting's slideshow to CAG members, so they could share the presentation materials with their respective groups and Killion answered that the material would be made available to them.

A second CAG member asked when the first I-70 Second Tier EIS newsletter would be available and how community members could sign up for it. Zafft answered that the first newsletter would describe initial alternatives and would be available during the summer of 2012. Henderson added that MARC could feature the project in its newsletter and encourage sign-up.

7. Adjourn: Killion adjourned the meeting.

Meeting Notes

Date: Friday, March 23, 2012
Time: 9:30 a.m.
Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri
Purpose: Community Advisory Group (CAG) Meeting No. 2

Participants

CAG Members Present

City of Independence, Donna Coatsworth
City of Kansas City, Linda Clark
City of Kansas City, Steve Ornduff
City of Raytown, Andy Noll
Jackson County, Scott George
JC Sports Complex Authority, Jim Rowland
Kansas City Industrial Council, Ron Schikevitz
MARC, Mell Henderson
OOIDA, Carl Boley

CAG Members Absent

3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams

Downtown Council of KC, Cliff Greenlief
Greater Kansas City Chamber, Nora Lockton
Hispanic Chamber of Commerce

MoDOT Staff

Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
A.J. Byrd, Community Liaison

Consultant Team

Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

- Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda. Killion said that MoDOT was currently seeking representatives from both the Hispanic and Northeast Chambers of Commerce to join the CAG.
- Approve the January 18, 2012 Meeting Notes:** Killion reviewed the summary of the January 18 CAG meeting, noting that much of the discussion centered on cleaning up I-70. He asked for comments and advised that there were a variety of ways to approve the meeting notes, including Robert's Rules of Order (RRO). The CAG opted for RRO and approved the notes from the January 18 meeting.
- Draft Operating Agreement for Community Advisory Group:** Killion described the roles of MoDOT staff and CAG members during the study, noting that CAG members would:



- Provide input through the study process.
- Communicate with their agencies/organizations.
- Commit to attend CAG meetings.
- Adhere to CAG operating agreement.

Killion encouraged all CAG members to be engaged at the meetings and said that the CAG meetings should be more conversations among CAG members, instead of MoDOT presentations. It is intended that MoDOT provides guidance to the CAG and final decision-making for the study. CAG members indicated that they had no questions or comments about the operating agreement and approved it via RRO.

4. **Purpose and Need:** Killion provided the group with three maps of I-70 that divided it into three sections: from The Paseo interchange to 23rd Street, from 23rd Street to U.S. 40, and from Manchester Viaduct/Bridge to Blue Ridge Cutoff interchange. He directed the group to use the maps to discuss I-70 problems and issues from The Paseo to Blue Ridge Cutoff. After the CAG discussed the highway sections, Killion provided CAG members with five sticky dots each and asked the group to use their dots to indicate the top highway-related issues for the three sections. The results of the discussion and dot exercise included:

- **The Paseo interchange to 23rd Street**
 - Signals on The Paseo aren't synced with the ramp terminals (Zero Dots)
 - Need storage at The Paseo for eastbound and northbound traffic (Zero Dots)
 - Need signage about lane drops – Easier for folks unfamiliar with the area and for better circulation (Zero Dots)
 - Interchange spacing and weaving for the section is inadequate (**Two Dots**)
 - Ramp lengths are too short – Merge/diverge issues (**Four Dots**)
 - Lane restrictions on and off The Paseo (Zero Dots)
 - Narrow lanes and shoulders (**Three Dots**)
 - Aesthetics – Rusty fences, guardrails and litter, etc (**Two Dots**)
 - Cross access for neighborhoods – Bike/pedestrian lacking (**One Dot**)
 - Benton Boulevard curve – Sharp (**Three Dots**)
 - Neighborhoods does not like the bridge to “nowhere” (Truman Road) (Zero Dots)
 - Are there issues at the railroad, such as vertical clearance (Zero Dots)
 - Neighbors hear the train (Zero Dots)
 - Ramps short at 18th Street (**One Dot**)
- **23rd Street to U.S. 40**
 - Short merges when getting onto I-70 (**Six Dots**)
 - Jackson Avenue curve – Eastbound geometric issues (Zero Dots)
 - Aesthetic issues – Landscaping (Zero Dots)
 - Less crossing opportunities for pedestrians, e.g. Cleveland Avenue (**One Dot**)
 - Available pedestrian bridges are inaccessible and in poor condition (Zero Dots)
 - Signal issues at Van Brunt Boulevard and U.S. 40 (Zero Dots)
 - Veterans Administration (VA) Hospital signing on I-70 is confusing (Zero Dots)
 - Billboards are run down (**One Dot**)
 - Trucks in the right lane make it difficult for merging traffic (**Two Dots**)
- **Manchester Viaduct/Bridge to Blue Ridge Cutoff interchange**

- Better location for signing, such as Blue Ridge Cutoff (Zero Dots)
- Tight loops at I-435 and lane balance (**Five Dots**)
- Left exits at I-435/I-70 (**Four Dots**)
- Merging and weaving issues for the section (Zero Dots)
- Enhancements versus open fields (**Two Dots**)
- Blue Ridge Cutoff – Safety issue for pedestrians (Zero Dots)
- Trail connection along the Blue River (Zero Dots)
- Do not mess up the view shed approaching downtown (**Three Dots**)

A general comment was made by a CAG member about the lack of planning on greenways in Kansas City in comparison other communities.

Copies of MoDOT’s draft Purpose and Need Technical Memorandum were provided. Then Allan Zafft (MoDOT Transportation Planning Specialist) outlined the study’s five Purpose and Need goals, which included:

- Improve safety
- Reduce congestion
- Restore and maintain existing infrastructure
- Improve accessibility
- Improve goods movement

CAG members commented as follows:

- Does MoDOT have data that shows where the disabling crashes are occurring?
 - Yes, MoDOT and/or the consultants will provide it. (Action Item)
- Are the rear-end accidents associated with capacity or short weave issues?
 - Congestion backing up from the merge points and other issues, e.g. cell phone use, is the cause.
- How do crash rates in the study area compare to those found in other urbanized sections?
 - The Consultant Team compared corridor rates to similar urbanized areas across Missouri. The corridor features many locations with higher than average crash rates.
- Thought freight traffic would be higher due to regional/national on-line shopping trends.
- If you live in the neighborhoods, you use the cross streets, not I-70.

Zafft mentioned that the CAG’s input will be included in the draft Purpose and Need Technical Memorandum and the development of initial alternatives.

5. **Public Involvement Activities:** Killion explained that upcoming public involvement activities would focus on introducing the study to the community and gathering input. He noted that engagement tools would include:

- MindMixer on-line town hall meeting through May 10, 2012 (Register at www.metroi70.com) and a simultaneous MoDOT web meeting at www.modot.org/kansascity/metroi70.
- Listening Post (public meeting) on April 17, 2012 from 4-7 p.m. at the Gregg/Klice Community Center (1600 John “Buck” O’Neil Way).

