



I-29/I-35/U.S. 169 Planning and Environmental Linkages Study Public Meeting #1 and Survey Summary

A. Introduction

The following document summarizes comments from the in-person public meeting, online public meeting and public survey that took place during the initial engagement phase of the I-29/I-35/U.S. 169 Planning and Environmental Linkages (PEL) Study. The document is broken down by summarizing the in-person and online public meeting followed by a summary of the public survey. The online public meeting and survey were active concurrently from October 27 through November 14, 2022.

Participants at both the in-person public meeting and online meeting provided comments and feedback. The top concerns include:

- Safety
- Congestion concerns
- Need for improved/updated roadway design
- Bike and pedestrian access

B. In-Person and Online Public Meeting #1 Summary

The I-29/I-35/U.S. 169 PEL in-person Public Meeting #1 was held from 4-6 p.m. on Thursday, October 27, 2022, at the Northland Neighborhoods, Inc. building. There were 62 attendees at the event. The purpose of the public meeting was to:

- Gather input on the Baseline Conditions in the study area.
- Identify areas of concern from area residents and highway users.
- Gather feedback on the draft purpose and need, universe of alternatives, and alternatives screening evaluation approach.

In addition to the in-person public meeting, an online public meeting was offered as an option for people to access the same information about the study at their convenience. The online public meeting had 214 people participate during the two weeks it was available.

At the in-person public meeting, multiple board stations were set up around the room grouped together in common themes for participants to review and ask questions. Topic areas around the room included:

- Introduction of the study area



- Traffic/congestion/safety
- Environmental factors (geography and population)
- Purpose and need
- Multi-modal considerations
- Universe of alternatives
- Alternative screening methodology
- Public engagement schedule/online comments table

At the traffic and universe of alternatives stations, participants were asked to engage in specific exercises to provide feedback.

Feedback from the in-person public meeting showed the key areas of concern in the study area were predominantly outdated/substandard merging lanes and exit ramps along I-29 and I-35 that cause congestion and accidents, including the Parvin Road and Vivian Road exit ramps that are too short and a common pain point for congestion. Additionally, people were passionate on both sides regarding adding bike lanes/pedestrian accommodations in the project.

Traffic Dot Exercise Summary (In-Person)

Figures 1 and 2 show the “Traffic - Existing Conditions AM/PM Weekday Peak Hour Speed Reliability” boards. These boards highlight the speed and reliability of segments on I-29, I-35, and U.S. 169 during morning and afternoon peak periods. For this exercise, participants placed dots on specific “pain points” on northbound and southbound routes. In the morning, most of the pain points are near the I-29/I-35 system interchange followed by I-35 southbound between Antioch Road & I-29. In the evening, the highest concentration of dots are on I-29/I-35 northbound at US-24/Independence Avenue.

Figure 1: Traffic – Existing Conditions: AM Weekday Peak Hour

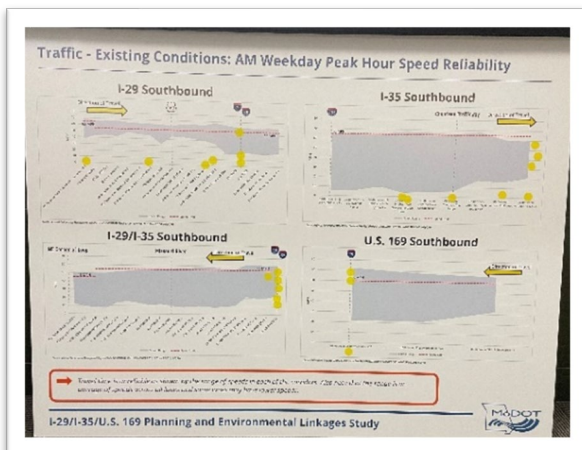
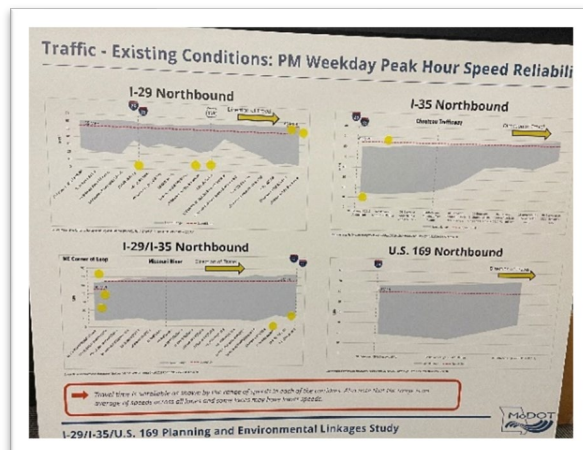


Figure 2: Traffic – Existing Conditions: PM Weekday Peak Hour





Figures 3 and 4 show the “Existing Traffic Congestion Summary” board and notes of specific pain points that people wrote down to further articulate where they see recurring issues in the study area. This exercise is the same as described with **Figures 1 and 2** above, but approached in a way that allowed people to reference a map rather than a graph. Overall, the dots show the highest concentration of issues surrounding the convergence of I-29 and I-35. Areas identified multiple times are the I-35 southbound to I-29 northbound ramp, Parvin Road northbound on-ramp, and Antioch Road interchange. Multiple people mentioned that they often do not use the Antioch Road interchange to get onto the interstate and travel northbound on Antioch Road to Vivian Road to get onto I-29.

Figure 3: Existing Traffic Congestion Summary

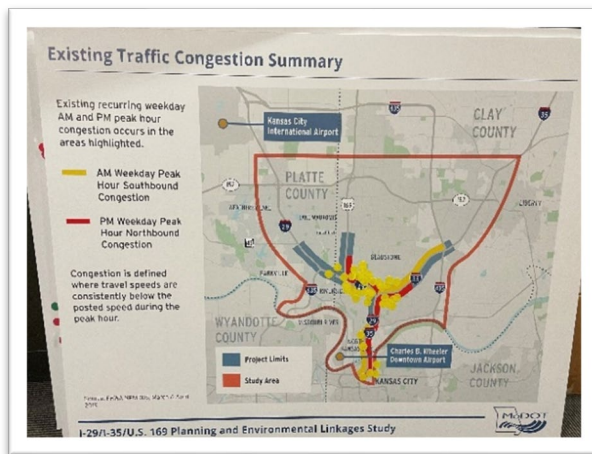
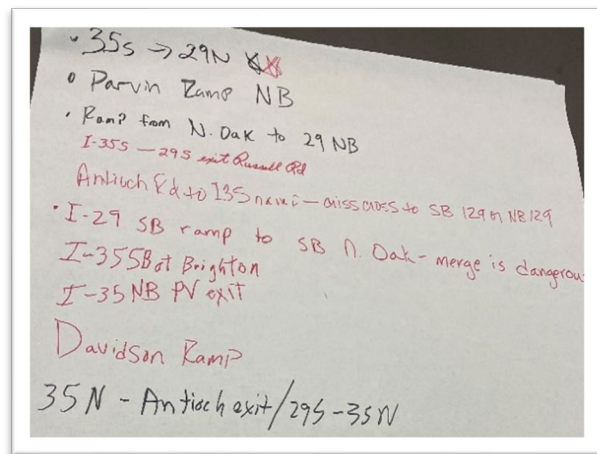


Figure 4: Comments of Congestion Summary



Universe of Alternatives Dot Exercise Summary (In-Person)

