



## Stakeholder's Meeting

February 23, 2005

3:00 p.m.

HTNB Offices

## Representatives/Attendees:

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Columbus Park Neighborhood Association –  
Mike Sturgeon; Kate Barsotti

Downtown Council – Chris Carucci; John  
Yacos

Greater Kansas City Chamber of Commerce  
– Christine Murray

GSA – David Fellers

Guinotte Manor – Deborah White; Martha  
Allen

Housing Authority Kansas City – John  
Monroe; Bryan Love

Isle of Capri Casino – Andre Goldstone;  
Mike Tamburelli

KCATA – Dick Jarrold; Jim Pritchett; Mark  
Swope

KCMO City Council 1st District – Bill Skaggs  
KCMO City of Kansas City, Missouri – Stuart  
Bullington

KCMO Environmental Management – Ron  
McLinden

KCMO Mayor Barnes' Office – Greg Williams

KCMO Parks and Recreation – Larry Frevert

KCMO Planning & Development – Steve  
Noble

Legal Aid of Western Missouri – Julie Levin

MARC – Mell Henderson; Todd Ashby  
Missouri River Crossing Committee –  
Timothy Kristl

Missouri Senate District 10 – Larry Malone  
Nicholson Group – Brad Nicholson  
North Kansas City Economic Development –  
Jeff Samborski

NT Realty – Richard Lanning

Port Authority of Kansas City – Mike Burke  
Singleton & Associates – Kite Singleton  
Wagner Industries – John E. Wagner, Jr.

MoDOT – Lee Ann Kell; Beth Wright; Joel  
Blobsaum

HNTB – Clyde Prem; James VanWormer;  
Rachel Lunceford; Betty Burry; Dungh  
Huynh; Jerry Irvine; Dan VanPetten; Bill  
Clawson; Chris Cline; Scott Russell;  
Gretchen Gaines; Lindsay Bergman

CCI – Adam Yarbrough; Marna Courson

## Other Invitees:

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BNIM Architects

Civic Council of Greater KC

Clay County EDC

Federal Emergency Management Agency

Forest City Enterprises

Kansas City EDC

KCMO - City Council 1st At-Large

KCMO - City Council 2nd At-Large

KCMO - City Council 2nd District

KCMO - City Manager

KCMO - City Manager's Office

KCMO - Public Works



KCMO - Water Services - East/Levee  
 KDOT  
 Missouri Department of Conservation  
 Missouri Department of Economic  
 Development  
 Missouri Department of Natural Resources  
 Missouri Highways and Transportation  
 Commission  
 Missouri House Representatives  
 Missouri Senate Representatives  
 North Kansas City - City Administrator's  
 Office  
 North Kansas City - Mayor's Office  
 North Kansas City - Parks & Recreation  
 North Kansas City - Planning & Public Works  
 North Kansas City - Police Department

North Kansas City - Public Works  
 North Kansas City Business Council  
 North Kansas City Levee District  
 Northeast Industrial Association  
 Northland Regional Chamber of Commerce  
 Regional Transit Alliance  
 State Emergency Management Agency  
 Taliaferro & Browne  
 U.S. Senate - Senator Bond  
 US ACE  
 US Coast Guard - 8th District  
 US Dept of Housing and Urban  
 Development  
 US Environmental Protection Agency  
 US Fish and Wildlife Service

**Welcome and Introductions**

Welcome .....Beth Wright, MoDOT

Beth Wright of MoDOT welcomed the group and noted the importance of this project in terms of relieving congestion and improving connectivity over the Missouri River. She reminded the group that their input now, as the team is refining options and alternatives, is important. Late this summer, MoDOT, along with cooperating agencies, will submit the Draft EIS and its recommended preferred alternatives for formal public and agency review.

Wright discussed the fact that the passage of Amendment 3 means that this project could well move forward much more quickly than previously anticipated. She also announced that the Missouri Highways and Transportation Commission has announced that they will be approving three design-build projects, and that this project could be one of them, which could further accelerate the schedule.

Wright also noted that while MoDOT’s responsibility is to focus on efficient solutions for improving congestion on the interstate, the agency is more than willing to work with local governments and leaders to identify opportunities for partnerships to fund and construct enhanced improvements.

Introductions & Housekeeping .....Betty Burry, HTNB

Burry also welcomed the group, outlined the format of today’s meeting, which is essentially a working session to go over alternatives and get specific feedback on concerns and constraints as the work to evaluate each option continues. The attendees then introduced themselves.

**Project Update**

Project Update & Schedule Review.....Clyde Prem, HNTB

Clyde Prem then reviewed the project, its process and schedule, and reiterated that this series of stakeholder meetings is designed to get early input to help MoDOT make the best possible recommendation for improving the I-29/I-35 corridor.