- Community Connections Team, consisting of specialists in customer relations, environmental analysis, and engineering who were available to meet or give presentations to neighborhoods, business groups, and other organizations/associations in the study area upon request.
- Kiosks positioned at community gathering places, such as libraries, community centers, and more, that include relevant project materials, e.g. newsletters.
- Mobile meetings where MoDOT brings is Voice Van and project materials to community events.

Killion mentioned that MoDOT will pass out postcards with information about the Listening Post and www.metroi70.com at this week's Missouri Mavericks hockey game.

Zafft then introduced Nathan Preheim (MindMixer via Webinar) who provided a live demonstration of the MindMixer tool currently available at www.metroi70.com. After Preheim's presentation, CAG members commented as follows:

- Why do visitors have to create a MindMixer account instead of commenting anonymously?
 - Further, research shows that participants give more appropriate comments when they can be properly identified. Registering also provides data about participants, e.g. age, gender, etc. It is similar to wearing a name badge at a traditional public meeting.

6. **Improve Key Bottlenecks Strategy:** Zafft said that because available meeting for the day was running out, the Improve Key Bottlenecks Strategy would be discussed at the next meeting.
7. **Community Advisory Group Name:** Killion said that because available meeting time for the day was running out, the CAG name would be discussed at the next meeting.
8. **Next Steps:** Killion said that CAG meetings 3 through 7 were expected in 2012. He also said that potential meeting dates and times could be the first Tuesday, Thursday, or Friday of the month or the second Monday or Thursday of the month, depending on CAG member preference and availability. CAG members present indicated a preference for the first Thursday of each month.

Initial alternatives and screening criteria will be discussed at the next CAG meeting in May.

9. **Other Comments:** Killion asked the CAG members if they had other questions or comments about the study and the group responded:
 - What is the peak hour proportion of trucks in the area?
 - 3-4%.
 - What's the status of the Purpose and Need statement with regard to Federal Highway Administration (FHWA)?
 - FHWA is reviewing it concurrently with MoDOT and other agencies.
 - Who are the participating agencies?
 - City of Kansas City, Kansas City Area Transportation Authority (KCATA), MARC, Jackson County, and other state and federal agencies.
 - Ask the community what I-70 could do to improve land use and economic development.

- Include as a MindMixer discussion topic. (Action Item)

10. **Adjourn:** Killion adjourned the meeting.

Meeting Notes

Date: Thursday, May 3, 2012
Time: 10:00 a.m.
Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri
Purpose: Community Advisory Group (CAG) Meeting No. 3

Participants

CAG Members Present

3rd Council District (KCMO), Augusta Wilbon
City of Independence, Donna Coatsworth
City of Kansas City, Steve Ornduff
City of Raytown, Andy Noll
JC Sports Complex Authority, Jim Rowland
Jackson County, Scott George
OOLA, Kip Hough
Hispanic Chamber of Commerce, Carlos Gomez
Downtown Council of KC, Cliff Greenlief

CAG Members Absent

3rd Council District (KCMO), Virginia Williams
City of Kansas City, Linda Clark

Greater Kansas City Chamber, Nora Lockton
Kansas City Industrial Council, Ron Schikevitz
MARC, Mell Henderson

MoDOT Staff

Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
A.J. Byrd, Community Liaison

Consultant Team

Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

- Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement Community Advisory Group (CAG) meeting. He explained that the meeting would focus on initial improvement alternatives for the corridor. He said that MoDOT provided CAG members with binders to keep project materials such as the contact list, meeting notes, agendas, presentations, and initial alternatives.
- Approve the March 23, 2012 Meeting Notes:** Killion summarized the March 23 CAG meeting, noting that much of the discussion centered on the I-70 problems and issues in three highway segments. The CAG then approved the notes from the March 23 meeting.
- Community Advisory Group Name:** Killion asked if the group wanted to discuss potential names for the CAG, noting that some CAGs have had unique names. He said that he had



received one name suggestion to date: Citizens for I-70. The CAG decided not to rename the group.

4. **Improve Key Bottlenecks Strategy:** Allan Zafft (MoDOT Transportation Planning Specialist) provided an overview of the Improve Key Bottlenecks Strategy. He said that the strategy was developed during the I-70 First Tier Environmental Impact Statement (FTEIS) and it focused on improving the key locations along I-70 where slow-downs occurred, traffic congestion was highest, and safety was a concern. He said that the strategy did not include adding new lanes throughout the corridor. He also said that adding lanes would require MoDOT to re-open the I-70 FTEIS and would delay the existing Second Tier study. He said that the Second Tier study would not involved adding lanes. He then described the roadway, interchange, transit, and other aspects of the strategy. He said that the MoDOT was investigating interchange consolidations and that the consolidations would be a significant message for the general public. CAG comments included:

- Are the current I-435 improvements the first phase of a larger project? Yes.
- What is the proposed shoulder width for the bus on shoulder option? Minimum 10 and preferably 12 feet.
- Are commuter bridges the same as pedestrian bridges? Yes.

5. **Initial Alternatives:** Chris Nazar (CDM Smith Transportation Planner) described the initial alternatives for the corridor. He said that they were built upon improvements noted in the Improve Key Bottlenecks Strategy and included some variations, such as bus on shoulder, interchange consolidations, and full build-out of the I-435 Interchange. Killion added that the group should comment on the alternatives and consider the following questions:

- What would make any of the alternatives better?
- What should be changed about any of the alternatives?
- What do you like most about any of the alternatives shared today?
- What alternatives are missing?

Nazar provided an overview of each of the 12 alternatives and the CAG commented as follows:

- **Alternative 1 – No-Build:**
 - Manchester Bridge could be a design-build project.
 - Have requirements for the project already been determined? No.
 - What if people want more connections under the bridge? The new bridge will be four lanes. The Second Tier study will not preclude it.
- **Alternative 2A and 2B – Transportation System Management:**
 - Why where the ramp meters in the downtown loop closed?
 - Supportive of ramp metering as an interim step to ramp closure.
 - What evidence do we have to support recommending High Occupancy Vehicle (HOV) lanes?
 - HOV lanes are not an incentive for carpooling – Kansas City has a culture of single-occupancy vehicle operation.
 - HOV lanes in Texas operate as separate lanes (additional through lanes).
 - Alternative 2 doesn't solve anything – It mitigates existing issues and problems.
 - In the end, everything will come down to available funding and timing.

