

Prem reviewed the bridge improvement options, noting that Alternative B – two new bridges, is the likely recommended preferred alternative.

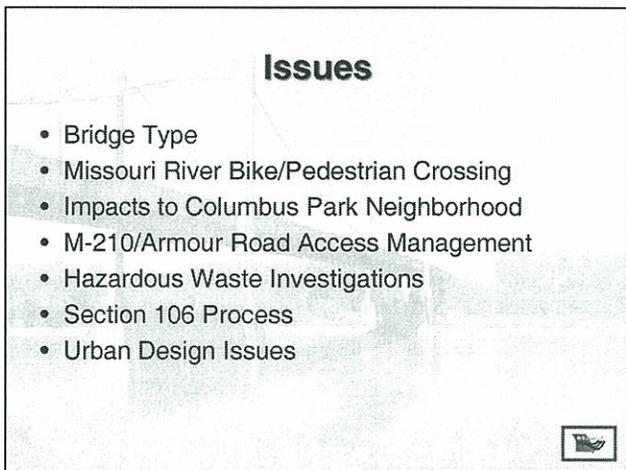
*RTA: What was the final determination of number of lanes on new bridge? What about the truck acceleration lanes?*

The bridge will be designed for the ultimate facility, that is eight through lanes. Depending on the bridge design, there may or may not be acceleration lanes.

*Columbus Park: Aren't we designing the bridge now?*

No. We have concepts developed and are assessing the impacts of those concepts.

*RTA: ASB and Hannibal Bridges could be used. MoDOT needs to consider them as an option rather than adding capacity at Paseo. We need to look at ways to move through traffic around the city, rather than through it.*



Prem then showed a list of key issues for the project. Comments, questions and discussion about each topic:



Bridge:

The bridge type selection and design process continues to evolve. MoDOT anticipates making a commitment in EIS to continue to consider bridge aesthetics as they move towards design.

Bike/Pedestrian Crossing:

*Greater KC Bicycle Federation: Why not keep the existing bridge?*

There are several reasons. First, the existing bridge will have ongoing and unique maintenance needs, which will be quite costly. Secondly, there are possible navigation issues for boats on the Missouri. Finally, if the existing bridge is kept, it limits options the type of bridge that would be built next to it because of both the need to match the piers and aesthetics.

*Missouri Bicycle Federation: It is imperative that there be bicycle and pedestrian access across the Missouri River. We understand that there could be a cantilever on the Heart of America Bridge, or a structure hanging off one of the bridges. We need to establish safe bike and pedestrian connectivity between north and south for existing bike trails as well as the Katy trail. Broadway is not a safe bridge for non-vehicular traffic. Access needs to be provided for those who do not have cars.*

MoDOT and the EIS consultant team are familiar with the need. The question is, how do we best meet that need, balancing cost constraints. MoDOT is willing to work with local communities, groups and planning agencies to work out solutions and financing.

*Greater Kansas City Bicycle Federation: The public is paying for this bridge. We should have safe bike and pedestrian access across the river. We need to tie trails together. We need to think broadly and not focus only on money. If there are federal dollars, then there has to be bike and pedestrian access, too. Other communities have been involved in law suits because they did not provide bike access.*

We can put bike/ped access on an interstate, but there needs to be a proper barrier to make it safe.

*MARC: We may be able to get bike and pedestrian access completed more quickly if it isn't tied to this project.*

*GKCBF: Is MoDOT opposed to bike access?*

No. They understand the need. The question is how do we make it safe, and how do we pay for it.

Columbus Park

Adjustments have been made to Alt B alignment to address neighborhood concerns



*Columbus Park: Would there be noise walls?*

Our analysis shows that there would be places that are eligible for sound mitigation. MoDOT will work through their established process to see if the community supports noise walls or other mitigation techniques.

*KCMO Environmental Management: Noise is associated with tires, not just engines. Has the type of pavement considered been factored in to the readings?*

No.

*CP: Don't close Cherry St. during extension – Fire Department route*

*CP: What about the existing Independence loop ramp property? We don't want it to sit untended. Also, certain types of trees or other plantings are undesirable because they provide protection for homeless or illicit or undesirable activities. Will MoDOT make commitment in the EIS on maintenance or selling it and how to proceed with the neighborhood?*

MoDOT has established procedures for selling or transferring ownership of unused right-of-way. As long as MoDOT owns right-of-way they will maintain it. It will not, and cannot, hold on to property it doesn't need.

*CP: Did the team look at keeping left hand exit at Paseo to minimize impacts?*

A left hand exit does not meet safety or design standards.

*CP: Could abandoned property be used for neighborhood enhancements?*

MoDOT will look into how that property will be sold; they need to research original purchase before commitments can be made about disposition of any particular tracts.

*Housing Authority: Concerns about vibrations impacts – Chouteau Court is built on a landfill.*

*Columbus Park:*

- *Concerned about all past, present, future actions – it is important to Columbus Park that they are all considered in EIS. Concerned that the EIS will not be broad enough, regional enough in its assessment.*
- *We feel that the APE is too narrow. Why is it limited to 100 feet? We need justification for that decision.*
- *Consider public transportation needs – have we affected public transit routes?*

The recommended actions have not impacted transit routes; we have tried to be very sensitive to that need.



- *What impacts does project have on land use in Columbus Park neighborhood and future plans for development?*
- *Concerns about environmental justice issues; Columbus Park has a minority and poor population.*

### *KCMO Environmental Management:*

- *This project could affect other portions of freeway system, for example I-70 and Bruce R. Watkins. MoDOT needs to look at project from an entire "region" scope, not just focus on impacts of I-29 corridor.*
- *Concerns that additional capacity will cause the public to not think about alternative transportation or the impacts of their actions.*

*RTA: Why can I-29 and I-35 traffic going through use the I-435 bridges instead? Divert interstate traffic out of downtown.*

The MIS looked at those options, and found that those routes simply don't divert enough traffic. With current development, the location of employment and industrial centers, as well as redevelopment underway in the Central Business District, there is a significant demand for capacity at this location.

*RTA: Concerned about impacts to traffic in the downtown loop; this approach will make it even more congested. There are limits to the capacity, and this study is dodging the issue. We need to separate local and through traffic. Other cities are able to do that.*

### M-210

There will be a commitment in EIS to coordinate with North Kansas City on access management as development plans evolve.

### Hazardous Waste Sites

Two sites have phase II studies recommend

*There was a former landfill on the east side of Lydia in North Kansas City.*

### Urban Design Issues

*Downtown Council: Aesthetic improvements should be coordinated with the Downtown Council – the organization wants to be involved in all stages, including lighting, ped/bike, and bridge type.*

*GKCBF: We would like to see bike/pedestrian specifically addressed in EIS; not just that bike and pedestrian access should be on the Heart of America Bridge*

*KCMO Environmental Management: Walkability of Independence frontage road is an issue. Carry aesthetic improvements through to corridor - not just on the bridge.*

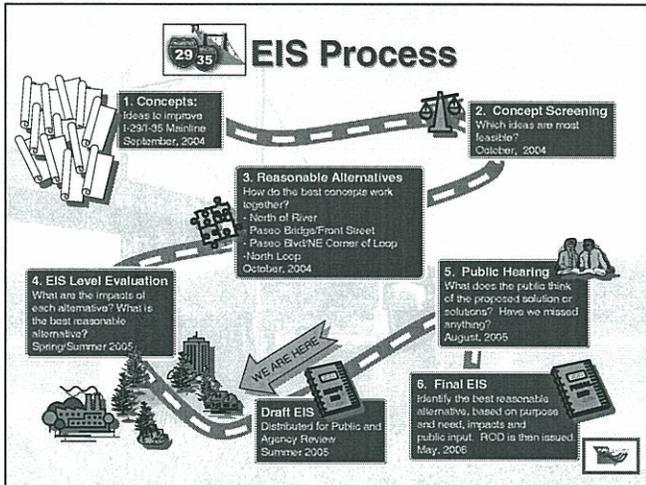
*Columbus Park: Plan the project so that homeless camps are less desirable beneath overpasses, bridges, etc. (small trees, no slopes, etc.)*

*CP: We would like to see more consultation with Columbus Park neighborhood on design of aesthetics*

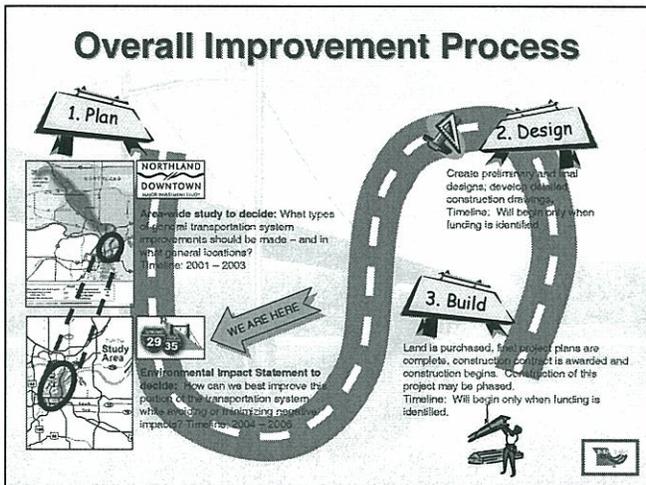
*Downtown Council: Consider Sasaki plan*

*GKCBF: Focus more on transit improvements, less on single occupancy vehicles.*

*GKCBF: I don't see the need more lanes.*



Prem stated that the team is near to having the draft document available for public review. The review period is a minimum of 45 days; the public hearing will happen during that period. There comment period will extend beyond the hearing to give everyone a chance to make additional formal, written comments on any of the Draft EIS findings or recommendations. The Draft EIS comment period and public hearing will likely be held this fall.