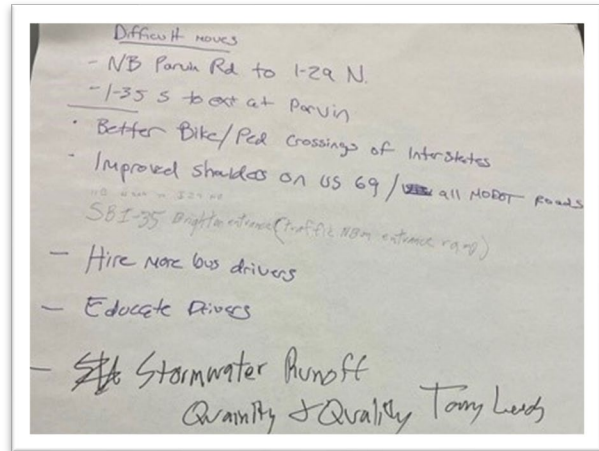
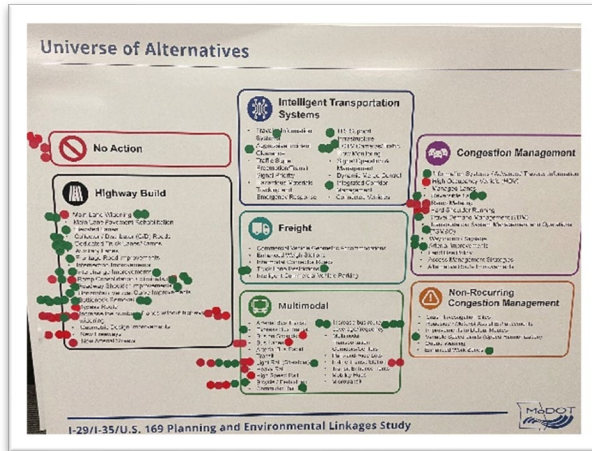
Figures 5 and 6 show the “Universe of Alternatives” board and public comments. For this activity, people highlighted their favorite and least favorite alternatives and provided any additional comments. In addition to the public’s opposition for “No Action” to occur, there are four alternatives that received a high volume of stickers, green for positive and red for a negative view of the alternative.

Highway Build received the most dots with 32 positive and 20 negative, followed by Multi-modal with 13 positive and 15 negative, and Congestion Management with 9 positive and 6 negatives. The Intelligent Transportation Systems, Freight, and Non-Recurring Congestion Management alternatives had the fewest dots but received only positive views. The comments on the notepad showed a need for improved exit ramps and better bike/pedestrian crossings surrounding interstates. Three unique comments to note were to hire more bus drivers, educate drivers, and improve storm runoff quality and quantity.



Figure 5: Universe of Alternatives

Figure 6: Comment of Universe of Alternatives



Public Comments

Table 1 shows the favorability of the study at this point. Out of 37 comments received, 95 percent of people are either neutral, leaning in favor, or are in favor of improvements to the study area. For both the in-person and online public meetings, these are the top comment themes:

- Safety
- Congestion concerns
- Need for improved/updated roadway design
- Bike and pedestrian access and multi-modal connectivity

Comments specifically mention upgrading or adding additional ramps (especially on Parvin Road and Vivian Road) or were concerned about the safety of I-29 and I-35 merge lanes. Another common theme was the desire for better connectivity for bicyclists and pedestrians in



the study area. **Appendix A** provides the comprehensive list of comments from the in-person and online public meeting.

Table 1: Public Favorability of the Study as of Public Meeting #1

| Not In Favor | Leaning Not In Favor | Neutral | Leaning In Favor | In Favor |
|--------------|----------------------|---------|------------------|----------|
| 2 | 0 | 10 | 7 | 18 |

Meeting Promotion

The in-person and online public meetings were publicized through the following:

- Email notification from the study mailing list
- Print and digital advertisements in the *Northeast News*
- Promotions by Northland Neighborhoods, Inc (NNI) and Northland Regional Chamber of Commerce
- Missouri Department of Transportation (MoDOT) media alert and news release
- MoDOT email lists for Clay and Platte Counties
- The study webpage on the MoDOT website (<https://www.modot.org/i-29i-35us-169-corridor-study>)
- Dedicated emails and word of mouth at Community Advisory Committee and Resource Agency meetings
- Social media posts (Facebook and Twitter)
 - Four Twitter posts (two before the meeting, one reminder, and one after/thank you)
 - Two Facebook posts (one before the meeting and one after)

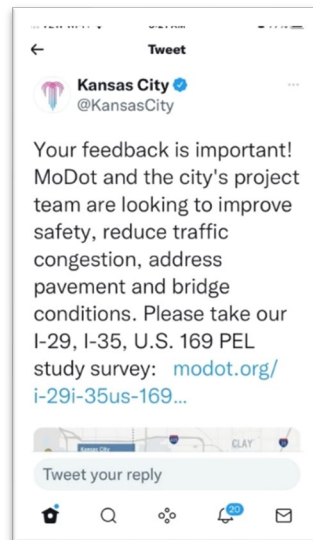


C. PEL Electronic Public Survey No. 1 Summary

The electronic public survey No. 1 for the I-29/I-35/U.S. 169 PEL Study was conducted through the ArcGIS Survey123 platform. A total of 98 people completed the survey which was active from October 27 through November 14, 2022. The purpose of the survey was to help the PEL project team understand primary concerns and priorities the public has for the I-35, I-29 and U.S. 169 corridors. Questions focused on the proposed purpose and need, study goals, universe of alternatives, and pain points users of the corridors experience on a recurring basis.

A copy of the survey questions and responses is provided in **Appendix B**. The survey was promoted through the Community Advisory Committee, social media outlets, study webpage, and shared from community partners. **Figure 7** shows an example of the social media push to promote the survey. The target audience for the survey included people who live, work or commute within the study area.

Figure 7: Kansas City I-29/I-35/U.S. 169 PEL Survey Promotion Tweet



Overall, survey participants agreed with the information being shared in the Baseline Conditions report, which identified existing corridor conditions. Respondents generally agreed that the draft purpose and need contained the right elements. Additionally, respondents specified locations in the corridor that cause concern for drivers. The main concerns respondents identified in various questions regarding the purpose and need and what alternatives will be analyzed include:

- Safety as a primary concern with congestion on the I-29 and I-35 corridors
- Congestion



- Concerns with on/off ramps and merging lanes being too short
- Addressing connectivity with multi-modal options such as bike and pedestrian connections and transit

Priorities for addressing safety and congestion concerns include physical improvements to highway lanes, entrance/exit ramps for interchanges, as well as support for multi-modal needs.

Below are the questions and key takeaways from the survey:

Do you agree the Baseline Conditions (information presented at the public meeting) represent the primary issues that affect the I-29/I-35/U.S. 169 corridors? Out of the 98 total survey responses there were 86 “Yes” 12 “No”.