- Not fans of variable speed limits – People don't necessarily think as a group. They think individually.
- **Alternative 3 – Transportation Demand Management:**
 - No comments.
- **Alternative 4A – Other Modes (Transit, Bicycle, Pedestrian):**
 - What is current transit ridership and has it increased with gas prices?
 - How many buses would we need to mitigate I-70's issues? 50-60 buses in peak periods to have any affect at all.
 - Even though there is a cost for buses, they are still important – Good for the environment.
 - The Kansas City Area Transportation Authority (KCATA) is already hurting for money – What funding is available for transit?
 - Provide people with transportation alternatives until we get light rail.
 - Park-and-Rides cost less but partnering with KCATA is critical.
 - Isn't transit out of MoDOT's control? MoDOT provides some funding to transit and is coordinating recommendations for I-70 with the Jackson County Commuter Corridor Alternatives Analysis.
- **Alternative 4B – Other Modes (Transit, Bicycle, Pedestrian):**
 - Better choice.
 - Easier to find support for a large one-time expense vs. a continued expense.
 - Good that it's not solely reliant on bus transit.
 - It will still be a long time before a major impact can be felt.
- **Alternative 5 – Geometric Improvements:**
 - Stadium Drive and Raytown Road – Address the truck traffic issues.
 - Eliminates left exit options – Nobody likes these.
 - Provides better I-435 access.
 - How about auxiliary lanes between 18th Street and 23rd Street?
 - Benefits of this alternative include getting on/off the ramps more easily and improving ramp lengths.
- **Alternative 6 – Interchange Consolidation:**
 - Does consolidation mean “complete closure”? Yes, e.g. close Brooklyn Avenue and leave Prospect Avenue open.
 - Oppose consolidating U.S. 40 and Manchester Trafficway because the industrial community depends on it.
 - Other interchanges are close together. Why is the U.S. 40 and Manchester Trafficway area still on the radar?
 - Need to talk with constituents about closures/consolidations, such as U.S. 40 and Manchester Trafficway as well as 18th Street and 23rd Street, etc.
 - City of Kansas City is investing in the 22nd/23rd Street Connector project.
 - Manchester Trafficway is so close to I-435, so it always comes up – New bridge should address issues.
 - For political reasons Manchester Trafficway will never close – Provides access to the stadium and more. It shouldn't come up anymore.
 - 18th Street and Vine Street – Concerned with access to Vine Street.

- Truck restrictions cause the postal service to use one interchange.
- **Alternative 7 – One Interchange Per Zone:**
 - Is one-mile interchange spacing common in industrial communities like ours?
 - I-70 has too many obstacles to overcome to support one interchange per zone.
 - Concept may be right, but it isn't politically feasible due to neighborhood impacts.
 - Selectively close entries/exists.
- **Alternative 8 – Collector – Distributor System:**
 - Addresses the issues of getting on/off of I-70.
 - Would this alternative cost the same as widening I-70?
 - Limits access.
- **Alternative 9 – Zonal Collector-Distributor System:**
 - Needs to be well signed so people won't miss exits.
 - Provides more access.
 - Does this alternative require more right-of-way? Yes, for the collector-distributor road located adjacent to the mainline.
 - Is this alternative similar to U.S. 169 and I-435? Yes.
 - Do you have ramp Level of Service (LOS) figures? Yes.
 - Can the Second Tier study improve the LOS with this improvement alternative? Yes.
- **Alternative 10 – Reversible Lanes Using Existing Lanes:**
 - Lots of bridge improvements are needed – Expensive solution.
 - Improving everything else – Might as well just build extra lanes.
 - Makes the biggest impact on congestion issues.
 - Have seen this approach in other cities, e.g. Omaha, Dodge City, and St. Louis.
 - Need to deal with the short ramps.
- **Alternative 11 – Improve Frontage Roads/Arterials and Parallel Roads:**
 - Doesn't solve the traffic volume issues between the Little Blue River and outlying areas.
 - Could support this alternative if it helps with incident management issues.
 - Might not be good for commuters.
 - Combine this alternative with the interchange consolidation alternative.
 - Might restrict pedestrian access.
 - Concerned about further neighborhood isolation.
- **Alternative 12 – Interchange Consolidation and Rebuild Truman Road:**
 - Combine with Benton Boulevard improvements.
 - Residents may prefer the Truman Road exit.
 - Prefer entries/exists at major roadways.
 - Concerned with closing the existing Manchester Trafficway exit.
- **Alternative 13 – CAG Suggestion:**
 - Provide continuity among all of the elements because I-70 is a gateway to the city – Aesthetics are important.
 - Ensure all improvements have a similar look.
 - Your opinion of the city is based upon what you see while driving.

6. **Initial Alternatives Evaluation:** Zafft said that the initial alternatives would be evaluated based on the Purpose and Need, human and environmental resources, and engineering issues. He said that the evaluation criteria would be similar to that used to evaluate other transportation improvement projects. He then asked the CAG to suggest additional criterion and they commented that political acceptability and public involvement should be included among the factors.
7. **Public Involvement Activities:** Killion explained that upcoming public involvement activities included the April 17 Listening Post (public meeting). Community Connections Team presentations for Blue Valley, Washington Wheatley, and Westside Neighborhoods and mobile meetings at the Bluford Branch of the Kansas City Public Library and Happy Foods Grocery would happen thereafter. He said that kiosks would be positioned at the Bluford Library and at the Gregg/Klice Community Center. Each kiosk would contain project information, such as the newsletter and wristbands, and advertise the MindMixer town hall meeting. Killion added that over 60 people were registered for the town hall to date.
8. **Next Steps:** Killion mentioned that the next CAG meeting would be June 7, 2012 at 9:30 a.m. which will be about the initial alternatives evaluation. The remaining meetings for 2012 are scheduled for August 2, October 4, and December 6 of 2012. The next Listening Post is planned for July 2012 and it relates to the initial alternatives.
9. **Adjourn.**

Meeting Notes

Date: Thursday, May 3, 2012
Time: 10:00 a.m.
Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri
Purpose: Community Advisory Group (CAG) Meeting No. 3

Participants

CAG Members Present

3rd Council District (KCMO), Augusta Wilbon
City of Independence, Donna Coatsworth
City of Kansas City, Steve Ornduff
City of Raytown, Andy Noll
JC Sports Complex Authority, Jim Rowland
Jackson County, Scott George
OOLA, Kip Hough
Hispanic Chamber of Commerce, Carlos Gomez
Downtown Council of KC, Cliff Greenlief

CAG Members Absent

3rd Council District (KCMO), Virginia Williams
City of Kansas City, Linda Clark

Greater Kansas City Chamber, Nora Lockton
Kansas City Industrial Council, Ron Schikevitz
MARC, Mell Henderson

MoDOT Staff

Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
A.J. Byrd, Community Liaison

Consultant Team

Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

- Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement Community Advisory Group (CAG) meeting. He explained that the meeting would focus on initial improvement alternatives for the corridor. He said that MoDOT provided CAG members with binders to keep project materials such as the contact list, meeting notes, agendas, presentations, and initial alternatives.
- Approve the March 23, 2012 Meeting Notes:** Killion summarized the March 23 CAG meeting, noting that much of the discussion centered on the I-70 problems and issues in three highway segments. The CAG then approved the notes from the March 23 meeting.
- Community Advisory Group Name:** Killion asked if the group wanted to discuss potential names for the CAG, noting that some CAGs have had unique names. He said that he had



received one name suggestion to date: Citizens for I-70. The CAG decided not to rename the group.