Lee Ann Kell began a discussion of the project process, including funding. She noted that when we started the EIS, there was no funding for the project beyond the EIS stage. The passage of Amendment 3 has allowed MoDOT to accelerate some projects, and this project has been identified as a priority for the state. At this time, it appears that there is \$195 million for the first phase of the project, which would be improvements and a total of six lanes between Missouri 210 and the northeast corner of the downtown loop, including a new bridge.



MoDOT is looking at the possibility of this project being a design-build, which would accelerate construction. MoDOT expects to make a decision on if the project will be design-build by mid summer and also expects to have a related plan to continue the stakeholder process over the course of the project.

She noted that at this time, there are many unknowns, including what type of bridge would be constructed, as well as bridge aesthetics. Costs will be an important consideration; MoDOT has been pursuing ways to reduce costs for the planned Mississippi River crossing in St. Louis, and in fact, is looking for cost savings on virtually every project; the key words are "practical design." That doesn't preclude the design and construction of aesthetically pleasing bridges to replace the Paseo Bridge, but it does mean that everyone will have to work together to make that happen in a way that is financially responsible.

In response to a question, Kell said that the \$195 million is federal money that comes to MoDOT.

Kell thanked everyone again for their time. The meeting adjourned at 5:20.



## Stakeholder's Meeting

March 30, 2005

3:00 p.m.

HTNB Offices

## Representatives/Attendees

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360 Architects - Jim Calcara	Missouri Senate – Charles Wheeler – Larry Malone
BNIM Architects – Steve McDowell	North Kansas City – Michael Smith
Columbus Park Neighborhood Association – Michael Barsotti; Amica Gomersall; Ralph Keys; Mike Sturgeon	North Kansas City Levee District – Leon Staab
Downtown Council – Chris Carucci; John Yacos	Northland Regional Chamber of Commerce – Sheila Tracy
Greater KC Chamber – Christine Murray; Kristi Wyatt	NT Realty – Tom Demesk
GSA – David Fellers	Port Authority of Kansas City – Mike Burke
Guinotte Manor – Debrorah White	SKW – Jay Burrell; Mike Duffy
Housing Authority – KCMO – Bryan Love	U.S. House of Representatives – Sam Graves – Melissa Goss
Isle of Capri Casino	US ACE – Robert Smith
KC Design Center – Daniel Serda	Wagner Industries – John E. Wagner, Sr.
KCATA – Dick Jarrold	Waterford Property Co. – Paul Fogel
KCMO - City Council – Bill Skaggs – Lisa Minardi	Zimmer Realty Co. – Bill Zimmer
KCMO - Environmental Management – Ron McLinden	MoDOT – Lee Ann Kell; Joel Blobaum; Kent Johnson; Jim Shipley
KCMO - Planning & Development – Steve Noble	Cambridge Systematics – Erik Cempel
KCMO - Public Works – Larry Frevert	HNTB – Clyde Prem; Rachel Lunceford; Betty Burry; Jerry Irvine; Chris Cline; Bob Lyon; Tom Westerman; Jerry Mugg; Dale McGregor; Cara Dewey
Legal Aid of Western Missouri – Julie Levin	CCI – Adam Yarbrough; Marna Courson
MARC – Todd Ashby; Aaron Bartlett; Mell Henderson	

## Other Invitees:

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Civic Council of Greater KC	Housing Authority of Kansas City
Clay County EDC	Kansas City EDC
Federal Emergency Management Agency	KCMO - City Council – Bonnie Sue Cooper
Forest City Enterprises	KCMO - City Council – Deb Hermann
Greater Kansas City Chamber of Commerce	KCMO - City Council – John Fairfield



KCMO - City Manager's Office  
 KCMO - City of Kansas City, Missouri  
 KCMO - Mayor Barnes' Office  
 KCMO - Parks and Recreation  
 KCMO - Water Services - East/Levee  
 KDOT  
 Missouri Department of Conservation  
 Missouri Department of Economic  
 Development  
 Missouri Department of Natural Resources  
 Missouri House – John Burnett  
 Missouri House – Melba Curls  
 Missouri House – Sharon Sanders Brooks  
 Missouri House – Trent Skaggs  
 Missouri River Crossing Committee  
 Missouri River Crossing Committee  
 Missouri Senate – Luann Ridgeway  
 Missouri Senate – Victor Callahan  
 Missouri Senate – Yvonne Wilson  
 Nicholson Group  
 North Kansas City - City Administrator's  
 Office

North Kansas City - Economic Development  
 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  
 Northeast Industrial Association  
 Regional Transit Alliance  
 Singleton & Associates  
 State Emergency Management Agency  
 Talliaferro & Browne  
 U.S. Coast Guard - 8th District  
 U.S. Department of Housing and Urban  
 Development  
 U.S. Environmental Protection Agency  
 U.S. Fish and Wildlife Service  
 U.S. House of Representatives  
 U.S. Senate - Senator Bond  
 US ACE - KC District

**Welcome..... Lee Ann Kell, MoDOT**

Kell thanked the group again for their time; and noted that their input is helping MoDOT plan a better project for this community. She went on to say that MoDOT acknowledges the time and energy they are contributing, and we want to assure you that you are being heard and that we are working to respond to your input through our recommendations. Also, in large part because we feel that your input has been so helpful, we intend to continue this stakeholder process through the construction of this project.

Next time the group gathers, we will be talking about the recommended preferred alternatives. At this time, the team is working on refining alternatives and working with MoDOT to find the best possible solutions. You will see in many places and cases where the team is responding to your input and concerns. We anticipate that meeting will happen in late April or early May.

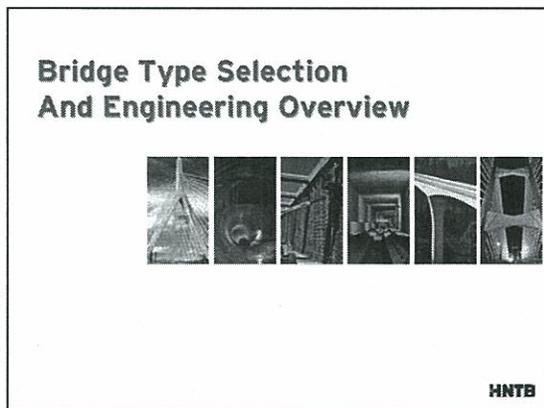
Today, we will have a meeting in two parts, including presentations. As always, we're here to hear your questions and input, so please feel free to ask questions as we move through the agenda. The first part will focus on the Missouri River Crossing part of the project. We'll start with a presentation that HNTB developed for their non-bridge engineering staff to help them understand the process and the issues that come into play in the bridge design process. Next, we'll talk about how the EIS decisions might influence the bridge type selection process. Then,

after a short break, we'll present options for moving people through the corridor, including information and data about traffic analysis and forecasts.

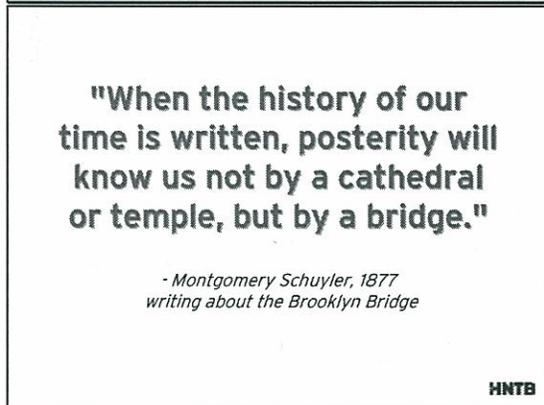
**Introductions & Housekeeping ..... Betty Burry, HTNB**

Burry reminded the group that the point of these meetings is to get input and answer questions, and that these presentations are informal, so please let us now if you have questions, concerns or comments. She noted the location bathrooms and refreshments. Then she initiated introductions around the room, asking meeting participants to explain their stake in the project. Lastly, she introduced Bob Lyon of HTNB, who will be presenting information on bridges in general via a presentation developed for HNTB's non-engineering staff.

**Bridge Type Selection and Engineering Overview ..... Bob Lyon, HNTB**



Bob Lyon presented an overview of bridge type selection process and engineering



Lyon began with a quote about the Brooklyn Bridge.

### Bridges & Society

**HNTB**

He discussed the history of bridges and noted that even today, bridges take on common forms – girder, like a log or rock, suspension, like a woven bridge or arch, like those of the Roman empire. Today, landmark bridges are tied to the image of many of the world’s great cities.

### Kansas City Bridges & Society

**HNTB**

Bridges have played an important role in the development of Kansas City.

### The NEPA Process

All federally-funded projects must be conducted in accordance with National Environmental Policy Act of 1969 (NEPA). This requires that each new project evaluate the benefits and costs of a project in terms of its effect on the environment.

