
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
OUIDA, 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.