### Project Purpose and Need

In order to ensure a safe and efficient transportation system, MoDOT is working now on plans to address future needs. Any improvements should address the following:

<b>Roadway Deficiencies</b> How well does it meet MoDOT's best practice design standards? <b>Traffic Safety</b> How well does it meet driver expectations? <b>System Linkage</b> How well does it connect the north and south portions of Kansas City? How well does it serve other roadway connections? <b>Transportation Demand and Capacity</b> Will it provide sufficient capacity to meet future travel demands? <b>Traffic Operation</b> How well does it allow traffic to enter, merge and exit? Are there required lane shifts to continue traveling on the freeway? <b>Economic Development and Access to Activity Centers</b> How well does it provide access to major employment or activity center destinations?	<b>Modal Inter-relationships</b> How well does it support truck travel and the movement of freight? <b>NAFTA Trade Corridor</b> How well does it support the interstates' role in international trade? <b>Other Key Issues:</b> <b>Project Costs:</b> What is the general magnitude of cost? <b>Impacts to:</b> <ul style="list-style-type: none"> <li>- People and their homes, businesses and communities</li> <li>- Access to and between surrounding neighborhoods, businesses and communities</li> <li>- The natural environment, including wetlands and forests, air quality and noise</li> <li>- Streets, parking, railroads</li> <li>- Parks and historic properties</li> <li>- Cultural resources</li> </ul>
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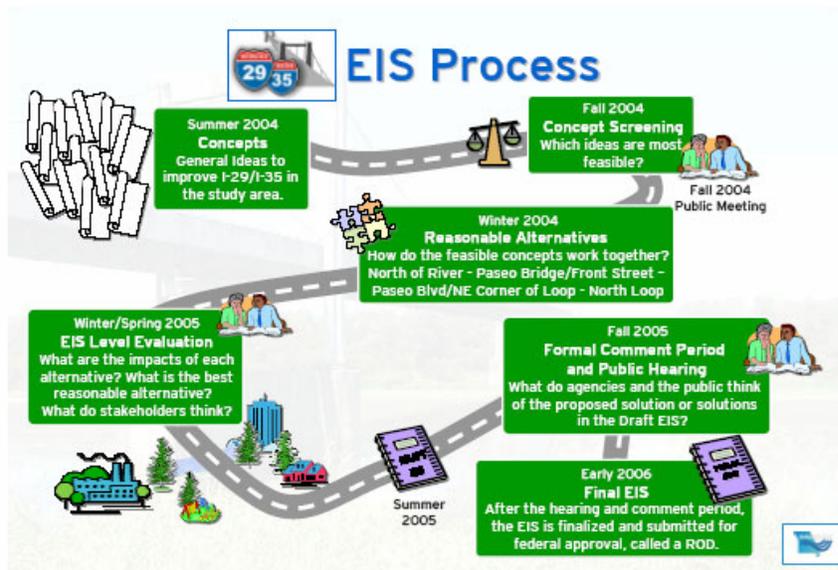
Prem started with a review of the purpose and need, and the fact that all of the recommendations in the EIS must respond to these issues in the best possible way.

### Overall Improvement Process

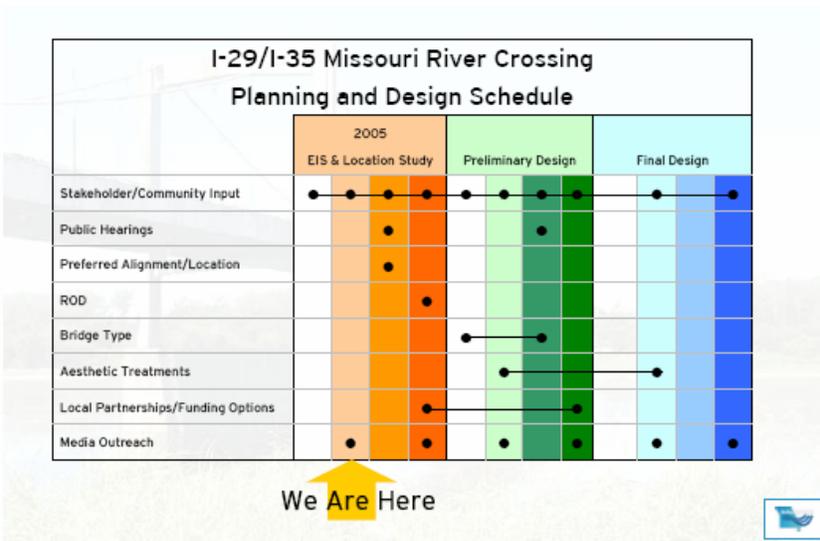
- 1. Plan**  
  
**MIS Area-Wide Study to decide:** What types of general transportation system improvements should be made - and in what general locations?  
 Timeline: 2001 - 2003
- 2. Design**  
 Create preliminary and final designs; develop detailed construction drawings.  
 Timeline: Will begin only when funding is secured.
- 3. Build**  
 Land is purchased, final project plans are complete, construction contract is awarded and construction begins.  
 Timeline: Will begin only when funding is secured. Construction could be phased.