**HNTB**

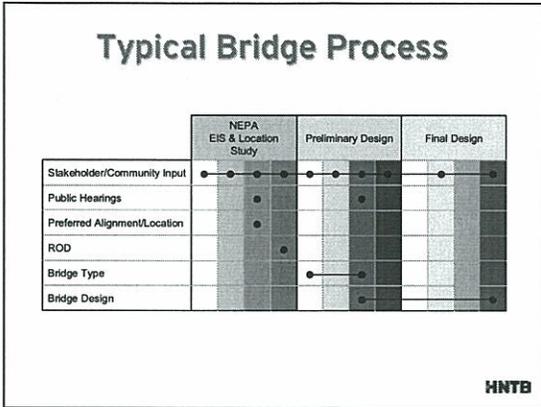
Lyon provided an overview of the NEPA (National Environmental Policy Act) process, and how it ties in with major bridge projects.

### The NEPA Process

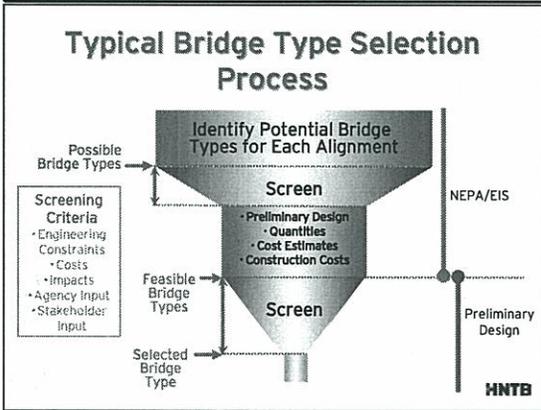
- Federal funds appropriated for feasibility and environmental studies
- Preliminary engineering and feasibility studies completed
- Environmental Impact Statement (EIS) initiated
- Draft EIS Completed
- Final EIS Completed
- ROD Received

Bridge studies are conducted in support of the NEPA/EIS process.

**HNTB**



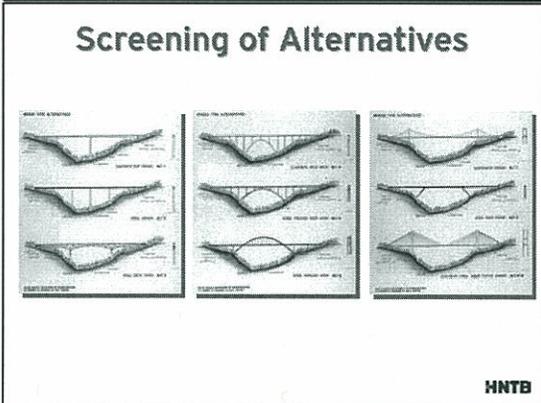
Lyon provided an outline of a typical bridge process, stressing the fact that typically, bridge type selection is the first part of the preliminary design.



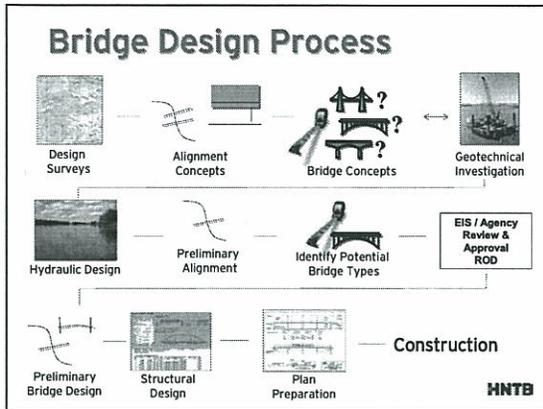
During the EIS phase, the bridge alignment is established, and general bridge types are considered. At the end of that process, a range of feasible bridge types for that location are often identified.

- ### Bridge Type Screening Criteria
- Engineering Constraints
    - Constructability
    - Geotechnical
    - Aesthetics
    - Impacts
  - Costs
    - Initial Construction Cost
    - Maintenance & Inspection Issues/Costs
  - Agency Input
  - Stakeholder Input
- HNTB**

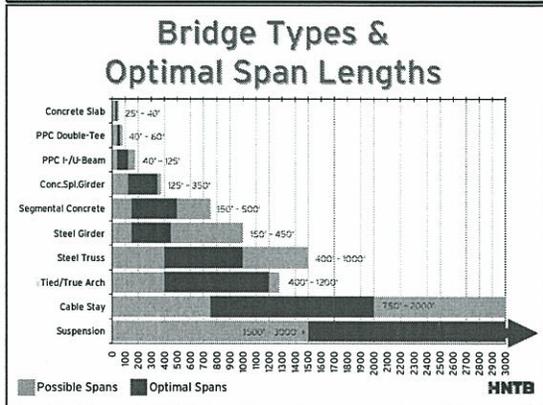
Lyon reviewed typical bridge screening criteria.



He provided an example of some preliminary alternatives developed for a project over a large valley.

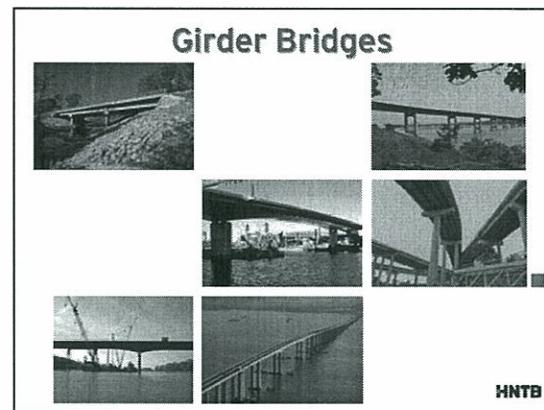


Lyon reviewed the bridge design process as it works with and supports the EIS process and then moves towards construction.

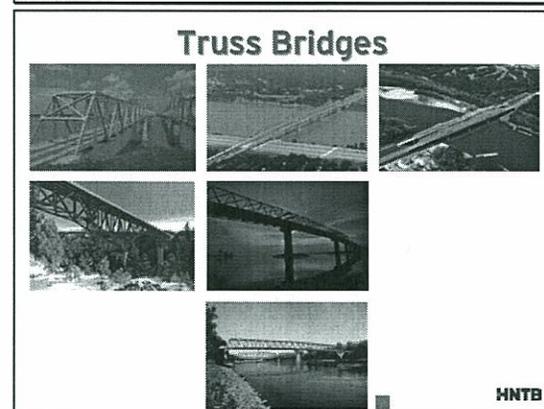


Lyon noted that while you can build almost any kind of bridge in any location, experience has shown that certain types of structures are most efficient for certain span lengths. Lyon then began a review of different bridge types.

- ### Girder Bridges
- Steel or Concrete
  - I-Girders or Box Girders
  - Easy to fabricate
  - Easy to erect
  - Replaceable slab
  - Redundancy
  - Unobstructed motorist view
  - Longer spans require deeper sections
  - Longer spans may require temporary falsework for erection
  - Easy to widen in the future
- HNTB



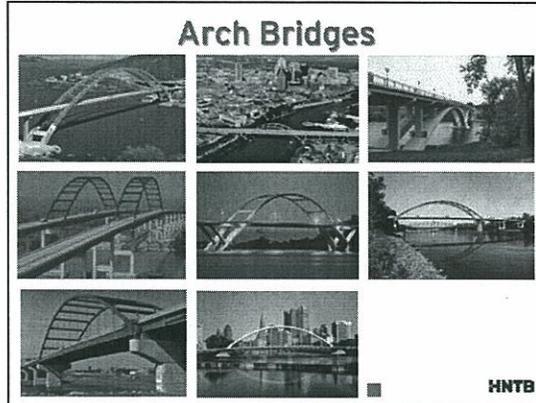
- ### Truss Bridges
- Economical for longer spans vs. Plate Girders
  - Thru Truss vs. Deck Truss
  - Prevalent for Missouri River crossings 1920s-1930s
  - Thru truss allows reduced section under the deck
  - Potentially higher maintenance and inspection costs
  - Difficult to widen in the future
- HNTB



### Arch Bridges

- Thru Arch vs. Deck Arch
- True Arch vs. Tied Arch
- Steel vs. Concrete
- Foundation Requirements
- Erection: Tiebacks, Float-in
- Replaceable Deck
- Difficult to widen in the future

HNTB

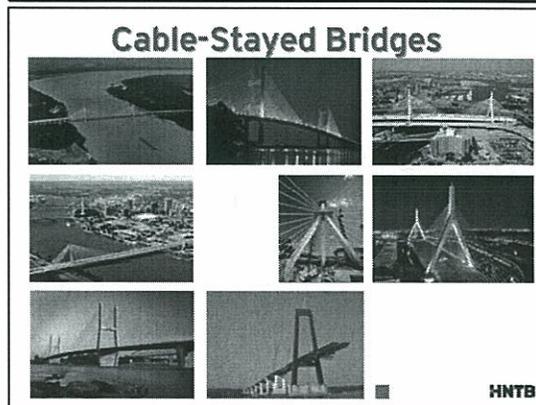


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### Cable-Stayed Bridges

- Recent modification of the suspension bridge
- Greater stiffness
- Steel vs. Concrete
- Highly indeterminate complex structural behavior
- Roadway deck integral to structure
- Potentially higher maintenance and inspection costs
- Difficult to widen in the future

HNTB

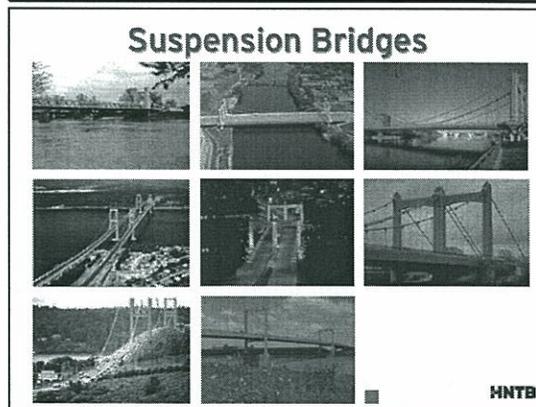


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### Suspension Bridges

- Economical for long spans
- Efficient use of material
- Can be erected from above
- Difficult to build
- Susceptible to dynamic vibrations
- Potentially higher maintenance and inspection costs
- Difficult to widen in the future

HNTB



HNTB

**"The greatest glory in the art of building is to have a good sense of what is appropriate. For to build is a matter of necessity; to build conveniently is the product of both necessity and utility; but to build something praised by the munificent, yet not rejected by the frugal, is the province of an artist of experience, wisdom, and thoughtful deliberation."**

*- Leon Battista Alberti, 1486*

HNTB

Lyon closed with a quote from 1486.