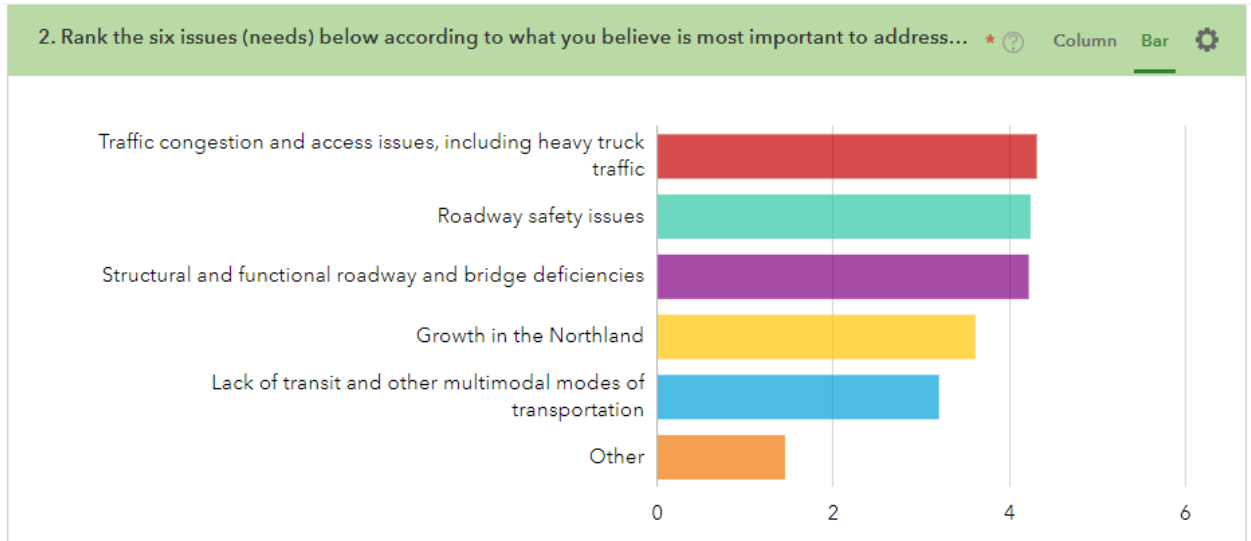
- **If you answered 'No', what other issues need to be taken into consideration or removed from consideration?** Nine people responded to this question. Of those nine, common themes were:
 - Providing alternative options other than a ‘car centric’,
 - Freeway expansion fix.
 - With the Northland growing and concerns for the climate, respondents see a different approach to fixing congestion (especially multi-modal or a focus on pedestrian walkways).
 - Focus on 11th Street ramps/traffic and expanding use of video on the highways.

Rank the six issues (needs) below according to what you believe is most important to address in the study area. (1 = Most Important, 6 = Least Important)

Table 8 shows the average score for each category. Overall, respondents want the team to focus on fixing congestion, improving safety and focusing on fixing deficiencies on the network. Traffic congestion, safety and structural deficiencies received the highest average rankings.



Figure 8: Question 2 Rankings



- **Referring to the "Other" in Question 2, list the issue(s) that you believe should also be evaluated by the Study Team.** Forty-five people responded to this question. Common responses included:
 - Reducing vehicle miles travelled,
 - Ramps that needed improvements,
 - Increasing multi-modal options – especially a light rail and pedestrian/bike path increases,
 - Widening roads,
 - Improved storm drainage,
 - Accommodations for underserved and minority communities.

Of the Study Goals listed below, select up to five that you feel are the most important.

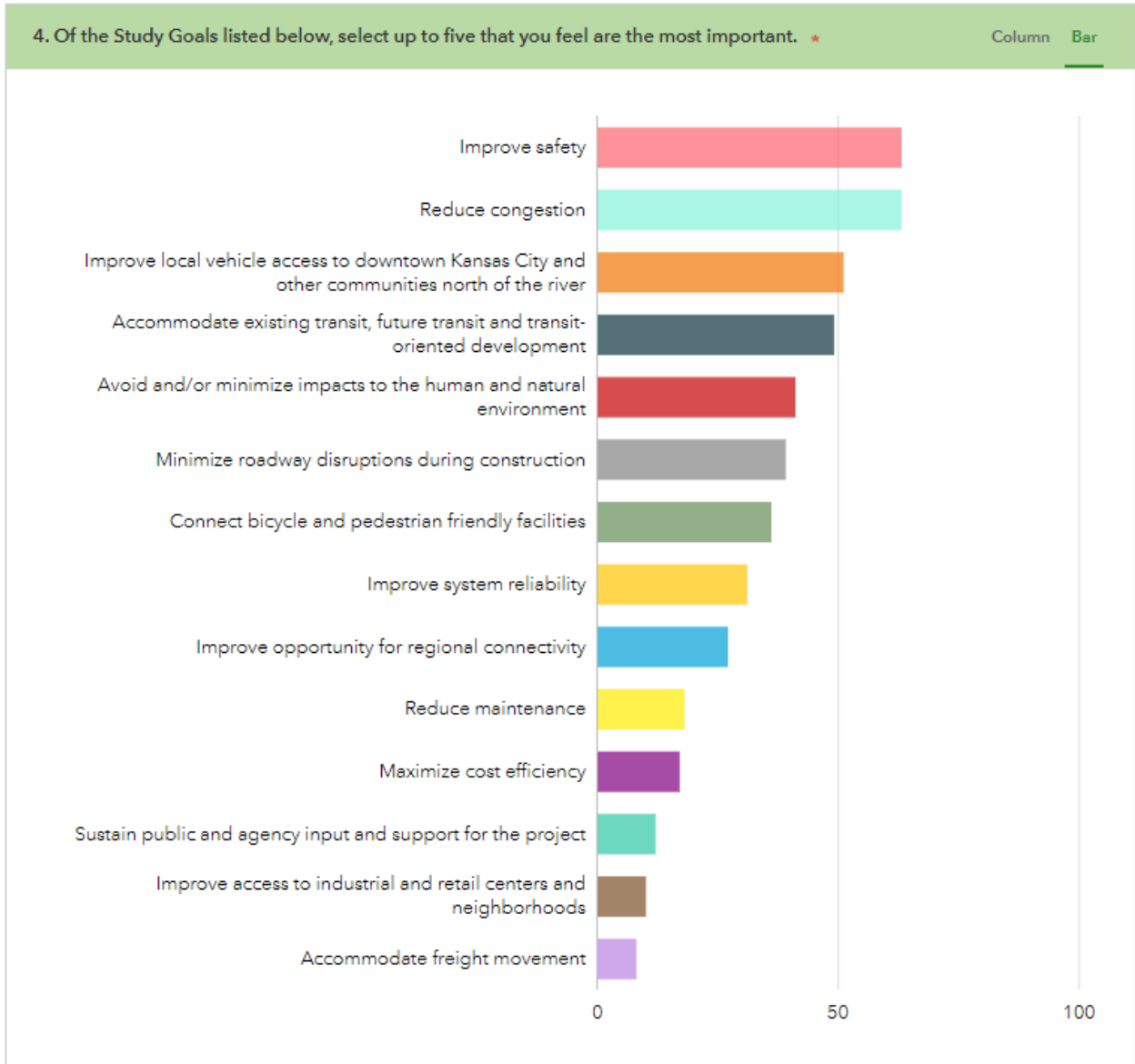
Out of the 98 responses, the top three study goals listed that were the most important were to:

- Improve safety (62),
- Reduce congestion (62),
- Improve local vehicle access to downtown and other communities (51).

The three categories that were least selected were accommodate freight movement (8), improve access to industrial and retail centers (10), and sustain public and agency input and support for the project (11).