4. **Improve Key Bottlenecks Strategy:** Allan Zafft (MoDOT Transportation Planning Specialist) provided an overview of the Improve Key Bottlenecks Strategy. He said that the strategy was developed during the I-70 First Tier Environmental Impact Statement (FTEIS) and it focused on improving the key locations along I-70 where slow-downs occurred, traffic congestion was highest, and safety was a concern. He said that the strategy did not include adding new lanes throughout the corridor. He also said that adding lanes would require MoDOT to re-open the I-70 FTEIS and would delay the existing Second Tier study. He said that the Second Tier study would not involved adding lanes. He then described the roadway, interchange, transit, and other aspects of the strategy. He said that the MoDOT was investigating interchange consolidations and that the consolidations would be a significant message for the general public. CAG comments included:

- Are the current I-435 improvements the first phase of a larger project? Yes.
- What is the proposed shoulder width for the bus on shoulder option? Minimum 10 and preferably 12 feet.
- Are commuter bridges the same as pedestrian bridges? Yes.

5. **Initial Alternatives:** Chris Nazar (CDM Smith Transportation Planner) described the initial alternatives for the corridor. He said that they were built upon improvements noted in the Improve Key Bottlenecks Strategy and included some variations, such as bus on shoulder, interchange consolidations, and full build-out of the I-435 Interchange. Killion added that the group should comment on the alternatives and consider the following questions:

- What would make any of the alternatives better?
- What should be changed about any of the alternatives?
- What do you like most about any of the alternatives shared today?
- What alternatives are missing?

Nazar provided an overview of each of the 12 alternatives and the CAG commented as follows:

- **Alternative 1 – No-Build:**
 - Manchester Bridge could be a design-build project.
 - Have requirements for the project already been determined? No.
 - What if people want more connections under the bridge? The new bridge will be four lanes. The Second Tier study will not preclude it.
- **Alternative 2A and 2B – Transportation System Management:**
 - Why where the ramp meters in the downtown loop closed?
 - Supportive of ramp metering as an interim step to ramp closure.
 - What evidence do we have to support recommending High Occupancy Vehicle (HOV) lanes?
 - HOV lanes are not an incentive for carpooling – Kansas City has a culture of single-occupancy vehicle operation.
 - HOV lanes in Texas operate as separate lanes (additional through lanes).
 - Alternative 2 doesn't solve anything – It mitigates existing issues and problems.
 - In the end, everything will come down to available funding and timing.

- Not fans of variable speed limits – People don't necessarily think as a group. They think individually.
- **Alternative 3 – Transportation Demand Management:**
 - No comments.
- **Alternative 4A – Other Modes (Transit, Bicycle, Pedestrian):**
 - What is current transit ridership and has it increased with gas prices?
 - How many buses would we need to mitigate I-70's issues? 50-60 buses in peak periods to have any affect at all.
 - Even though there is a cost for buses, they are still important – Good for the environment.
 - The Kansas City Area Transportation Authority (KCATA) is already hurting for money – What funding is available for transit?
 - Provide people with transportation alternatives until we get light rail.
 - Park-and-Rides cost less but partnering with KCATA is critical.
 - Isn't transit out of MoDOT's control? MoDOT provides some funding to transit and is coordinating recommendations for I-70 with the Jackson County Commuter Corridor Alternatives Analysis.
- **Alternative 4B – Other Modes (Transit, Bicycle, Pedestrian):**
 - Better choice.
 - Easier to find support for a large one-time expense vs. a continued expense.
 - Good that it's not solely reliant on bus transit.
 - It will still be a long time before a major impact can be felt.
- **Alternative 5 – Geometric Improvements:**
 - Stadium Drive and Raytown Road – Address the truck traffic issues.
 - Eliminates left exit options – Nobody likes these.
 - Provides better I-435 access.
 - How about auxiliary lanes between 18th Street and 23rd Street?
 - Benefits of this alternative include getting on/off the ramps more easily and improving ramp lengths.
- **Alternative 6 – Interchange Consolidation:**
 - Does consolidation mean “complete closure”? Yes, e.g. close Brooklyn Avenue and leave Prospect Avenue open.
 - Oppose consolidating U.S. 40 and Manchester Trafficway because the industrial community depends on it.
 - Other interchanges are close together. Why is the U.S. 40 and Manchester Trafficway area still on the radar?
 - Need to talk with constituents about closures/consolidations, such as U.S. 40 and Manchester Trafficway as well as 18th Street and 23rd Street, etc.
 - City of Kansas City is investing in the 22nd/23rd Street Connector project.
 - Manchester Trafficway is so close to I-435, so it always comes up – New bridge should address issues.
 - For political reasons Manchester Trafficway will never close – Provides access to the stadium and more. It shouldn't come up anymore.
 - 18th Street and Vine Street – Concerned with access to Vine Street.

- Truck restrictions cause the postal service to use one interchange.
- **Alternative 7 – One Interchange Per Zone:**
 - Is one-mile interchange spacing common in industrial communities like ours?
 - I-70 has too many obstacles to overcome to support one interchange per zone.
 - Concept may be right, but it isn't politically feasible due to neighborhood impacts.
 - Selectively close entries/exits.
- **Alternative 8 – Collector – Distributor System:**
 - Addresses the issues of getting on/off of I-70.
 - Would this alternative cost the same as widening I-70?
 - Limits access.
- **Alternative 9 – Zonal Collector-Distributor System:**
 - Needs to be well signed so people won't miss exits.
 - Provides more access.
 - Does this alternative require more right-of-way? Yes, for the collector-distributor road located adjacent to the mainline.
 - Is this alternative similar to U.S. 169 and I-435? Yes.
 - Do you have ramp Level of Service (LOS) figures? Yes.
 - Can the Second Tier study improve the LOS with this improvement alternative? Yes.
- **Alternative 10 – Reversible Lanes Using Existing Lanes:**
 - Lots of bridge improvements are needed – Expensive solution.
 - Improving everything else – Might as well just build extra lanes.
 - Makes the biggest impact on congestion issues.
 - Have seen this approach in other cities, e.g. Omaha, Dodge City, and St. Louis.
 - Need to deal with the short ramps.
- **Alternative 11 – Improve Frontage Roads/Arterials and Parallel Roads:**
 - Doesn't solve the traffic volume issues between the Little Blue River and outlying areas.
 - Could support this alternative if it helps with incident management issues.
 - Might not be good for commuters.
 - Combine this alternative with the interchange consolidation alternative.
 - Might restrict pedestrian access.
 - Concerned about further neighborhood isolation.
- **Alternative 12 – Interchange Consolidation and Rebuild Truman Road:**
 - Combine with Benton Boulevard improvements.
 - Residents may prefer the Truman Road exit.
 - Prefer entries/exits at major roadways.
 - Concerned with closing the existing Manchester Trafficway exit.
- **Alternative 13 – CAG Suggestion:**
 - Provide continuity among all of the elements because I-70 is a gateway to the city – Aesthetics are important.
 - Ensure all improvements have a similar look.
 - Your opinion of the city is based upon what you see while driving.