Missouri River Crossing Alignments ..... Tom Westerman, HNTB

## I-29/I-35 Missouri River Crossing

**EIS Component: Preferred Alignment**  
*If and where a new structure or structures  
would be located.*

Tom Westerman of HNTB provided an overview of Missouri River Crossing issues as they relate to the EIS.

### EIS/Location Influences on Possible Bridge Types

The EIS will name a preferred recommended alignment

Which could have an impact on possible pier locations

Which impact span length(s)

Which will be an important consideration of possible Bridge Types

He re-emphasized Bob Lyon's comment that the EIS will not determine a bridge type. However, because of pier location constraints associated with alignment options, there is a relationship between alignment, pier locations, span lengths, and, ultimately, bridge types

### Re-use Existing + Companion Bridge: (Option A)

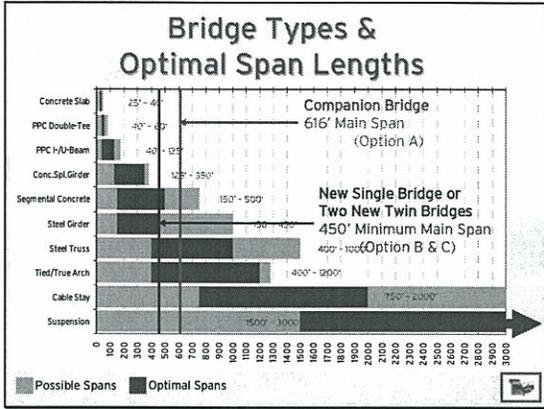
If the existing Paseo Bridge is to remain in place long-term, and  
if the companion bridge requires a pier in the main channel of the river, the new pier must line up with the existing pier.

For Option A, re-use of the existing bridge and the construction of a companion bridge, the US Coast Guard will require that if there is a new pier in the river, that pier location must match the location of the existing bridge. Additionally, the Coast Guard requires a 52' clearance over the 2% water line (the level of the river that is exceeded only 2% of the time).

### New Twin Bridges or New Single Bridge: (Option B & C)

If a new structure or structures are built, there must be a minimum main span of 450'

If the river crossing is either two twin bridges or a single bridge, the Coast Guard will require a minimum span of 450'.



Westerman noted that all of the alternatives leave a number of options relative to bridge type. If a companion bridge is built next to the existing Paseo, that bridge will need to compliment the existing structure visually, as well. Westerman also discussed possible construction staging strategies for the three options.

### Other Key Considerations

- Ability of options to meet safety and design standards
- Relative environmental and property impacts
- Impacts to Front Street, Bedford, Levee and other connections
- Bridge redundancy
- Construction staging options
- Relative construction costs
- Long-term maintenance costs

Westerman reviewed other consideration relative to determining the alignment for the Missouri River Crossing location.

### Next Steps

- MoDOT will determine bridge type selection process
- Stakeholder Group input process will continue through that process, and ultimately, through construction.

Westerman reviewed next steps, which include MoDOT's determination of the bridge selection process and ongoing input from the stakeholder group.

### Questions and Discussion:

*Would it be possible to not have to have the 52' foot vertical clearance, which could allow merge and exit lanes that are not as steep and easier for trucks to get up to full speed, eliminating the need for auxiliary lanes?*

It is unlikely that Coast Guard would change this requirement. We have experienced designing bridges over rivers that are not currently navigable because of long-term low water flows that still have similar clearance requirements because they may one day become navigable.

*There is little or no barge traffic on this portion of the Missouri. Couldn't those few barges/tug boats have lower cabins to allow a lower clearance?*



Again, experience has taught us that it is very unlikely that the Coast Guard would change those requirements. The notion that a lower profile on the bridge is important; the deck profile could be lowered by as much as eight-to-ten feet by having the structure supported from above rather than below.

*Additionally, there is the possibility excursion boats on the river; with energy prices continuing to rise, there may be more barge traffic in the future.*

*Would like to see estimate of cost savings if we could lower bridge by 10 or 20 feet and eliminate the need for auxiliary lanes.*

*Why are we doing a rehab this summer on the Paseo if we may be replacing it in the fairly near future?*

First, MoDOT determined that there is a need for rehabilitation now, or else there is a risk of damage that would be irreparable in the future, which would limit future options for the crossing. Secondly, MoDOT has initiated a rehabilitation to be completed this summer to address 15-20 year needs. Originally, the plan was to complete a more extensive rehabilitation, but given the possibility that the bridge may be replaced, that work was scaled back. This approach to the rehab helps provide the greatest range of options relative to a long-term solution. If the Paseo Bridge is to stay in place, additional rehab will need to be conducted after the construction of the companion bridge. With the passage of Amendment 3, new construction may happen sooner than originally thought, but in the meantime, MoDOT is working to maintain the Paseo Bridge in a way that is as efficient as possible.

*Would we put the same type of bridge next to the existing Paseo if it is going to be preserved?*

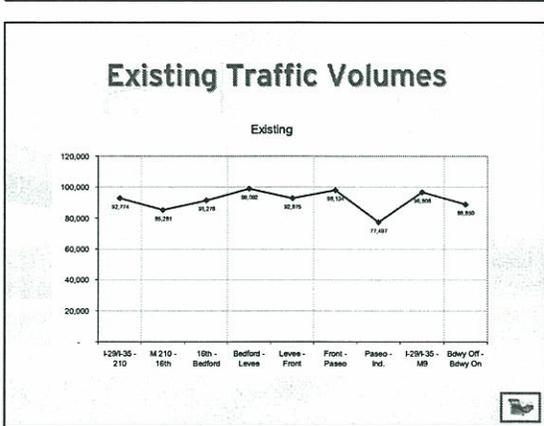
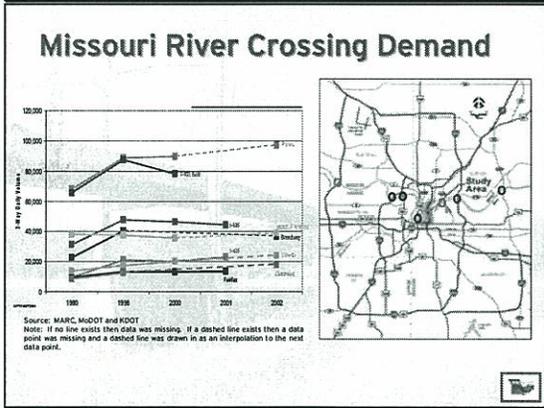
It is important to note that an important consideration in this process is the historic nature of the Paseo Bridge. If it is left in place, a companion bridge would need to compliment that structure.

***Break***

**Corridor Traffic Data Review ..... Clyde Prem, HNTB;  
Erik Cempel; Cambridge  
Systematics**

# I-29/I-35 EIS & Location Study Data & Analysis

## Current Conditions



The presentation began with a review of current conditions.

Prem noted the current Missouri River Crossing locations and the demand. In response to a question, he said that these are actual counts through 2003. Where there is no line, that data is missing.

Prem discussed current (2003) traffic volumes in the study corridor by sub-corridor. In response to a question, he said that data is based on actual counts.

### Peak Hour Traffic

Sub corridor	AM Peak Hour Directional Distribution	PM Peak Hour Directional Distribution
<b>I-29/35 Corridor</b>		
M-210 to the Paseo Bridge	62%	59%
The Paseo Bridge to Paseo Blvd.	57%	54%
Paseo Blvd. to I-70	54%	51%
<b>I-35/70 Corridor</b>		
I-29 to US 169 (Broadway) <sup>1</sup>	58%	53%

Source: HNTB Corporation, 2003.  
<sup>1</sup>Directional distribution data presented in WB peak in the morning and EB peak in the afternoon.

He noted that peak hour traffic is in the 60/40 range; that is, in the sub-corridors with the highest amount of peak hour directional traffic, 60% or less is headed in the peak direction. For reversible lanes to be effective, typically that split needs to be in the 70 to 80% range.

### Truck Percentages

Segment	Truck Percent
I-29/35, Paseo Bridge	10.0%
I-35/70, North Leg of Loop	10.6%
I-35/70, East Leg of Loop	10.6%



Source: MoDOT, District 4

Trucks make up about 10% of the traffic, based on current data. In some rural areas, truck traffic might be as much as 30%, but there are far fewer other types of vehicles.