**WE ARE HERE** →

Prem reviewed where the EIS stands in the overall improvement process. The MIS provided an area-wide strategy for improvements. This EIS is focusing on one component of those recommendations – the I-29/I-35 corridor.



Prem then discussed the EIS process. The team is currently working on the EIS level evaluation, and will be working on that document through the summer. This fall, MoDOT will submit a Draft Environmental Impact Statement (EIS) for formal agency and public review, prior to submitting it to Federal Highway Administration for a Record of Decision (ROD).



Lastly, Prem reviewed how the EIS process fits into the overall process for the bridge component. While many people are very interested in bridge type and design, the first step is for the EIS process to determine the best feasible location and alignment for the bridge.

The group then turned to the detailed maps, and began discussion of specific issues.

**Working Sessions/Evaluation Matrix Review**

**North of the River**

- Extend E. 16<sup>th</sup> Street to relieve congestion on the M-210 ramps
  - Road would go behind ADM
  - Possibly be one-way eastbound for trucks only



- Preference for Bedford Exit (Alternatives B and C) was expressed
- Cut back right-of-way for the M-210 exit due to plans for an industrial park
  - Plans already developed for 6 multi-tenant industrial buildings
- M-210 Interchange: Provide Taney Street with full access due to future retail plans
- Concerns with 16<sup>th</sup> Street off ramp crowding 16<sup>th</sup> Street industrial park
- Look at 16<sup>th</sup> to M-210/Armour braid ramps being a possible ramp design
- Concerns about pedestrian traffic being split by the interstate
- Look at flyover from I-29/35 to M-210/Armour
- Levee Road ramps possibly match Front Street design or 16<sup>th</sup> Street Loop

### **Missouri River Crossing and Front Street**

- What is a diamond? What is the difference? Diamond is more efficient, smaller footprint, more volume; described Alternative B as “more conservative.”
- Team discussed the back-up problems that are being experience at Paseo Bridge/I-29, convergence problems, lane discontinuity
- Port Authority prefers Alternative B. They are working with a developer in the southwest quadrant of I-29 and Front Street. They want to reorient intersection/roadway south to bring traffic behind development rather than between the development and the park. Would like to eliminate the curve under the bridge. They would like to see Front Street adjacent to Berkely Park become “no trucks.”
- Would like to arrange a meeting with Port Authority, MoDOT and the developer to discuss issues. Pat Sterrett will take the initiative on setting up.
- Isle of Capri representative asked about where access to their property would be and if it could be reoriented to conform with their development plans to move access to the south side of the property? It is possible but that they were not far enough along in design to answer the question.
- Port Authority does like impacts of Alternative A. Team indicated that the half diamond shown in Alternative A would be eliminated in the DEIS. Local businesses have indicated that they prefer the braided ramp north of the River.
- What happens to old bridge in Alternative C? It would be removed.
- Discussion over whether or not this will be an eight or 10 lane bridge. Two of the 10 lanes are auxiliary lanes.
- Isle of Capri rep indicated concern for the right of way lines shown in B. Takes a lot of parking. Team indicated that they were still studying how to pull the right of way in and reduce impacts and that MoDOT would negotiate with property owners about impacts, compensation, retaining wall, etc.
- Wants to see the traffic projections at the bridge. Wants to know if the traffic projections take into account the proposed development at the Isle.
- Isle of Capri rep indicated that they had their own traffic estimates.
- Both the Isle and John Wagner of Wagner Industries would like plots of alternatives.