6. **Initial Alternatives Evaluation:** Zafft said that the initial alternatives would be evaluated based on the Purpose and Need, human and environmental resources, and engineering issues. He said that the evaluation criteria would be similar to that used to evaluate other transportation improvement projects. He then asked the CAG to suggest additional criterion and they commented that political acceptability and public involvement should be included among the factors.
7. **Public Involvement Activities:** Killion explained that upcoming public involvement activities included the April 17 Listening Post (public meeting). Community Connections Team presentations for Blue Valley, Washington Wheatley, and Westside Neighborhoods and mobile meetings at the Bluford Branch of the Kansas City Public Library and Happy Foods Grocery would happen thereafter. He said that kiosks would be positioned at the Bluford Library and at the Gregg/Klice Community Center. Each kiosk would contain project information, such as the newsletter and wristbands, and advertise the MindMixer town hall meeting. Killion added that over 60 people were registered for the town hall to date.
8. **Next Steps:** Killion mentioned that the next CAG meeting would be June 7, 2012 at 9:30 a.m. which will be about the initial alternatives evaluation. The remaining meetings for 2012 are scheduled for August 2, October 4, and December 6 of 2012. The next Listening Post is planned for July 2012 and it relates to the initial alternatives.
9. **Adjourn.**

Meeting Notes

Date: Thursday, June 7, 2012
Time: 9:30 a.m.
Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri
Purpose: Community Advisory Group (CAG) Meeting No. 4

Participants

CAG Members Present

City of Kansas City, Linda Clark
City of Kansas City and Kansas City Industrial Council, John Patrick (alternate)
City of Raytown, Andy Noll
OOIDA, Kip Hough
Downtown Council of KC, Cliff Greenlief
MARC, Ron Achelpohl (alternate)

CAG Members Absent

3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams
City of Independence, Donna Coatsworth

Jackson County, Scott George
JC Sports Complex Authority, Jim Rowland
Greater Kansas City Chamber, Nora Lockton
Hispanic Chamber of Commerce, Carlos Gomez

MoDOT Staff

Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
A.J. Byrd, Community Liaison/Civil Rights

Consultant Team

Chris Nazar, CDM Smith
Triveece Harvey, Vireo

Agenda Items

- Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement Community Advisory Group (CAG) meeting. He explained that the meeting would focus on a review of the initial improvement alternatives for the corridor and the evaluation of them.
- Approve the May 3, 2012 Meeting Notes:** Killion summarized the May 3 CAG meeting and asked for additional comments but received none. The CAG then approved the notes from the May 3 meeting.
- Initial Alternatives Review:** Allan Zafft (MoDOT Transportation Planning Specialist) provided an overview of the 12 initial alternatives and explained the comments received during the previous CAG meeting. He asked for additional comments as he outlined each alternative and the CAG responded as follows:



- **Alternative 1 – No-Build**
 - No comments.
- **Alternative 2 – Transportation System Management (TSM)**
 - Are variable speed limits being considered? Yes.
 - Do we know if I-70 is good for ramp metering – May not have the platoon numbers?
 - Ramp metering is better east of I-470, although it may be politically difficult.
- **Alternative 3 – Transportation Demand Management (TDM)**
 - Use Alternative 2 and 3 with whichever infrastructure is built – Inexpensive.
 - Aggressively promote subsidized bus passes like the University of Missouri-Kansas City (UMKC) program where student identification cards work as bus passes.
 - Have you considered High Occupancy Toll (HOT) lanes? No.
 - Some portions of I-70 could be HOT lanes and require a fee payment only at certain times of the day.
 - Would HOT lanes be considered High Occupancy Vehicle (HOV) options?
- **Alternative 4 – Other Modes (transit, bicycle, pedestrian) includes 4a (bus) and 4b (rail) options**
 - No comments.
- **Alternative 5 – Geometric Improvements**
 - What's the issue with truck traffic? They have trouble getting under the Stadium Drive railroad bridge.
 - The bridge was recently improved to 14 feet high, but it needs to be three feet higher.
 - Would love to have four lanes but the railroad isn't interested in making any bridge improvements.
- **Alternative 6 – Interchange Consolidation**
 - Combining 18th and 23rd Streets is good for vehicles but not trucks, e.g. from Belfonte and U.S. Postal Service – Trucks will go through the neighborhood because the bridge clearance is too low (trucks get stuck).
 - Focus on one bridge and improve it.
- **Alternative 7 – One Interchange per Zone**
 - Potential to help or hurt economic development – Focus synergy on one location within the zone rather than spreading it out.
 - Adding collection/distributor roads, especially on the east side of I-70, would help neighborhood economic development.
 - Include amenities with redesigned interchanges.
- **Alternative 8 – Collector/Distributor System**
 - Would cost almost as much as widening I-70.
 - Would have to limit access.
 - Would have significant impacts on the urban community.
- **Alternative 9 – Zonal Collector/Distributor System**
 - No comments.
- **Alternative 10 – Reuse Existing Lane – Reversible Lane**
 - Very expensive alternative.

- Will be difficult to get parallel grades – Won't happen.
 - Neighborhoods don't use the highway – Commuters use it.
 - **Alternative 11 – Improve Frontage Roads and Parallel Roads**
 - Incorporate design improvements that make the roads friendly to pedestrians.
 - Some frontage roads that exist today, e.g. Askew, are unfriendly.
 - Like the incident management aspect of the alternative.
 - **Alternative 12 – New Interchange at Truman Road**
 - Truman Road is a good idea compared to Prospect and Brooklyn Avenues.
 - 23rd Street is another good location – Interchange is already there and motorists can travel to Independence.
 - **Overall**
 - Do any of the alternatives improve the connection to U.S. 71? No, because it would cause too much congestion and the impacts would be steep. The U.S. 71 connection was considered in the first tier study but not part of the selected strategy.
4. **Initial Alternatives Evaluation:** Chris Nazar (CDM Smith Transportation Planner) provided an overview of the initial alternatives evaluation. Nazar said that each alternative was evaluated against the study's Purpose and Need, human and environmental resources, and engineering issues. He then outlined the results of the initial evaluation based on the handouts provided at the meeting (re: initial evaluation matrix). The CAG comments as follows:
- **Purpose and Need Criterion**
 - Ultimate goal is to use the criteria in the matrix to mix and match initial alternatives? Yes.
 - Crash analysis: Are you distinguishing between geometric improvements, fatality and injury, and disability? Yes.
 - Determine where fatalities are happening and fix those locations. A later phase of the Second Tier study will look deeper into accidents. Most are rear-end accidents.
 - Geometric issues are likely the curves and trucks.
 - Only the "build alternatives" address crashes – Some more than others.
 - Can synergies be teased out with TDM and TSM that would add to the attributes of the build alternatives, e.g. Alternative 4 + Alternative 2 + Alternative 10? Yes and the alternatives would then be tested with the traffic model.
 - What if you increased bus service on the arterials? MoDOT will apply the transit solution developed through the Jackson County Commuter Corridor Alternatives Analysis. No new transit solutions will be developed through the Second Tier study; only solutions that are currently under study will be applied.
 - Would like to have better transit service on U.S. 40.
 - **Human and Environmental Resources**
 - Probably have 60 decibels of noise now – From the neighborhood, you can hear the trains more than the cars.
 - **Engineering Issues**