### Level of Service (LOS) Standards

**A** Free flow; low volumes and high speeds; most drivers can select their own speed

**D** Approaching unstable flow; lower speeds; peak-hour design standard

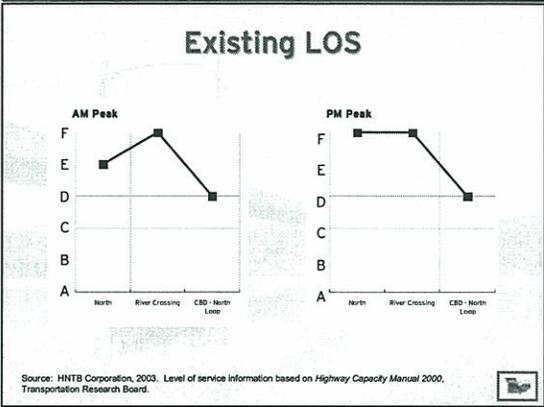
**B** Stable flow; speeds somewhat restricted by traffic

**E** Unstable flow; low, varied speeds; volumes at or near capacity

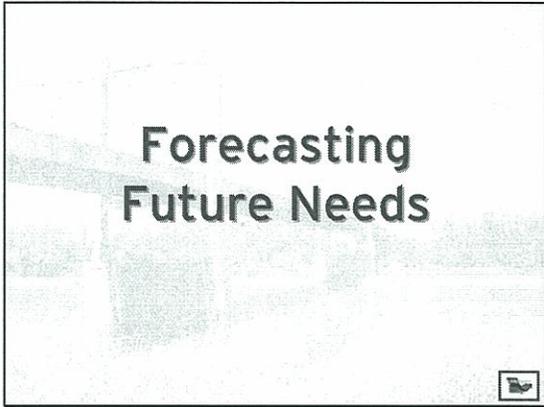
**C** Stable flow; speed controlled by traffic

**F** Unstable flow; low, varied speeds; volumes at or near capacity

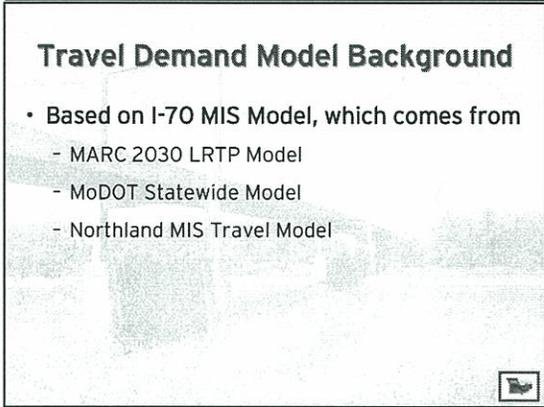
Prem explained the concept of Level of Service, and noted that the standard for urban, peak hour traffic flows is LOS D.



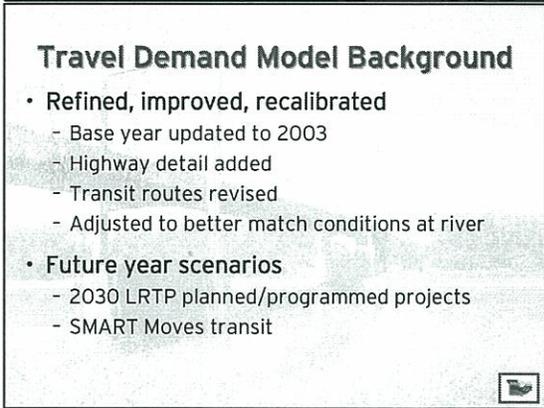
Prem reviewed the existing LOS based on 2003 traffic counts in three sub corridors for both the morning and afternoon rush-hour. The LOS over the bridge is F both times of day.



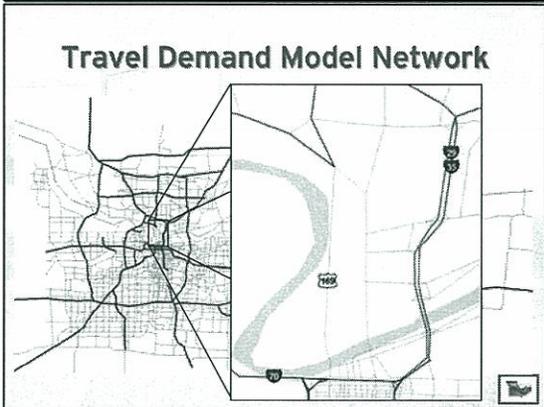
Prem introduced Erik Cempel of Cambridge Systematics, who is responsible for the future traffic model.



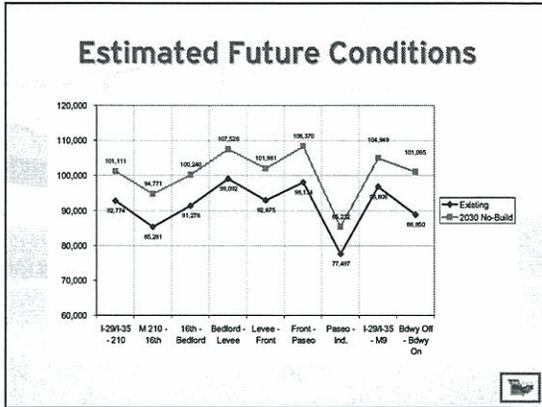
Cempel discussed the data sources for the I-29/I-35 EIS traffic model.



Cempel discussed how the model was updated and calibrated to as accurately as possible reflect current and future scenarios.



He showed a map of the road network included in the model and noted that Smart Moves, Scout and all other planned and programmed projects except those that are part of the I-29/I-35 EIS are included in the model.



If no improvements are made in the study corridor, traffic will still increase above the 2003 levels used as the base-line. There were a number of question relative to inputs; input is based on 2003 traffic counts and the metropolitan growth model (location of homes, jobs and other destinations) established by MARC. There was also a question about how the Broadway Bridge is included; Cempel noted that it is an important part of the network and is included in the model.

## Possible Solutions

Prem then began a discussion of possible solutions.

- ### ITS/TMS Solutions
- Pros**
- Scout is in place and is considered in evaluation of alternatives
  - Reduced demand via alternate routes, modes and travel times
  - Possible reduced environmental impacts
- Cons**
- ITS/TMS will not significantly reduce congestion in the corridor as stand-alone tools
- Trade-Offs**
- Even with TMS and ITS, additional capacity will be needed

Intelligent Traffic Systems and Traffic Management Solutions help address the congestion, but are not sufficient alone to solve the problem.

- ### Increased Utilization of Transit
- Pros**
- Smart Moves is considered in evaluation of alternatives
  - Possible reduced environmental impacts
  - Increased ridership could support further transit expansion and enhancements
- Cons**
- Disperse travel patterns
  - Difficulty changing commuter habits
  - Capital investment needed to enhance transit system connections
  - On-going operational costs
- Trade-Offs**
- HOV could support Smart Moves and transit initiatives
  - Even with transit, additional capacity will be needed - not a significant enough impact to decrease demand
  - Support for regional approach for transit options and to increase ridership to effectively implement transit solutions

Several stakeholders have noted the importance of transit. Smart Moves is included in the model, and HOV lanes could support transit. Again, though, transit does not sufficiently reduce demand and congestion in the corridor.

### Increase Capacity

I-29/I35 Increased Capacity Alternatives:

- Six Lanes
- Eight Lanes
- Eight Lanes/HOV



The team has looked at three different alternatives for increasing capacity.

### Increased Capacity Peak Hour Level of Service (2030)

**AM Peak**

**PM Peak**



Prem reviewed forecasted levels of service for additional lanes; HOV LOS is still being calculated.

### Increased Capacity Safety Impacts

Average Annual Number of Crashes



Prem reviewed safety impacts of the alternatives by providing information on the average number of crashes. He noted that crash rate data will also be available, along with crash information on arterial streets that connect to the Interstate.

### Increased Capacity Impacts to Nearby Missouri River Crossings



Impacts to nearby river crossings were also discussed. With increased capacity, some traffic is shifted; without it nearby bridges will also begin to see significant congestion.

### Missouri River Crossing How Many Lanes?

- Needs to match through-lane configuration
- Needs to allow safe merges and exits to and from Front, Levee and/or Bedford
- Needs to be a long-term solution; difficult to expand bridge structures



Prem discussed some of the issues relative to lane needs on the bridge itself, noting that most highway planning is focused on 30 years out, but a major bridge may be expected to last 50 to 100 years.

### Next Steps

- Brief Stakeholder Group on Recommended Preferred Alternatives
- Complete Draft EIS
- Formal Comment Period
  - Make Document Available for Review
  - Public Hearing
- Final EIS
- Record of Decision



Next steps include reconvening the stakeholder group to discuss the recommended preferred alternatives, the distribution of the draft document, the public hearing and ultimately, the Record of Decision (ROD).

### Questions and Discussion:

*Clarify what projects are included in the model?*

Existing and planned/programmed projects other than this project itself.

*What is the current capacity?*

It is four-lane across the Missouri River. Actual traffic capacity differs from the capacity set in a model; you will see roadways like this corridor that actually carry more traffic than capacity, but those roadways are heavily congested.

*What about future trip distances?*

Those are based on the MARC model for regional growth, destinations, etc. Yes, they do grow incrementally each year.