Figure 9: Question 4 Responses

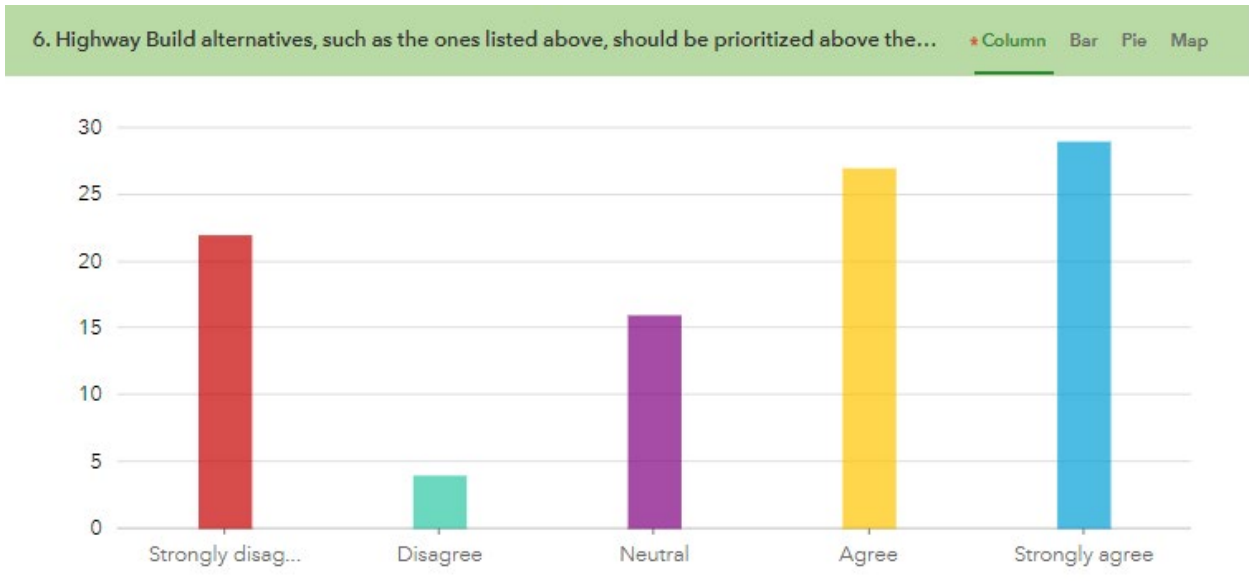


- **If you believe there should be additional study goals added that were not listed in the previous question, please add them below.** Thirteen people responded to this question. Additional goals identified by respondents include:
 - Future expansion/rapid transit
 - Safety/congestion
 - Community access (don't break up communities)
 - Multi-modal, and re-routing traffic around downtown instead of funneling right through it.



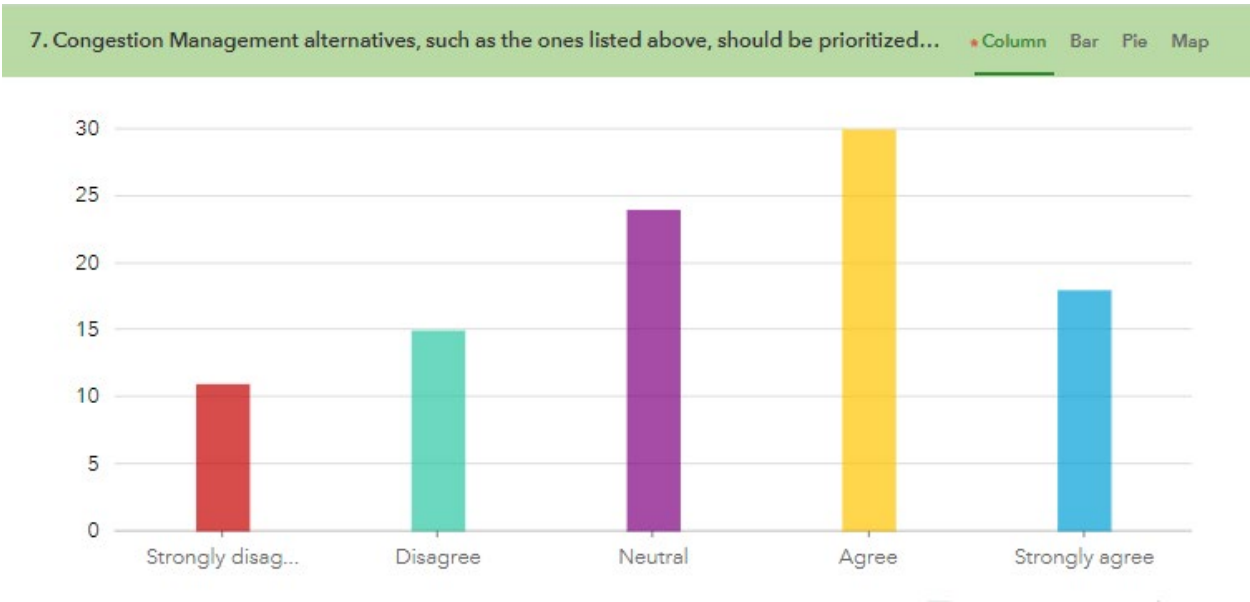
Highway Build alternatives, such as the Universe of Alternatives (No Action, Congestion Management, Intelligent Transportation Systems, Freight, Multi-modal, Non-Recurring Congestion Management) should be prioritized above the other six alternative categories. There were 56 total people who either strongly agreed or agreed. Twenty-six people either strongly disagree or disagree.

Figure 10: Question 6 Responses



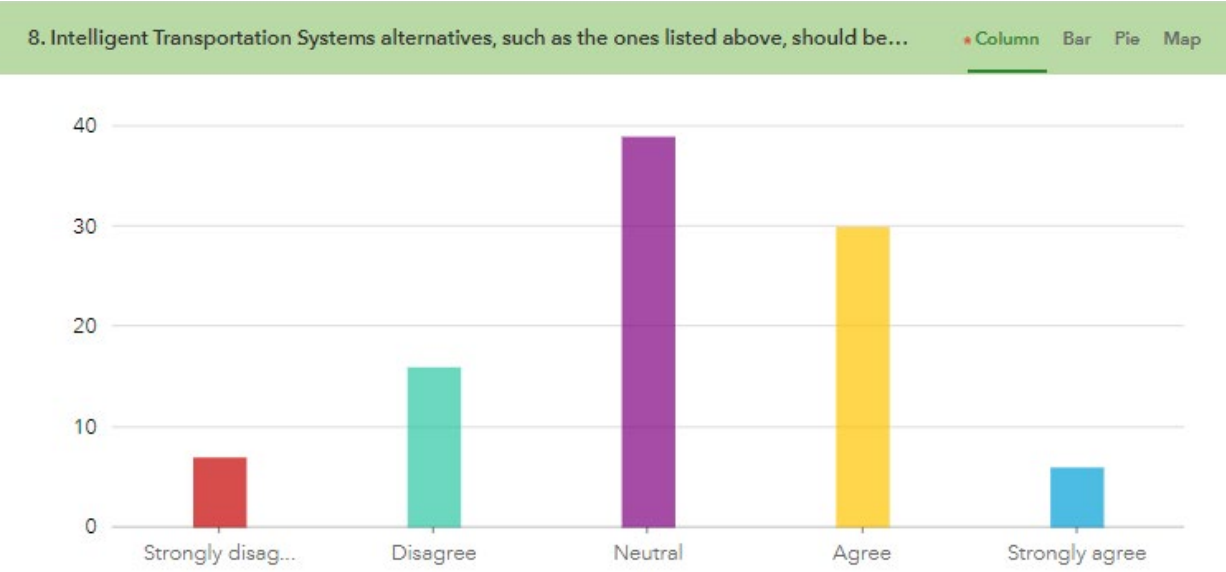
Congestion Management alternatives should be prioritized above the other six alternative categories. Overall, 48 respondents either strongly agreed or agreed. Twenty-six people either strongly disagree or disagree.

Figure 11: Question 7 Responses



Intelligent Transportation Systems (ITS) alternatives should be prioritized above the other six alternative categories. The majority of responses (39) were neutral to ITS alternatives. Only 13 respondents strongly felt one way or the other.