- Manchester Bridge Project: Will change the results of the evaluation matrix once this project is added to the Statewide Transportation Improvement Program (STIP).
- Traffic impacts during construction – There significant differences between the alternatives. Likely, but the engineering data isn't available yet. This will be analyzed for the reasonable alternatives.
- Can you add more data to the evaluation as it becomes available? Yes – Purpose and Need is a living document. Build Alternative 5 will cause traffic reroutes that could impact the neighborhood vs. the highway – Discuss this further as the alternatives are combined.
- Include “constructability” with this study.
- Reversible lanes are hard to accomplish and have on-going costs. On-going costs aren't included in the project cost estimates. Only capital costs are shown at this time.
- Reversible lanes would make sense if the road profiles/alignments are similar for both eastbound and westbound.
- **The following were comments regarding which alternatives MoDOT should potentially carry forward for detailed study.**
 - Don't like the collector/distribution systems – Prefer incremental approach.
 - One interchange per zone isn't politically feasible – Could do some consolidation.
 - How many reasonable alternatives will be included in the study? Three plus the No-Build Alternative.
 - One interchange per mile would be a good contrasting alternative that adheres to the current standards and allows opportunity for consolidation.
 - Won't ever get the one-mile spacing.
 - No-Build Alternatives can't stand alone.
 - Alternative 5 is a favorite.
 - Like Alternatives 9.
 - Truman Road is intriguing – Consolidate Alternatives 6 and 12 or remove Alternative 12.

5. **Public Involvement Activities:** Killion provided an update of the public involvement activities connected to the study, describing Community Connections Team (CCT), mobile meeting, and MindMixer results. He said that a project kiosk had been placed at the Bluford Public Library for the duration of the study. The kiosk contained study materials, such as the current newsletter and wristbands. Killion asked the group to suggest locations for a second kiosk and the CAG responded as follows:

- Independence Square
- Independence City Hall
- Independence Events Center

Killion said that the next round of public involvement would focus on the initial alternatives, and there would be meetings with government officials, a listening post, CCT presentations and mobile meetings. The CAG responded that a CCT presentation should be given to the

Renaissance Neighborhood Association and to the Mid-America Regional Council's Total Transportation Policy Committee.

6. **Next Steps:** Killion said that the next steps in the study process included the development of reasonable alternatives, identification of a potential preferred alternative, draft and final versions of the Environmental Impact Statement, and a Record of Decision. He said the study would conclude in the spring of 2014.

Killion mentioned that the future CAG meetings are scheduled for August 2, October 4, and December 6 of 2012.

7. **Adjourn.**

Meeting Notes

Date: Thursday, September 6, 2012
Time: 1:00 p.m.
Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri
Purpose: Community Advisory Group (CAG) Meeting No. 5

Participants

CAG Members Present

City of Kansas City, Linda Clark
City of Kansas City, Steve Ornduff
City of Raytown, Andy Noll
OOIDA, Kip Hough
MARC, Ron Achelpohl (alternate)
Jackson County, Scott George
City of Independence, Donna Coatsworth
Kansas City Industrial Council, Ron Schikevitz

CAG Members Absent

3rd Council District (KCMO), Augusta Wilbon
3rd Council District (KCMO), Virginia Williams
JC Sports Complex Authority, Jim Rowland
Downtown Council of KC, Cliff Greenlief

Greater Kansas City Chamber, Nora Lockton
Hispanic Chamber of Commerce, Carlos Gomez

MoDOT Staff

Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager
A.J. Byrd, Community Liaison/Civil Rights

Consultant Team

Randy Rowson, CDM Smith
Triveece Harvey, Vireo

Other

Reda Carr

Agenda Items

- Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement (EIS) Community Advisory Group (CAG) meeting. He explained that the meeting would focus on the following:
 - Update of the Manchester Bridge Replacement
 - Round 2 public involvement activities
 - Recommendation of the initial alternatives evaluation
 - EIS documentation
- Project Update of the Manchester Bridge Replacement:** Susan Barry (MoDOT Project Director) said that the Manchester Bridge would be replaced, design would start during July of 2013, and construction would be completed by October of 2016. Barry said that the finished



project would be a three-lane bridge with an auxiliary lane in each direction. She said that environmental work for the project would be coordinated with the I-70 Second Tier EIS. She also said that MoDOT would use a design-based process that combines both bid and design to develop the project. Barry added that replacement of the U.S. 40 Bridge over the Blue River was critical because erosion issues are exposing the footings and thereby impacting bridge stability. She said that the bridge structure would no longer be usable and would be available at no cost to interested parties. CAG members responded as follows:

- U.S. 40 Bridge
 - Reuse of the entire bridge (or part of it) has great art potential.
 - Reda Carr made a suggestion about putting record holders' faces, e.g. Hank Aaron, over the highway as a hologram and tie it to the historic bridge.
 - Positive for tourism.
 - Could use bridge structure to increase Sports Complex revenue.
3. **Approve the June 7, 2012 Meeting Notes:** Killion summarized the June 7 CAG meeting and asked for additional comments but received none. The CAG then approved the notes from the June 7 meeting.
4. **CAG Members Report:** Killion asked the CAG what kinds of feedback they had collected from their representative groups. He said that stakeholders should not wait until the end of the study to comment. CAG members responded as follows:
- City of Kansas City, Linda Clark
 - Will provide contact name of her neighborhood association president.
 - Talked with Sherry McIntyre (City Public Works Director) and learned that McIntyre has a letter that outlines issues with the study, e.g. 18th Street closure, preference for 23rd Street gateway (aesthetics), and more.
 - Talked with Sly James (Mayor) and he is fine with the road closures that the study currently proposes.
 - Owner-Operator Independent Drivers Association, Kip Hough
 - Group wants to know how recommended improvements will be funded.
 - Jackson County, Scott George
 - Encouraging MindMixer participation.
 - Mid-America Regional Council (MARC), Ron Achelpohl
 - Has been making presentations and anticipates more.
 - City of Independence, Donna Coatsworth
 - Will be concerned about noise issues as the study moves farther east.
 - Kansas City Industrial Council, Ron Schikevitz
 - Biggest concern is that the Industrial Council follows the process properly.
 - Will draft a formal letter with comments and submit it to MoDOT from the council as a whole.
 - City of Kansas City, Steve Ornduff
 - Concerned about Manchester Bridge.