*Does the model include the possibility of higher gas prices?*

The model is based on MARC's projections for the area. It does not include major changes in things like gas prices or a major economic shift (depression, recession, boom). MARC is updating their model but our work is based on MARC's best projections for the community at this time. If there are concerns about factors in the model, then those need to be addressed through MARC's processes.

*How much is congestion versus design factors?*

They are interrelated, but there is definitely congestion in this corridor.

*How much of the accident rate is related to lane shifts?*

Fixing those will help reduce the rate; we don't have the data here today to tell you exactly much that single component could impact crash rates.

*What about severity of crashes?*

That information will be detailed in the Draft EIS.

*Could I get a copy of traffic and crash data before the release of the Draft EIS?*

We should be able to do that.

*What about impacts to Broadway Bridge and other Missouri River Crossings?*

Those crossings are a part of our analysis. The MIS considered improvements at other locations, but the I-29 corridor proved to be the critical link in increasing capacity.

*What about pedestrian and bike access across the river?*

The EIS will look at those issues and provide some direction on how to address need.

*Can't we do merges at grade instead of on the bridge?*

The distance between interchanges just isn't long enough to allow that.

*What about a cost/benefit analysis of HOV?*

That will be a part of the EIS.

*Strong need and justification for non-motorized access across the river relative to environmental justice.*

A discussion relative to pedestrian and bike access across the river will be a part of the EIS.

*We are still waiting for information on methodologies.*

The team will check on the status of that document.

The meeting was adjourned at 5:00; Burry noted that meeting notices will go out at least two weeks prior to the next meeting, which should be sometime in late April or early May.



## 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  
Blobaum

HNTB – Clyde Prem; James VanWormer;

Rachel Lunceford; Betty Burry; Dugh

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.

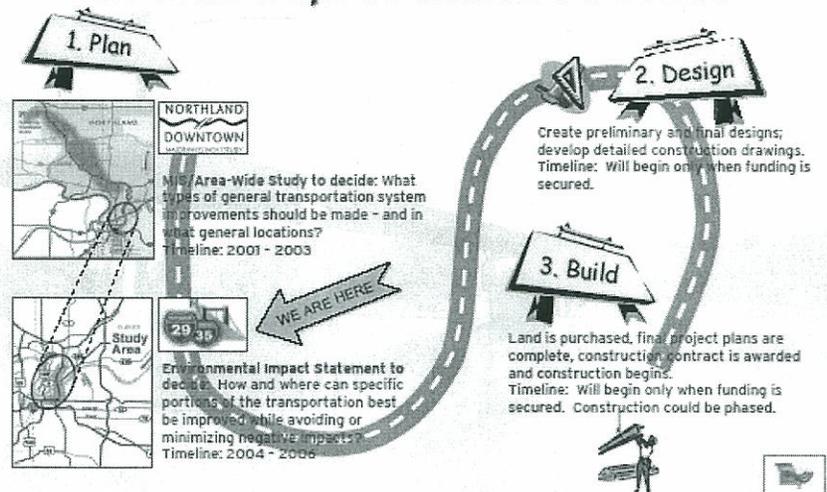
**Project Purpose and Need**

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:

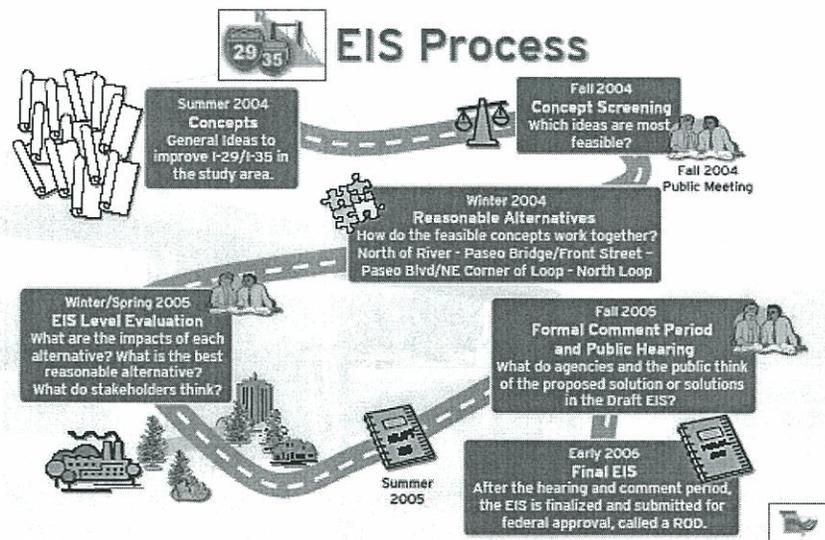
<p><b>Roadway Deficiencies</b> How well does it meet MoDOT's best practice design standards?</p> <p><b>Traffic Safety</b> How well does it meet driver expectations?</p> <p><b>System Linkage</b> How well does it connect the north and south portions of Kansas City? How well does it serve other roadway connections?</p> <p><b>Transportation Demand and Capacity</b> Will it provide sufficient capacity to meet future travel demands?</p> <p><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?</p> <p><b>Economic Development and Access to Activity Centers</b> How well does it provide access to major employment or activity center destinations?</p>	<p><b>Modal Inter-relationships</b> How well does it support truck travel and the movement of freight?</p> <p><b>NAFTA Trade Corridor</b> How well does it support the interstates' role in international trade?</p> <p><b>Other Key Issues:</b></p> <p><b>Project Costs:</b> What is the general magnitude of cost?</p> <p><b>Impacts to:</b></p> <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**



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).

#### I-29/I-35 Missouri River Crossing Planning and Design Schedule

	2005		
	EIS & Location Study	Preliminary Design	Final Design
Stakeholder/Community Input	●	●	●
Public Hearings	●	●	
Preferred Alignment/Location	●		
ROD		●	
Bridge Type		●	●
Aesthetic Treatments		●	●
Local Partnerships/Funding Options		●	●
Media Outreach	●	●	●

↑  
We Are Here

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



## Stakeholder's Meeting

January 26, 2005

3:00 p.m.

HTNB Offices

### Representatives/Attendees:

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BNIM Architects – Steve McDowell  
Columbus Park – Amica Gomersall; Mike Sturgeon  
Downtown Council/J.E. Dunn – John Yacos  
E. Creighton Singleton FAIA, Inc. – Kite Singleton  
Forest City Enterprises – John Neely  
Greater KC Chamber – Christine Murray  
GSA – David Fellers  
Guinotte Manor – Martha Allen  
Housing Authority – John Monroe  
Isle of Capri – Mike Tamburelli; Andrew Goldstone  
KCMO City Manager's Office – Wayne Cauthen; Gregory D. Baker  
KCMO Council – John Fairfield; Lisa Minardi  
KCMO Environmental Management – Ron McLinden  
KCMO Parks and Rec – Larry Frevert  
KCMO Planning – Steve Noble  
KDOT – Rene Hart; Roger Dahlby; Joel Skelly

MARC – Todd Ashby  
Missouri River Crossing Committee – Tim Kristl  
MoDOT – Joel Blobaum; Kent Johnson; Lee Ann Kell  
NKC Levee District – Leon Staab  
North KC – Mike Smith  
North KC Mayor's Office – Gene Bruns  
North KC Office of Economic Development – Jeff Samborski  
North KC Police Department – Glenn Ladd  
Port Authority – Pat Sterret; Mike Burke  
Taliaferro & Browne – Leonard Graham  
USACE – Robert Smith  
  
HNTB – Clyde Prem; Jerry Mugg; James Vanwormer; Tom Westerman; Betty Burry; Katie Blakemore; Dan VanPetten; Gretchen Gaines

### Other Invitees:

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Civic Council of Greater KC  
Clay County EDC  
Federal Emergency Management Agency  
Kansas City EDC  
KCATA  
KCMO – City Market Oversight Committee  
KCMO – Public Works  
KCMO – Water Services – East/Levee  
Missouri Department of Conservation

Missouri Department of Economic  
Missouri Department of Natural Resources  
North Kansas City - Parks & Recreation  
North Kansas City - Planning & Public Works  
North Kansas City Business Council  
Northeast Industrial Association  
Northland Regional Chamber of Commerce  
State Emergency Management Agency  
U.S. Senate - Senator Bond's Office



US Coast Guard - 8th District  
US Department of Housing and Urban  
Development  
US Environmental Protection Agency

US Fish and Wildlife Service

**Meeting Notes**

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The meeting was called to order at 3:00.

Welcome..... Lee Ann Kell, MoDOT

Lee Ann Kell welcomed the group and thanked them for their time and effort. She noted that that this group is made up of a wide range of stakeholders, from city leaders and public agencies, to businesses and neighborhood representatives. Kell stated that the role of this group is to serve as a sounding board for MoDOT, and to serve as the eyes and ears of the community. Because of the passing of Amendment 3, this project is in the process of being accelerated, and as such, candid input now is critical for the team.

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

Betty Burry also welcomed and thanked the group for their time. After noting the location of the refreshments and restrooms, she explained that this meeting is meant to be a forum for discussion and questions relative to the project, provided an overview of the agenda and initiated introductions around the room.