- Preference for a single point diamond because it provides for better movement of thru-traffic. Port Authority likes it to.
- Capacity is a constraint on growth in Port Authority property.
- Moving north of the river now, John Wagner/Wagner Industries likes alternatives that allow better access to properties. Doesn't like losing Macon, nor does he like the impacts to his parking lot and proximity of road to the portion of his building dedicated to employee break rooms.
- Wagner indicated interest in developing area south of the building.
- Is it desirable to have just one point of access to an industrial district? There is another point of access but that it requires negotiation with Harrah's since they own the land.
- Isle is buying a big, very expensive new sign and is concerned about the impact. Dealing with impacts would be part of negotiation.
- How do we justify a 10-lane crossing?
  - Eight lanes are justified by the traffic model.
  - Wants to see that traffic data. Feels he can't properly participate without it. Feels that sessions without it are not very helpful.
  - Concerned about the impact 8 lanes in this corridor will have on the downtown loop. Afraid it will load the system beyond capacity.
  - Wants to keep the bridge. He likes it and thinks it is "special."
- What about HOV? Feels it should be promoted and feels that we are making a "big mistake" by not including HOV in the plans? HOV is not precluded from the options. HOV and the closure came up and MoDOT indicated that they would be providing a southbound transit lane on Burlington for buses.
- Observation that no one was thinking about managing traffic until it was "on the system." We need to think about what we can do to manage it "upstream" to reduce traffic through the loop.
- Would like to see ramp metering "upstream" with HOV by-pass – even 3 hours in the morning and the evening on weekdays would make a difference. MoDOT owes it to the public to study this and he knows there are examples of this working. Think it works in Minneapolis. Wants MoDOT to give it full and fair consideration.
- Is project going to be tied into Scout and other systems? That would be addressed in design.
- If you aren't tying it in now, it will be a lot harder to do later; we are in the first of four phases of Scout roll-out.
- What the next public involvement event is? March 30 stakeholder meeting.
- Strong desire to see traffic information at that meeting.
- What happens to the bridge if it is no longer used? Would like to see it stay as a pedestrian facility.
- Environmental impacts of 6 or 8 lanes extend beyond the boundaries of the illustrations. More traffic you "push" through the corridor, the more traffic you put on every east-west cross street in the vicinity of the project.



- Don't see the need to attract unnecessary traffic. Traffic has to go somewhere but also knows that traffic is related to volume. Excess capacity is bad.

### **South of Front Street/North Leg of Downtown Loop**

#### **M-9 Modified Existing**

- Main Street connection seen as positive for businesses in River Market
  - Prefers Main to Main vs. Main to Delaware connection
- Concerns about traffic at Broadway
  - Incremental improvement only at Broadway Bridge, would like to see flyover
- Traffic questions about operations at Main with new Broadway configuration
- Would like to see pedestrian connections between Downtown and River Market; possibly use Delaware if Main connection developed
- Look at shifting alignment at Paseo exit to miss businesses
  - Encroach on park/bluff vs. businesses
  - Park not safe for kids due to homeless camps
  - Noise, vibration and air concerns with taking businesses
- Noise concerns in the Columbus Park area and at Public Housing
  - Regional vs. granular air testing
- Question on if BRT on Grand through River Market would be impacted by the project. Would a future north of the river BRT line still be possible?
- Columbus Park and the Housing Authorities of KC prefer this alternative.
  - Less intrusive for residents
  - Less traffic flow on US 24

#### **M-9 Box Diamond**

- Prefer no I-29/35 southbound exit to Independence Avenue
  - Concerns about increased traffic, noise and air pollution for Columbus Park and Public Housing areas
  - Concerns about closing Troost Avenue at Independence. Concerns about bus routing.
- Prefer to limit roadway changes due to 3<sup>rd</sup> to 5<sup>th</sup> Street redevelopment projects underway
- Concerns about bottlenecks at M-9 arterial section
  - Does it keep truck traffic from penetrating if roundabout introduced?
  - Don't want to introduce stop and go traffic at roundabout on frontage road or at M-9 box diamond intersection.
- Comment on converting M-9 freeway to arterial
  - Has it been considered?
  - More green space and landscaping
  - Close in 3<sup>rd</sup> to 5<sup>th</sup> Street



- Interested in decking or putting a lid to further connect downtown and the River Market for pedestrian traffic.
- Delaware as pedestrian connection/continuity between River Market and Downtown
- Look at maintain/improving Troost if no Independence ramp is constructed
  - Troost is main artery for exiting neighborhood/isolates neighborhood and impacts transit
- Local transit circulator to offset increased traffic and air quality impacts
- Air quality concerns
  - Testing options – granular vs. regional testing
- Concerns about vibrations near Paseo Boulevard from traffic
- Some River Market Business interests prefer Box Diamond
  - Better able to provide pedestrian connections between Downtown and River Market
- Likes connectivity of Independence Avenue and roundabout – good idea for slowing traffic on Independence Ave/Frontage Road
- Comments on if there are any better access solutions from EB to NB M-9
- Comments on making sure project allows better access to North section of downtown within the loop
  - Bridge needs to solve this problem
  - Traffic needs to flow well on frontage roads
  - Need signal coordination
  - Needed to attract more businesses and redevelopment to north portion of the CBD loop