Figure 12: Question 8 Responses

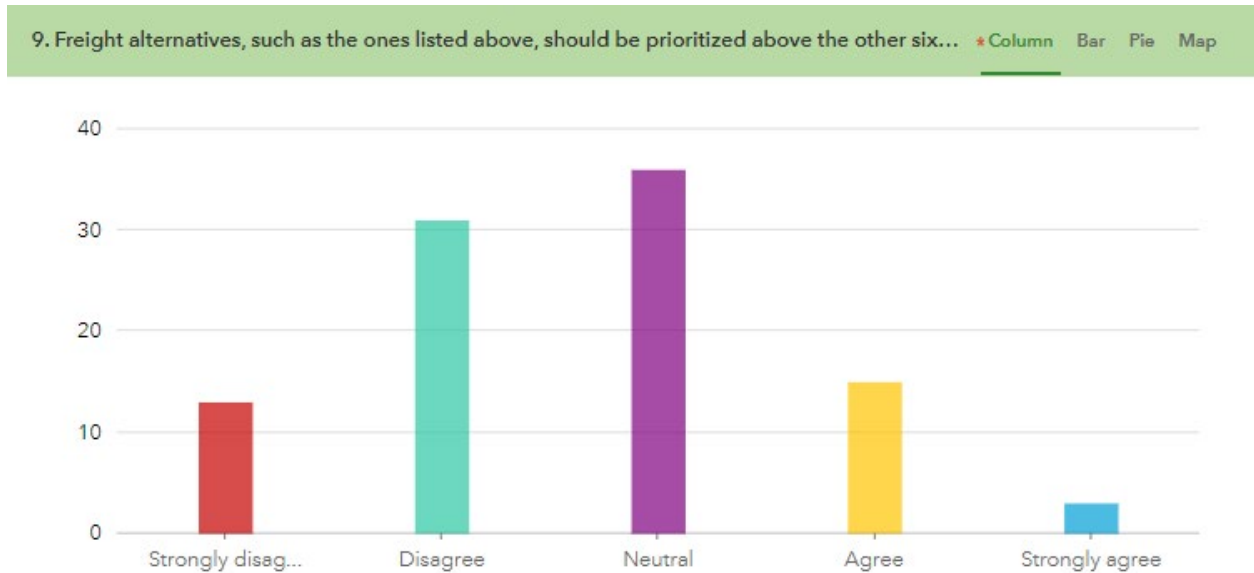


Freight alternatives should be prioritized above the other six categories. Responses skewed mostly neutral to negative regarding freight alternatives. Forty-four respondents strongly



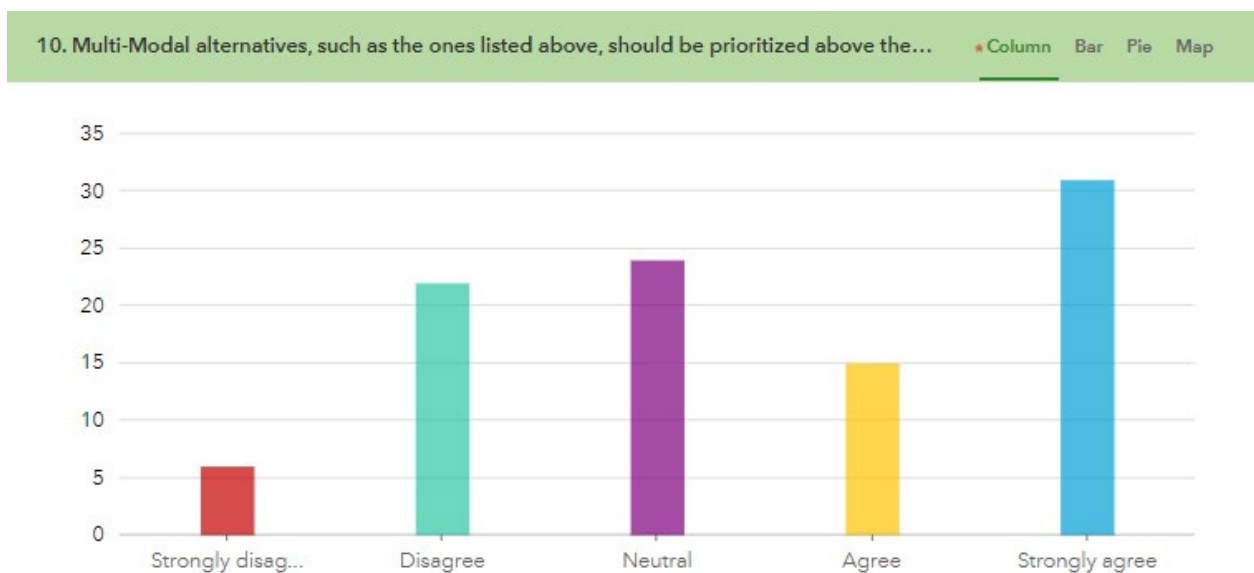
disagree or disagree, whereas 17 participants agreed on some level that this should be a prioritized alternative.

Figure 13: Question 9 Responses



Multi-Modal alternatives should be prioritized above the other six alternative categories. Forty-six respondents strongly agreed or agreed that multi-modal alternatives should be prioritized. However, 28 strongly disagreed or disagreed. Twenty-four responses were neutral.

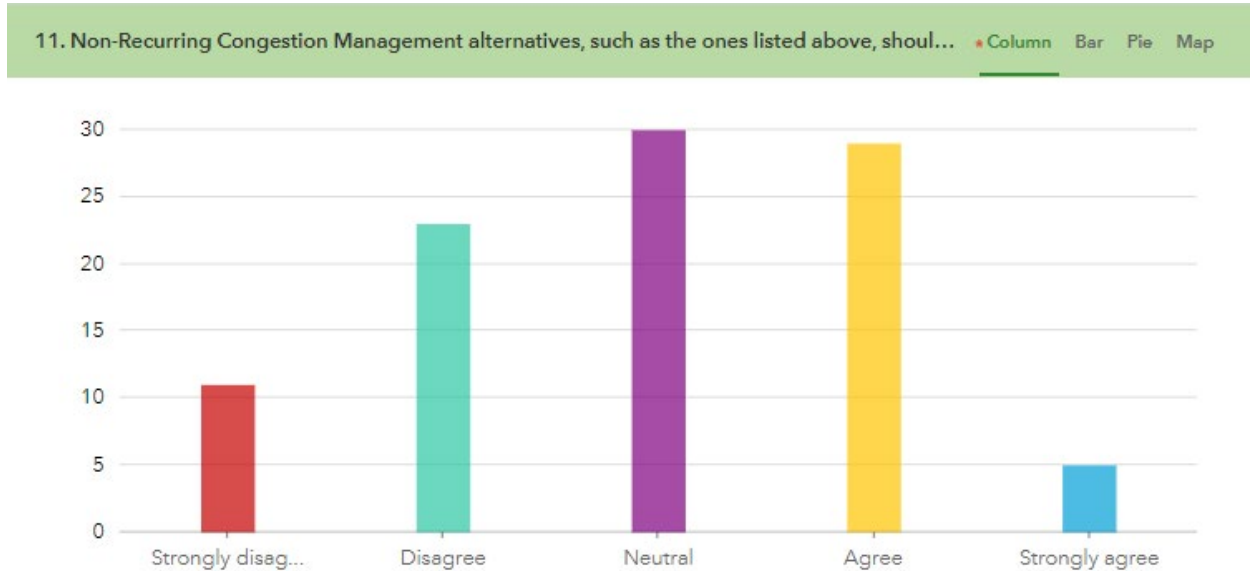
Figure 14: Question 10 Responses





Non-Recurring Congestion Management alternatives should be prioritized above the other six alternative categories. Responses for this question were evenly split (34 to 34) between agreeing or disagreeing on some level. The majority of responses (30) were neutral.

Figure 15: Question 11 Responses



Are there any alternatives missing from the Universe of Alternatives listed above that you believe should be evaluated? 92 out of 98 responses said “No”.

- **If you answered 'Yes', what additional alternative(s) do you recommend the Study Team evaluate?** Five people responded to this question. Responses included:
 - A tactic that can improve and encourage additional truck, rail, and river freight movement through the study area, focusing on growth management and adequate public facilities in the Northland
 - More bicycle connection to regional assets and downtown
 - Diverting regional traffic to I-635 to free up downtown access
 - Emphasis on isolating thru traffic from off/on ramps

The summaries for survey questions 13 and 14 are being combined because they are seeking the same information regarding pain points in the study area. **Describe the location and issue(s) you've experienced at the spot marked in the map above.** Below is the list of “pain points” summarized into bullet points. **Figure 16** also shows the locations that people marked.