- Will request formal letter with study comments from the Blue Valley Industrial Association.
 - City of Raytown, Andy Noll
 - Providing weekly updates to stakeholders but have received zero comment thus far.
5. **Review of Public Involvement Round 2 (July 26 to August 17, 2012):** Killion summarized the summer’s public involvement activities, noting that they focused on the initial alternatives and included one listening post (public meeting), two mobile meetings, three Community Connections Team meetings, seven elected officials briefings, MindMixer, door hanger posting throughout the study area, and a kiosk at the Bluford Branch of the Kansas City Public Library. Killion said that most of the feedback that was gathered from the general public was obtained via mobile meetings and MindMixer. However, zip codes in the study area have the lowest MindMixer participation. CAG members commented as follows to Killion’s summary:
- Google fiber sign-up isn’t going well in the Third District and the deadline’s this week – As of today threshold hasn’t been met.
 - Issues with trucks – People don’t like driving with them around the curves, in the neighborhoods, etc.
6. **Recommendation of the Initial Alternatives Evaluation:** Allan Zafft (MoDOT Transportation Planning Specialist and Project Manager) provided an overview of the 12 initial alternatives and explained that four alternatives would be carried forward as reasonable alternatives for more detailed study and analysis: Alternative 1 – No-Build, Alternative 5 – Geometric Improvements, Alternative 9 – Zonal Collector-Distributor System, and Alternative 12 – Interchange Consolidations and Rebuild Truman Road Interchange. Zafft said that the evaluation corresponded with the CAG’s recommendation from the previous meeting. He said that elements of Alternatives 2-4 would be included with the recommendation. He also said that Alternatives 5-12 were popular on MindMixer and that some of their elements would also be incorporated into the recommendation. He said that detailed analysis of the recommended alternatives would include engineering analysis, environmental review, e.g. for noise and air quality, and more. CAG members commented as follows:
- Alternative 12 – Interchange Consolidations and Rebuild Truman Road Interchange:
 - If you had Truman Road, would you need Brooklyn Avenue?
 - City of Kansas City does not want 18th Street closed.
 - Lots of public comments about not closing Manchester Trafficway.
 - Was the initial alternatives evaluation only quantitative? No – Both quantitative and qualitative.
7. **Education on EIS Documentation:** Randy Rowson (CDM Smith Transportation Planner and Consultant Team Member) provided an overview of the EIS documentation, outlining the Purpose and Need, importance of resource agency coordination, the document’s eight chapters, and its reader-friendly format. The CAG commented as follows:
- Has the Purpose and Need changed as the study has developed? No – There have been no substantive changes.

- Is there potential for hazardous waste near the Blue River? Possibly – Can't identify specific locations.
- Is the Jazz District considered an historic district within the study area? No – It's outside the study area.
- Is there any opportunity to use I-70 improvements to help the City's stormwater quality and quantity issues? Perhaps flowers and vegetation could be added? MoDOT is coordinating with the City.
 - Running water could be used to generate electricity.
 - Did you know that the floodplain boundaries have been revised? Yes – Have applied the changes to the study.

8. **Next Steps:** Killion said that the next steps in the study process included review and evaluation of the four reasonable alternatives, identification of a potential preferred alternative, draft and final versions of the EIS, and a Record of Decision (ROD). He said the study would conclude in the spring of 2014 and that the public would continue to be engaged through MindMixer and physical meetings, e.g. public hearing. CAG members commented:

- Will the preferred alternative appear in the draft EIS? Yes.
- Will the preferred alternative impact the Manchester Bridge, e.g. via auxiliary lanes? The bridge replacement project should be compatible any of the study's alternatives.
- Will today's slideshow and exhibits be provided to CAG members in electronic form, so they can use them for presentations to their respective groups? Yes.
- What kind of input will have the greatest impact on decision-making during the study? All input is significant and most beneficial if received now as opposed to at the end of the study.
- Will walls be installed for noise? Have to complete a noise study first and meet associated warrants.
- When is the next public meeting? Early 2013.

9. **Adjourn.**

Meeting Notes

Date: Thursday, January 10, 2013
Time: 9:30 – 11:30 a.m.
Location: Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Missouri
Purpose: Community Advisory Group (CAG) Meeting No. 6

Participants

CAG Members Present

3rd Council District (KCMO), Augusta Wilbon
City of Kansas City, Linda Clark
City of Kansas City, Steve Ornduff
MARC, Mell Henderson
MARC, Ron Achelpohl (alternative)
Jackson County, Scott George
JC Sports Complex Authority, Jim Rowland
Downtown Council of KC, Cliff Greenlief
Kansas City Industrial Council, Ron Schikevitz

CAG Members Absent

3rd Council District (KCMO), Virginia Williams
City of Independence, Donna Coatsworth
City of Raytown, Andy Noll
Greater Kansas City Chamber, Kristi Smith
Wyatt

Hispanic Chamber of Commerce, Carlos Gomez
OOIDA, Kip Hough

MoDOT Staff

Matt Killion, Area Engineer
Allan Zafft, Transportation Planning Specialist
Jennifer Benefield, Customer Relations Manager

Consultant Team

Chris Nazar, CDM Smith
Marc Whitmore, HNTB
Derek Vap, HNTB
Triveece Harvey, Vireo

Agenda Items

- 1. Welcome and Introductions:** Matt Killion (MoDOT Area Engineer) opened the meeting and provided an overview of the agenda for the day's I-70 Second Tier Environmental Impact Statement (EIS) Community Advisory Group (CAG) meeting. He explained that the meeting would focus on the alternatives under consideration: No-Build, Geometric Improvements, and Interchange Consolidations.
- 2. Approve the September 6, 2012 Meeting Notes:** Killion summarized the September 6 CAG meeting and asked for additional comments but received none. The CAG then approved the notes from the meeting. Killion reviewed the study schedule, noting that it was currently in the alternatives screening phase and focused on the three alternatives under consideration.



3. **Improvement Alternatives under Consideration:** Allan Zafft (MoDOT Transportation Planning Specialist) provided a brief outline of each of the 12 initial alternatives and the evaluation process. He mentioned that the study team screened these alternatives down to 4 (No-Build, Geometric Improvements, Zonal Collector-Distributor System, and Interchange Consolidations and Rebuild Truman Road Interchange), but further engineering analysis resulted in modifying the list of alternatives to the 3: No-Build, Geometric Improvements, and Interchange Consolidations.

Marc Whitmore (HNTB) provided an overview of the Geometric Improvements alternative. He noted the issues impacting improvement to I-70, such as interchange spacing, horizontal design speed at the Benton Boulevard and Jackson Avenue curves, and left hand exits at I-435. Whitmore explained that spot fixes for I-70 would improve its geometrics. He said that the typical roadway section would include 3 through lanes (sometimes 4 with lane drops) in each direction to provide lane balance, 12-foot inside and outside shoulders for safety, bus on shoulder, and acceleration and deceleration lanes.