Northland/Downtown MIS Review ..... Jerry Mugg, HNTB

Jerry Mugg provided an overview of the federal approval process for large projects, as well as review of the Northland/Downtown MIS process and findings, emphasizing the point that this project – improvements to I-29/I-35 between Missouri 210 and the northwest corner of the downtown loop – is but one component of the MIS recommendations. Other recommendations, including fixed guideway transit and pedestrian/bike movements were also outlined in the MIS, and in particular, transit improvements are part of the ATA’s “Smart Moves” plan. He noted that the MIS recommended that both transit and bike/pedestrian accommodations be placed on or near the Heart of America Bridge (Missouri Highway 9) because of, in part, better connections to local street systems both north and south of the river.

Mugg also discussed how the MIS and this project, called an Environmental Impact Statement (EIS) fit into federal regulations relative to receiving approval from the Federal Highway Administration and how that approval is necessary to receive federal funding for projects, and is also part of the official NEPA (National Environmental Policy Act) process, as mandated by congress.



Discussion and questions included:

- What about other transit – is it focused on Burlington only?

Team Response: The MIS preferred strategy is the use of Heart of America Bridge or an adjacent, new bridge for fixed guideway (BRT, buses, light rail). This study is reviewing current data to ensure that conditions have not changed in a way that would alter that recommendation. While the MIS discussed light rail, and the thinking has since shifted to bus rapid transit, the MIS built in flexibility relative to the types transit that require a fixed lane, track, etc., and the same principles apply. BRT is something that the ATA is looking at closely.

- Highway 169 carries so much traffic, why isn't that looked at more closely?

Team Response: That highway was also a part of the MIS study; in fact the study looked at the three downtown bridges and even crossings further to the east and west in terms of capacity, future growth and how they work together. The MIS found that the I-29/I-35 corridor is a critical link over the Missouri River, and needs improvement.

- Without improvements transit won't be an advantage because you are sitting just as long in your car.

Team Response: The use of HOV or dedicated bus lanes could be an advantage for transit because they could by-pass much of the traditional traffic on the bridge.

I-29/I-35 EIS Scope, Components & Schedule..... Clyde Prem, HNTB

Clyde Prem reviewed the contents of the EIS now underway, and noted that the study will look at impacts to wetlands, rivers, businesses, homes, historic structures and properties, hazardous waste sites, as well as air and noise quality and how the proposed project affects connectivity in and near the corridor.

Clyde also reviewed the project schedule, noting that the ending place is a ROD or "Record of Decision" from the Federal Highway Administration, which states that the preferred alternative outlined in the document is the project that can move forward.

He also noted that the team started with a wide range of alternatives, and at this point, the team is looking at several "feasible alternatives."

Discussion and questions included:

- Related to whether the bridge is six or eight lanes, there is a big difference in impact. The impact will be also closely related to the capacity (more capacity, more environmental consequences) – How do you decide the number of lanes?

Team Response: The team is still talking about the number of lanes; in 2030 six would be okay, but eight is better – depending on funding. Eight lanes are "preferred," but the bridge could be built with eight lanes. If only six roadway lanes are built initially, the



bridge could be striped for six, with expansion of the roadway at a later date, when needed. With a river crossing like we have here, you can't go back and make changes in 30 years like you might with a roadway – it is simply not as easy to revisit and add lanes. We have to be prepared well into the future for this magnitude of a bridge – do it right the first time. We are concentrating on the ultimate build – and impacts – which means looking at eight lanes in the document.

It is important to note that the total and partial property acquisitions are virtually the same with both the six and eight lane alternatives. In the north loop, proposed right-of-way is held to its present limits – proposed improvements can be done within those limits.

- If earlier studies say six lanes is adequate, why even think of eight? We should anticipate solutions and situations to stay away from ever having more than six lanes. To have eight lanes builds a public perception that they will have an easy commute. Not saying that people have to live and work on the same side of the river, but we need to show the true cost of this huge, expensive public project. This will encourage people to travel more, and encourage people to live and work further and further out. It will also discourage use of public transit, which we need to encourage.
- We do not want to come back in a few years and have to ask for more funding when we find we need more lanes. Build it the way it should be to begin with – it will alleviate the pollution problem when providing for capacity because cars wouldn't be stopped on the bridge.
- What are the HOV commitments in this corridor? One lane in/one lane out depending on time of day – to ending at 210 doesn't seem right; it needs to hook up with park-n-ride or other systems at least.

Team Response: HOV could encourage people to car pool. The only advantage of having this one piece alone now is it provides faster bypass if you carpool or take the bus. No, there is no planning for HOV beyond this point in this EIS. Additionally, in the MIS, HOV didn't meet the test in terms of improving the situation by itself. The team will continue to look at the option as part of the EIS and we will continue to look at these studies looking for any change in the information on HOV use in the future.

- Looking at the schedule, where is this meeting noted?

This series of meetings is not on the official schedule, but is above and beyond what is required for NEPA, and demonstrates MoDOT's desire and willingness to talk with and listen to the community about this very important project.

Alternatives & Possible Impacts Discussion..... All

Jim Van Wormer of HNTB presented an overview of the alternatives under consideration. These include a three point interchange at 210; two options for the Bedford/Levee

interchanges, including (1) a half-diamond with auxiliary lanes to 16<sup>th</sup> Street and (2) a braided ramp system; three bridge options (1) rehabilitate and reuse existing Paseo and build a companion bridge (2) build two new bridges and (3) build a single structure. Each bridge option has different impacts on nearby properties, as well as related options and impacts to the Front Street interchange. Bridge Option 1 would mean that the Front Street interchange would stay largely as is. Bridge options 2 and 3 would allow reconfiguration of that interchange. The other component related to Front Street is the need to improve the length of lanes for merging and exiting to and from the bridge. If there is a new bridge structure or structures, they would likely need to have an auxiliary lane on both sides to accommodate merges and exits, which would result in essentially 10 lanes over the Missouri River. With bridge options 2 and 3, because of the need to keep the existing bridge open during construction, new construction would likely be located downstream. If a single bridge option is chosen and combined with the braided ramps at Bedford and Levee, businesses north of the Missouri River could be impacted.

Moving to the south, the team has made some adjustments to the ramps connecting with U.S. 24 to provide a buffer to the Columbus Park neighborhood. Several options remain for the north leg of the loop, concluding with a single point interchange at Broadway.

Discussion and questions included:

- Is the downtown Kansas City traffic model going to be used?

Team Response: Yes.

- Can we get blow-ups of these maps to look into the detail of what we are seeing?

Team Response: Yes, get in touch with Clyde Prem or Betty Burry at HNTB Corporation (816) 472-1201.

- Single point at Broadway – why? Makes more sense to keep ramp from 169 to I-35S right on – instead of creating that stop & bottleneck

Team Response: With Alternative A – going south there is an improvement that shows no stop – the ramp follows on into I-35 South; going north, the improvement made is decreasing stops from two to one.

- This goes beyond the MoDOT improvements being done now?

Team Response: Yes.

- How will the alternatives be decided?

Team Response: We will list the different alternatives being considered in a matrix and have the environmental consequences listed under each one. We will have that matrix at the next meeting; it will not be fully completed at that point, but we will share the information that we have. MoDOT will weight that information, including community feedback in determining the preferred alternative.

- Will the matrix include opinions/factors from the business owners/residents?

Team Response: Yes.

- How did we get to 10 lanes?

Team Response: There are two auxiliary lanes for merging and exiting – one in each direction. If this were a new interchange, not on a bridge, design guidelines would call for ramps would extend to a point nearly half way across the bridge. Adding a portion of a lane is very difficult, if not impossible, on a single large bridge structure.

- The bigger the bridge, the more traffic and more problems to deal with headed into the loop – huge increases in bridge capacity will attract more auto/congestion on both ends – very concerned with attracting more auto traffic.

Team Response: It's not 10 lanes through the corridor ... all of the other bridges will be eight lanes as is most of the rest of the project. The two additional lanes come from the safety and efficiency standard of auxiliary lanes getting traffic on/off safely combined with bridge structure. Lane numbers and configurations will be designed for the best possible through-flow of traffic.

- What is the cost of these auxiliary lanes per cubic foot? \$100? \$200?

Team Response: Auxiliary lanes cost the same as regular lanes, so yes, somewhere in that range.

- By creating ease for trucks to enter and exit the highway you encourage trucks to use this new bridge when they already have Choteau which does just fine for their needs.

Team Response: We are planning on meeting with business leaders in the area to assess their needs.

- New bridge versus rehab bridge – is there a benefit in cost?

Team Response: We can build two new bridges (basic deck) for about the same amount of money as rehabbing the existing bridge and building a companion, depending on the bridge type. A single structure crossing would likely be more expensive. Additionally, MoDOT will need to consider long-term maintenance costs and issues. Two new structures would likely have the lowest long-term maintenance costs and provide redundancy, should work on one structure be needed. A single, larger bridge can be more difficult and expensive to maintain.

- Concerns about South Riverfront Expressway and the impacts to Front Street's capacity.

Team Response: Front street would be relocated and then be available for a SRE connection into downtown.



- Question about impacts to Wagoner Industries.

Team Response: Property could be impacted. If we choose the braided option, it's close to the building; if we choose the single bridge option combined with the braided ramps to Bedford and Levee, then the extreme south-west corner of the building could be affected by the ramp. Parking areas and access could also be affected.

- Concerns about how the whole loop modification is taken into consideration. Need to meet with downtown businesses to discuss.
- Need to consider the Susaki recommendations.
- Is it more difficult to build an all new bridge?