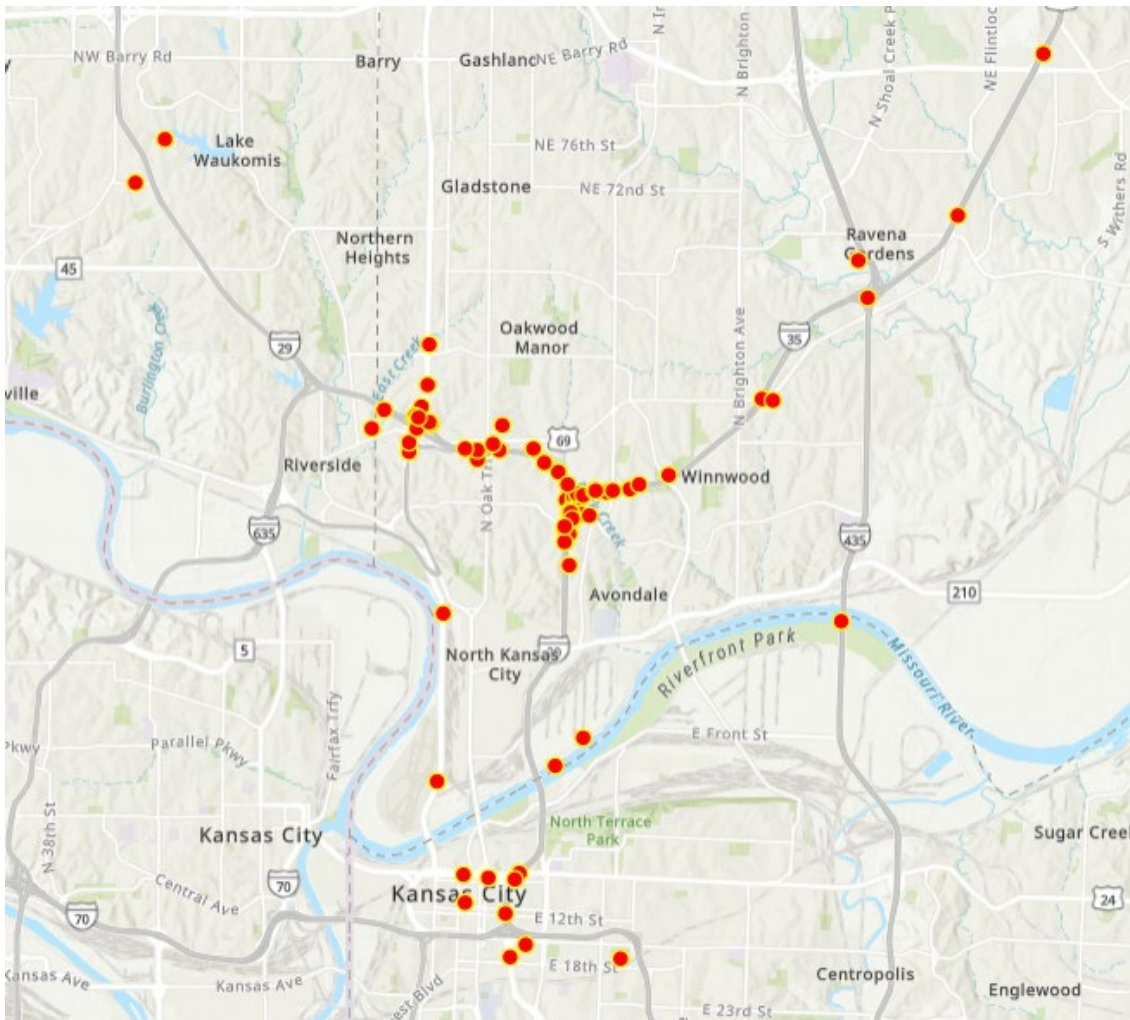


- I-29/I-35 split is congested, short merging lanes, and dangerous
- General on/off ramps are dangerous
- General congestion is an issue in the study area
- Merging lanes are too short and cause accidents (Parvin Rd is noted a few times regarding this)
- Slow traffic when merging from I-35 to I-435
- Congestion before Parvin exit
- Map is difficult to use on mobile for these interchanges
- North loop and NE interchange is beyond repair and needs to be “eliminated as soon as possible”
- I-29 heading downtown
- Too many on/off ramps and lanes are too short
- Add multi-modal options – area is not pedestrian friendly
- 72nd Street exit off I-29 is severely congested in the morning
- I-29 South past Davison Rd
- Inefficient route to get across the river – need to focus on alternative modes of transportation
- On ramp congestion creates safety issues
- Merging two lanes over for both northbound U.S.169 and southbound U.S.169 is unsafe and problematic.
- Expansion of lanes on I-35
- Sharp turns at high speeds with expansion joints cause safety issues – especially with rain
- I-435/Highway 152 needs longer lane for merging traffic on HWY152
- Short on ramp from 10th street to I-29/I-35 (East Loop)
- Congestion in I-29/I-35/I-70 loop through Brighton
- On Ramp southbound Oak to I-29 is difficult to merge
- NW Corner of the loop interchange (understand Buck O’Neil bridge needed replacement but the north loops should still get shut down)
- Not part of the survey; I-435 NB off ramp to 45 Highway in Parkville should probably be expanded to two lanes (increased volume in commercial traffic causing some severe backups)
- U.S. 71/I-49 is reduced to one lane heading north on the east side of downtown at Truman Rd
- I-35 and S.H. 152 – long lines to exit the highway
- On/off Ramp at Parvin Rd
- Exit from I-35 onto I-29 northbound
- I-29/I-35 split area has merge lane length issues – too short and causes accidents (both NB & SB)
- The Pleasant Valley interchange that was redone at high cost is a mess
- Having 2 entrances to the city via the highway is not needed. Substituting one of these 2 paths as a light rail higher capacity than the streetcar would greatly improve car optional commuting and services to the airport



Overall, the focus was on general congestion, safety and merge/diverge difficulties. Pain points were primarily located around the I-29/I-35 system to system interchange. Three specific exits that were highly talked about were Vivion Rd., Parvin Rd., and North Oak Trfwy. off ramps/exits. There were some comments about finding other transportation solutions outside of cars/highway fixes.

Figure 16: Mapped Locations of Pain Points



Source: Electronic Survey responses

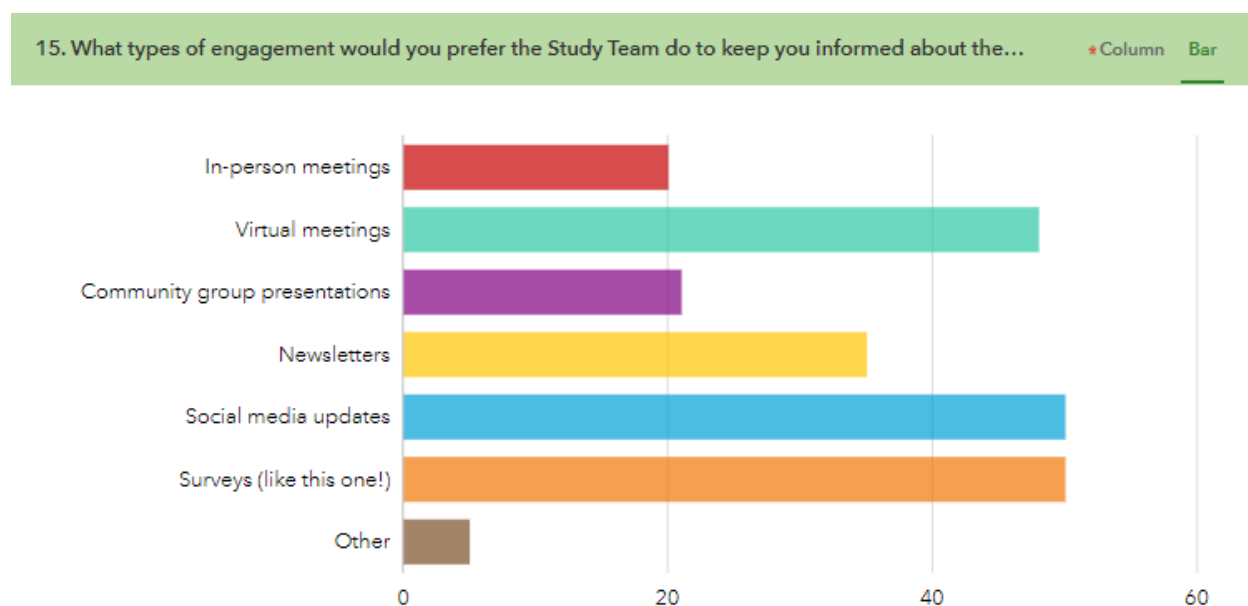
What types of engagement would you prefer the study team do to keep you informed about the study? The top three preferred methods for engagement were:

