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## 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

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#### CAG Members Present

3<sup>rd</sup> 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

3<sup>rd</sup> 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

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- 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.
- 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 14<sup>th</sup> and Indiana.
- **18<sup>th</sup> 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.
- **23<sup>rd</sup> 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:

- **18<sup>th</sup> 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 23<sup>rd</sup> 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](http://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 18<sup>th</sup> 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 18<sup>th</sup> 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.**