Whitmore said that lanes were not added for capacity and several locations where local roads tied into the highway entrance and exit ramps had been removed. He also said that bridges would include pedestrian enhancements. Whitmore mentioned that no improvements for left hand exits at I-435 were left in place. The alternative for I-435 fixes the capture lane on northbound I-435 to westbound I-70. He mentioned that there would be a two-lane exit on southbound I-435 to eastbound I-70.

During Whitmore's presentation, the CAG commented as follows:

- **Prospect Avenue Interchange**
 - Are businesses using this? Typically use Truman Road or a side street.
 - Could have truck dock issues with closing side road access due to ramp improvements – May need to provide alternative connection.
 - Southeast quadrant:
 - Bushes are not well-maintained – The city maintains the bushes, and they have been called many times.
 - Homeless gather there.
 - Drivers have difficulty – Could be signage issue.
- **Benton Boulevard Curve**
 - Was the I-70 profile adjusted? Sometimes, yes, as a base case.
 - How complicated is construction phasing? Harder to build on-line than off-line – Have not yet studied the issues in detail.
 - Redevelopment opportunity for vacated property near the new ramp – Benefits to existing community garden at 14th and Indiana.
- **18th Street**
 - Widening the loop ramp impacts the battery shop, Mexican restaurant, etc.
 - Two cul-de-sacs shown: Why not tie both together? Good idea for final design.
 - Ramp ending is too close to intersection immediately east.
- **23rd Street Interchange**
 - Potential for collector-distributor roads to help manage incident traffic trying to exit I-70?
- **I-435 Interchange**

- North to east movement backs up after you pass Highway 350 – What did you do to fix this issue?
- **Sterling Avenue**
 - Planning to fix the issues at Sterling? Will be addressed during the future study for the section of I-70 east of the Blue Ridge Cutoff.
- **Other**
 - Are the existing ramps tapered or parallel? Both.
 - Lane balance is important – Need signage for lane drops, etc? Yes.
 - Vertical elevation issues? Study team has reviewed the elevation but more detailed review will happen during final design.
 - Traffic information available? Will present traffic results at the next CAG meeting.
 - Showing auxiliary lanes between Jackson Avenue and Van Brunt Boulevard? Yes.
 - Were costs developed for the spot improvements? Range of costs will be available during late January 2013.
 - Little tweaks will do a lot of good.

Then Derek Vap (HNTB) provided an overview of the Interchange Consolidations alternative. Vap mentioned that the Zonal Collector-Distributor System alternative was ruled out because the interchange spacing would not accommodate it without raising I-70 between 4 and 5 feet, which would be cost prohibitive. He said that the Interchange Consolidations alternative would utilize a typical section similar to that of the Geometric Improvements alternative as a base case.

Vap said that the study team reviewed the I-70 interchanges from a spacing and traffic consolidation standpoint. He explained several issues with the Truman Road interchange that resulted in its closure for the Interchange Consolidations alternative. Chris Nazar (CDM Smith) added that improving the Truman Road interchange would negatively impact park land and trigger National Environmental Policy Act (NEPA) 4(f) requirements for publicly owned, park and recreation areas, wildlife, and historic sites.

Vap said that the Interchange Consolidations alternative improved the Benton and Jackson Curves, included bridge improvements, and substantial I-435 improvements. During his presentation, CAG members commented as follows:

- **18th Street**
 - Bridge is low – Can see the scrape marks.
 - Truck traffic – Which routes will be used from the post office, e.g. Truman to Prospect or Indiana to 23rd Street? Prospect will be overloaded - Traffic analysis will provide answers.
 - Mixing truck and residential traffic, e.g. at the interchanges.
- **Manchester Trafficway**
 - Manchester is a back way into the stadiums.
 - Understand left exits are substandard.
 - New right hand exits (fly-overs) will not help.
 - Northbound I-435 to westbound I-70 is not a back-up issue unless there is an accident. Southbound to eastbound clearly backs up, but it is caused by traffic back-up on I-70, not the ramp. Have never seen traffic backed up on I-435. Can't see justification for investment in changing I-435 exits.

- The train bridge would need to be improved. Would avoid the I-70 merge eastbound before I-435. Also space to try to design an improvement at Highway 40 and Manchester.
- How does truck traffic get in and out?
 - Businesses have invested in the area and growing traffic relies on Manchester as the most efficient access route. Taking away the Manchester exit would negatively impact existing and future investments.
 - Challenge to MoDOT: Improve I-70 without closing Manchester while also enhancing safety.
 - Weaving is a serious issue in the Manchester/I-435/I-70 area.
- Did you look at partial consolidation? Yes.
 - Businesses need full (east and westbound) access because it's safer and more efficient.
- Politically, closing Manchester will never happen – Very organized opposition is ahead.
- A lot of good work on the geometric improvements – Won't be perfect but are still good.
- Biggest bang for buck in project is improving the Jackson Avenue and Benton Boulevard curves – Would rather put money into that.
- **Other**
 - Losing access to Benton Boulevard is a concern for the Northeast neighborhoods.
 - Cost information available? Late January 2013.
 - Traffic information available? March 2013.
 - Expect future environmental justice issues? Suggest including Independence Avenue businesses in the study team's business survey.

4. **Public Involvement Activities:** Killion asked for specific feedback from Third District Neighborhood representative, Augusta Wilbon, about the Interchange Consolidations alternative. She responded with concern about the Benton Boulevard closure for Northeast neighborhoods but said that she was generally pleased with the alternative.

Killion then reviewed the public involvement activities anticipated for the coming months, including mobile meetings, on-line town hall meeting (MindMixer) via www.metroi70.com, and Connection Connections Team activities.

CAG members responded as follows:

- ✓ Hold future mobile meetings in the Northeast, e.g. at the Northeast Branch of the Kansas City Public Library or Samuel U. Rogers Health Center, as the 18th and Vine area is too far south. Include Northeast locations during the next round of public involvement activities.
- ✓ Talk with all 6 Northeast neighborhoods and the Northeast Chamber of Commerce.
- ✓ MARC can blog about public involvement activities, e.g. online meeting, mobile meetings, etc – Provide CAG members with public engagement materials, so they can share the information with their constituent groups.

5. **CAG Members Report:** Killion opened the meeting to CAG members to share feedback gathered from their respective groups. CAG comments included:

- **Downtown Council Feedback:**
 - Access to 18th Street and Vine is huge.
 - Driving experience/aesthetics are huge – Would like long-term recommendations to ensure consistent approach.
 - Add better signage at Paseo Boulevard.
 - Access to Manchester Trafficway is huge.

Next Steps: Killion said that the next steps in the study process included detailed review and evaluation of the three alternatives under consideration, including a traffic study and other analyses. He mentioned that community feedback would be combined with the engineering analysis to identify a potential preferred alternative. The public would continue to be engaged through MindMixer and physical meetings, such as the public hearing. Killion said the study would conclude during the spring of 2014.

The next CAG meeting will be scheduled sometime during the spring of 2013.

Killion added that through Missouri On the Move, MoDOT hoped to continue partnering with communities to help mold the future of transportation in Missouri.

6. **Adjourn.**