- Surveys (50),
- Social media updates (50),
- Virtual meetings (48).



People were also allowed to suggest “Other” methods for the study team to engage with the public. Four people responded and included suggestions such as email updates, a walk audit of the area to better understand current multi-modal challenges, and website information.

Figure 17: Responses for Question 15



Please submit any other comments you have below. Refer to the raw responses in **Appendix B** to review all of the comments. Some of the recurring themes from the comments include:

- Safety
- Expanding outreach beyond the public meetings
- Support for increase in multi-modal options
- Critiques on the road/design
- Funding comments
- General support of the study and appreciation of the team

D. Conclusion

The main concerns respondents identified throughout the survey include:

- Safety as a primary concern with congestion on the I-29 and I-35 corridors.
- Congestion.
- Concerns with on/off ramps and merging lanes being too short.
- Addressing connectivity with multi-modal options such as bike and pedestrian connections and transit.



Many respondents commented on congestion on the I-29 and I-35 corridors, concerns of on/off ramps, and merging lanes being too short and adding lanes to congestion. There were many comments in support of multi-modal alternatives. There were also comments critical of alternatives. For example, two individuals mentioned that highway widening alternatives are not desirable solutions due to the environmental harm it causes and because there should be more focus on multi-modal options. There was a heavy focus on road design and safety. Out of the 98 survey participants, there were mostly positive responses to the study.



Appendix A: Public Comments

The following table contains the comprehensive list of comments received at either the in-person or online public meeting. In total, there were 37 comments received. Cells that are not highlighted are comments received at the in-person meeting, and cells that are shaded in blue are comments received from the online meeting. All comments are verbatim.

Table A-1: Public Meeting Comments Summary (In-Person and Online)

| Stakeholder Support | Comment Category | Comment |
|---------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Leaning In Favor | Safety | Several dangerous areas going from I-35 to I-29 passed Vivion Road as well as I-29 going north at 69. The Claycomo exit just before Brighton is dangerous as well. People not familiar with the area and wanting to exit to go 152 or Barry Road often get in the wrong lane. |
| In Favor | Traffic | The ramp from I-35 South to I-29 North is an absolute nightmare in the morning. I don't take the exit but the backup that occurs severely impedes southbound traffic and causes abrupt lane changes and stoppages that cause accidents. |
| Neutral | Multi-modal Considerations | Highway safety, widening, traffic flow issues are important, of course, but please stop COMPLETELY DISREGARDING the equity and safety issues for pedestrians, cyclists, and the disabled. These roads were built almost completely without concern for the neighborhoods they bisected and the people who might want/need to traverse them without a car. These projects are the time to remedy the injury that caused to our communities. |
| In Favor | Multi-modal Considerations | All roads that cross over or under the interstates need to have bicycle & pedestrian accommodation, whether they connect trails, routes, or not. On all bridges crossing over interstates there need to be bicycle safety railings. Good shoulders are needed on all MoDOT arterials (Hwy. 1, 69 & Vivian Rd., etc.). These are used by bicyclists as well as turning traffic, breakdowns etc. Shoulders do not need to be full width in all locations. About three-four ft is sufficient if there are no drainage grates and/or rumble strip issues. |
| In Favor | Roadway Design | I-29 North between I-35 and 169 is very confusing and congested. The merging lanes and exits cause drivers to swerve, move around slow or stopped vehicles. It is a very dangerous and poorly marked area. |
| Neutral | Roadway Design | In addition, and contiguous, we are interested in the I-35/I-25 interchange with N Oak Tffy. It's a relatively old-fashioned interchange and entering west/north bound a very short ramp for merging. |
| In Favor | Roadway Design | Please consider additional access ramps on and off I-35/I-29 in North Kansas City at /e 16th Ave. Currently can enter interstate southbound but not northbound. Currently can exit interstate from the south but not the north. Additional ramps would allow the truck route through NKC to go directly onto 16th instead of via Armour and Linn. Traffic from One North is going to increase dramatically with Genesis Fitness, more apartments, and grocery store. They will need more access to and from the north than Armour can handle. |
| In Favor | Roadway Design | On both northbound and southbound I-35, the Parvin road exit (southbound) and onramp (northbound) are terrible for vehicles entering and exiting the interstate. The Parvin Road onramp on northbound is particularly bad because it causes slowdowns for northbound traffic approaching the onramp and cars stop who are entering I-35 and cannot enter the interstate without causing a dangerous condition. |
| In Favor | Roadway Design | it is essential that the entrance ramp from Vivian Road going west to get on either I169 or 29 north be modified. It is extreme difficult to get on 29 while dodging cars going north on 29 and 169. It is also challenging to get on I29 south bound from north Oak since a lane ends and 35 breaks off shortly after. |
| Neutral | Roadway Design | Most of the entrance and exit ramps on Vivion between I35 & I29 are difficult to navigate, Ramp from SB N Oak to NB I29 SB I35 to NB I 29 - Davidson Rd on ramp Vivion Rd to NB I29 & 169 crossing traffic to I29N |
| Neutral | Roadway Design & Safety | Ramp on Parvin Road to I-35NB – poor visibility and no acceleration lane. Ramp from N Oak NB to I29 – same as above 169SB to I29 SB – too many merging lanes and lane changes to get to exit. N Holmes – doesn't cross I29 and needs to connect neighborhoods and ease traffic on N Oak Exit from I29NB to N Oak dumps into congestion service roads? And too many try to turn left from N Oak to Vivian West. Englewood Road needs "cloverleaves" instead of left turns to 169 and same for 68 th St. |
| Neutral | N/A | No comment. |
| In Favor | Daily Commute and Safety | I think the study area should include the entire counties of Clay and Platte. The project area affects out side the study area residents as much as inside. I am glad this area is a focus for improvement because it is only going to get worse as the Northland grows |



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| | | north of 152. There are many unsafe areas within the Project limits interchanges. |
| Neutral | Daily Commute and Safety | I am curious if the smaller bridge is listed that is at the bend in I-35 northbound, just after passing Target and about the Winwood Skate Center area. I have personally had a couple encounters on that slight turn, when traveling safely at speed limit, when icy conditions are favorable. I have slid side ways more than once during early morning commutes. Luckily I have been able to recover given the small/short bridge meets land and hwy conditions are much more favorable in the lower temperatures when the surface is grounded. I feel that bridge is unsafe given its a surface level section that is nearly unseen. A driver hardly recognizes they are on a raised surface and given the speed limit and degree of the turn on the hwy, its just enough to cause any traveler or younger inexperienced driver a difficult situation. It seems unreasonable to expect MoDot to treat this one section each time we have a down shift in temperatures. Thank you, Concerned Mom of 2 teen drivers |
| Not In Favor | Safety, Environmental, and Road/Design | KC doesn't need more highways creating pollution and congestion. Instead of just making the highways wider every ten years MoDOT should focus on more efficient and safe ways of moving people like extending the streetcar into the Northland. Absolutely no more lanes. |
| Leaning in Favor | Roadway Design | The northland is currently designed in a way that requires a car to live a high quality of life. A highway design that minimizes disconnecting existing neighborhoods from the community services (shopping, schools, etc.) should be prioritized over maximizing high speed highway travel. |
| In Favor | Safety and Multi-modal Considerations | Our family commutes to KC daily from I-29/64th st. Concerned that the I-29 and I 35 highways have above average accident rate, are poorly designed (short ramps, poor visibility of line striping). We have an adult child with disabilities and there is a lack of public transportation in the Northland. No way to easily bike or bus into the city. |
| Leaning in Favor | Roadway Design | I-35 from the split all the way to Kearney needs to be 6 lanes. This is the only interstate section that is 4 lanes and has the worst congestion and backups and safety issues. We need attention to this area, as Liberty and the Shoal Creek area has been the fastest growth area of KCMO for decades now. |
| Leaning in Favor | Environmental | I am particularly interested in the impact of roads/bridges on wildlife habitat and migration patterns. I would like to see the implementation of wildlife bridges in new roadway construction/improvement projects. These bridges have been shown to reduce the number of wildlife vs vehicle collisions significantly. |
| Leaning in Favor | Roadway Design | Thanks for the thorough review of issues and opportunity to input. My area of greatest concern is where 71 converts into 29/35 in KC |
| Neutral | Roadway Design | There's a lot to digest here. Thank you. As a general thought: As a "south of the river" resident who often travels to the "northland" (and not only to go to the airport, but to shop, dine, visit parks and more); and conceding that the Buck O'Neil Bridge project will significantly improve the options; the "crossing the river" experience is a critical challenge that must be addressed to improve the livability and economy of the Kansas City metropolitan area and by extension, the state of Missouri. Regarding the former, it is challenging enough that a state line bifurcates the KC metro area; the further bifurcation (quadrification?) caused by the Missouri River complicates and frustrates the entire social, cultural, economic and political character of the area even more, but most especially of the City of Kansas City, Mo. Regarding the latter: the Study Area includes the most significant transportation hub of western and northwestern Missouri from the state's northern and western borders to the Missouri River's eastward turn toward the Mississippi River. The outcome of this study ought to result in solutions designed to feed the primarily rural and largely underserved counties and communities of the central and northwest areas of the state. |
| In Favor | Roadway Design | I think particularly the design and flow from the split going north on I-29 through North Oak, 169 and past 635 has concerns. As far as I-35 northbound is concerned, the main issue to me is the number of lanes going north. Adding a third lane as been helpful. Coming south o I-35 and merging with I-29 as well as coming south on I-35 and going north on I-29, with the merging traffic from Antioch Road needs attention, in my opinion. |
| In Favor | Multi-modal Considerations | Looking at convenience and improved usability |
| In Favor | Multi-modal Considerations | I would like to see covered pedestrian walkways on the highways and bridges. If these are the only routes for pedestrians to take across the river, then they need to be protected from traffic. I highly applaud the idea of considering light and heavy rail transportation running north and south. I have used these modes of transportation in other cities and they are convenient and fast. Although the bed rock would not allow for tunnel systems, alternative elevated tracks could be used. |
| In Favor | Roadway Design | I'm following because I like to follow construction and improvements. I drive these roads as needed and ride bikes in the area. |
| In Favor | Roadway Design | 1/29 and I/35 interchange has merging traffic that must change lanes rapidly with little room for merged traffic. This affects both northbound and southbound traffic. Entry ramps at Northbound 29 and Parvins is very short as well as southbound entry lane at Antioch and 169 has entering traffic well as merging traffic in a very small space. |
| In Favor | Multi-modal | I am highly supportive of the Multi-modal Alternative. More transit options and |



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| | Considerations | frequency north from downtown would cause me to use it more. I also support pedestrian and bike infrastructure expansion, as those are currently lacking in many places in the study area. I am very against the Highway Build Alternative, as this will just increased traffic through induced demand. |
| Not in Favor | Roadway Design | I do not like the Highway Build Alternative. This will cause more traffic though induced demand and make the situation even worse. I'd like to see any of the other alternatives as they focus on ways to either move traffic more efficiently or get more cars with single drivers off of the road. |
| Neutral | Multi-modal Considerations | I consider US 169 (the new roadway bridge) as an important additional piece to look in the study area. I think the new bridge will reduce congestion and reduce the variability of travel times for the commute. I also think we should connect the streetcar across the river and develop a light rail connection to the the airport. I am not so concerned about the variable times on the freeways during rush hour. Increased transit via light rail, the streetcar extension to the City of North Kansas City and a possible North Oak and/or Antioch Road bus rapid transit would greatly help this part of Kansas City. We need to make sure that there are connected bikeways through this area. We also need to make sure every arterial road has pedestrian access. These measures will reduce the necessity of travel by car in the Northland. |
| In Favor | Positive | I'm very pleased to find out this has been recognized as an area that needs to be addressed. |
| In Favor | Positive | Welcome your study of potential improvements to these roadway sections, which are vital to the commuting public from Northland communities into Kansas City. |
| In Favor | Roadway Design | We definitely need longer entrance and exit ramps in some of these areas as well as some or more lighting for those ramps. The highway speeds should also be at least 65 in some areas-55mph is too low. Stoplights at off ramps need to be better timed in some of these areas as well to reduce traffic. |
| Leaning in Favor | Roadway Design | As a resident of the area for over 20 years, I believe most of the issues with safety and congestion lies with the numerous single lane exchanges that occur. I-29 to 169, I-29 to I-35 both N and S, etc. All result in bottle necks, unsafe lane transitions, multiple lanes that merge into one, etc. To be frank, the whole area of I-29, 635, 169, and I-35 is a mess. The Northland is growing and increases in traffic will continue to feed into these areas causing more and more problems. It appears that these highways were designed back in the 50s and 60s when the area was undeveloped and no planning for future growth was considered. Making it better seems like it will take a lot of work, but it will be worth it since the Northland is the fastest growing part of the metro area. |
| Leaning in Favor | Construction Impacts | what is the impact on the neighborhoods make sure to take care of the damages from construction rerouting .ect, |
| Neutral | Daily Commute | daily commute |
| In Favor | Multi-modal Considerations | I really want to emphasize the extent to which pedestrian and bicycle safety needs to be prioritized. Additionally, pedestrian and bicycle routes should always be prioritized when there is any room that could be provided to them in a right-of-way so that they have routes that are as direct and safe as any that belong to vehicles. Additionally, sound isolation should be prioritized because the noise pollution of vehicles is a huge cost to the people who live nearby. For North Kansas City and the people who live near 35 but east of 35, we desperately need a safe wide well lit path underneath the bridge. Lastly, all paths across the river should have bicycle paths, but particularly i-29/35 should have one because there is enough room in the right of way on one shoulder. Missouri DOT should commit to also keeping those paths clean so that people can bike on them safely without dangerous or sharp debris damaging their bicycles or the riders and pedestrians themselves. |
| Neutral | Multi-modal Considerations | We need a safe, attractive, and preference towards pedestrian and bicycle use way to walk and bike under I-35 at armour road, to cross the river towards places like the riverfront, and using some of the right-of-way for bicycle transit Northwest into Platte county. We don't have bicycle Traffic because we don't have any sane ways for people to get to the places they want to go. |