Team Response: It can be, but could also be simpler because there are fewer staging concerns. There would only one shift of traffic with a single new bridge.

- Parks concerned about the impact to Centennial Boulevard and planned urban renewal (Boulevard runs on Choteau to Front and on to Paseo). Need to be sure this is taken into consideration and that the team and Parks and Recreation work together.

Team Response: We have met with staff from the Parks Department and are obtaining the plans for the City's relocated Paseo Boulevard so that the transition can be made smoothly and efficiently.

- We need alternatives to capacity improvements. We need to avoid building eight lanes in this corridor. Wants MoDOT to look at solutions avoiding capacity "build." Need to encourage other modes of transportation and force people to consider real costs of their decisions.
- What about using reversible lanes?

Team Response: Traffic studies show there is a lot of traffic both directions all of the time, and so it's not being looked at for this study.

- I understood this to be different.

Team Response: Additionally, there are some engineering concerns in creating reversible lanes, especially how to tie them into the system at appropriate points, as well as operational costs and concerns.

- Appreciate changes that improve impacts to Columbus Park, but they don't go far enough. Neighborhood would like team to look at taking emphasizing more of the Paseo connection to continuous frontage roads and not so much on the U.S. 24 connection.
- Don't see the need for additional capacity beyond six lanes; it encourages the wrong behavior, i.e., individual cars traveling longer distances. There is a bias towards



expanding to eight lanes instead of six. You work for an engineering firm, and there aren't many follow-up contracts to design capacity that's found not to be needed.

Team Response: MoDOT is responding to the needs of the community for additional transportation capacity. HNTB is helping MoDOT develop an environmentally and fiscally responsible approach that reflects the vision of the community at large.

- Need the capacity across the Missouri River; North Kansas City is the largest suburb closest to downtown, so in a way, it reduces commutes if it grows versus areas father to the south, east and west.
- Idea for next meeting – break into small groups to discuss specific issues.

Next Steps ..... Betty Burry

Betty Burry thanked the group for their time, and said that at the next meeting the group would (1) discuss the bridge options in more depth, (2) provide more detailed information on impacts, via the matrix discussed earlier, and (3) break into small groups (by area of interest/concern) to talk about specific impacts. The next meeting is scheduled for 3:00 p.m. on February 23<sup>rd</sup>, and the final group meeting on March 30<sup>th</sup>.



**Stakeholder Meeting  
September 14, 2004, 3:00 p.m.  
North Kansas City Community Center**

**Invited Stakeholders:**

Bridge Committee (CVB of GKC) - Harry Cleberg  
Columbus Park Neighborhood Association - Michael Barsotti  
Downtown Council - Marlo Darrington  
Housing Authority of Kansas City - Edwin Lowndes; Mr. Eric Scott  
Isle of Capri Casino - Dan Weinderuch  
KCATA - Jim Pritchett; Dick Jarrold  
KCMO City Council 1st At-Large - Hon. Deb Hermann  
KCMO City Council 1st District - Hon. Bill Skaggs  
KCMO City Council 2nd At-Large - Hon. John Fairfield  
KCMO City Council 2nd District - Hon. Bonnie Sue Cooper  
KCMO City Manager - Wayne Cauthen  
KCMO Mayor's Office - Hon. Kay Barnes  
KCMO Parks and Recreation - Mark McHenry  
KCMO Planning and Development - Steve Noble  
KCMO Public Works - Stan Harris  
KCMO Water Services - East/Levee - Jim Dunajcik  
MARC - Mell Henderson  
Missouri Department of Conservation - Brian Canaday

Missouri River Crossing Committee - Timothy Kristl  
North Kansas City - City Administrator's Office - Pam Windsor  
North Kansas City - Mayor's Office - Hon. Gene Burns  
North Kansas City - Parks & Recreation - David Schnoebelen  
North Kansas City - Planning & Public Works - Bear Kistler  
North Kansas City - Public Works - Pat Hawver  
North Kansas City Business Council - Dennis Burr  
North Kansas City Levee District - Leon Staab  
Northland Regional Chamber of Commerce - Sheila Tracy  
Port Authority of Kansas City - Patrick Sterrett  
Sierra Club - Ron McLinden  
US Coast Guard - 8th District - Roger Wiebusch  
US Department of Housing and Urban Development - Andrew L. Boeddeker  
USACE - James Scott; Brian Donahue

**Attendees:**

CCI - Adam Yarbrough; Marna Courson  
CVB of KC - Janet Ziegler  
Downtown Council - Marlo Darrington  
Isle of Capri - Rob Norton; Mike Tamburetti  
KCATA - Gerri Doyle  
KCMO - City Council 1st At-Large - Terri Wolf  
KCMO - City Council 1st District - Lisa Minardi  
KCMO - Mayor's Office - Greg Williams

KCMO Planning and Development - Steve Noble  
KCMO Public Works - Stan Harris  
KCMO Water Services - Brian L. Schroeder  
MARC - Todd Ashby  
NKC Levee District - Leon Staab  
North Kansas City - Michael Smith  
North Kansas City Parks - Ron Ball  
Northland Chamber - Sheila Tracy; Tim Kristl

RTA – Kite Singleton; Ron McLinden (also invited as Sierra Club representative)  
US EPA – Steve Smith

USACE – Robert Smith  
Individual who signed in as Elvis Presley

The meeting began at 3:10. Each participant received a comment form and a copy of the Fall, 2004 Road Notes, which provided information about the project and the development of alternatives. Lee Ann Kell of MoDOT welcomed the group. Clyde Prem and James van Wormer of HNTB gave a brief presentation on the need for the project, the EIS and planning process, project components and an update on the Paseo Bridge rehabilitation project scheduled for 2005. Betty Burry of HNTB then invited the group to go to the tables and stations in the room for detailed discussion of constraints, cultural resources and the alternatives currently in development. Stations were manned by members of the I-29/I-35 study team from both consultant and MoDOT staffs. Discussions with stakeholders included the following points:

### **Corridor-Wide/Process**

- We are continuing to avoid the heart of the environmental documentation process, we always start with the premise that something needs to be built. That is wrong.
- Effective traffic management uses capacity constraints. This bridge (Paseo Bridge) is an effective capacity constraint.
- Recognition of the need do the rehabilitation of the bridge in order to keep it safe for the users; no problem with that.
- Yes, we have the technical expertise to show what should be avoided when we build the new project, and do a good job of documenting the impacts BUT we just start from the wrong basis i.e. we are trying to justify new roads when we should be promoting new modes.
- Please quit leaving out the KCATA agreement to provide bus service from multiple park-and-ride lots across the Heart of America Bridge during the upcoming Paseo Bridge renovation period. This is a critical time for Northlanders to experience a transit connection across the Missouri River, to help reduce the auto dependency and congestion that is now commonplace and will remain so for years to come without the help of transit.
- MODOT's name was changed to "transportation" from "highways" for a reason. Sabin Yanez is a big supporter of the transit facet of his job. You need to recognize and support this part of MODOT's responsibility.
- Please note Bob Smith's (USAC) role - he will be the Project Manager, Regulatory Branch.

### **Armour/210**

- In regards to the area directly east of the I-35/29 & M-210 interchange, and on the south side of Armour/M-210. Over the last two years, the City of North Kansas City has begun to acquire various parcels between the interchange and the Habco site to the east. The overall

desire of the City is to redevelop the former industrial area to commercial uses. The City has, and will continue to be spending significant funds to assemble, and demolish properties as they become available.

- For the long term, the City sees this area as an improved commercial area that, if well planned, can be a much better utilized and visually appealing gateway into North Kansas City from the east. We would just ask that you keep the City's plans in mind as you formulate the project.
- North Kansas City may build a road from Route 210 through that development along the railroads to 16th Street.
- The land between that road and I-29/35 would then be used for warehouses or commercial use, and they anticipate the road being an alternate route for trucks wanting to avoid the 210 interchange by instead traveling down to the 16th Street interchange to I-29/35 south to the industrial district.
- Mike Smith, assistant city administrator was unaware of any historic industrial areas in the city.
- At the north end of the Armour Road interchange there is a "levee and ditch", belonging to the North Kansas City Levee District. It crosses I-35 via a big box structure. The area adjacent to the "ditch and levee" is in a hundred year floodplain. Mr. Staab indicated that flooding has occurred into the apartment complex southwest of the box structure. We informed Mr. Staab that the box was probably a 50-year frequency structure and will to be replaced with a structure that would pass a hundred year storm.

### **Levee Road**

- In a discussion with Leon Staab, civil engineer from Burns & McDonnell representing the North Kansas City Levee District, The following items were discussed:
  1. He stated that a 15 to 20 foot clearance needed to be maintained between the top of the existing levee and the bottom of the new companion structure.
  2. Access from Levee Road to the levee needed to be maintained.
  3. He was concerned about the lack of access from Levee Road to southbound I-35.
  4. He stated that any encroachment onto the levee due to the widening of Levee Road will meet with resistance from the Levee District. Two of our alternate designs at Levee Road do show a lane addition on the levee side of Levee Road.
  5. Mr. Staab pointed out that an "underseepage clay berm" had been built, years ago, approximately 1200 feet north of the levee to cure a seepage problem in that area. He sketched approx. limits of this on our big display sheet.

## **Missouri River Crossing**

- There is no need to widen the bridge, as the traffic increases, alternative modes of transportation will become more feasible. These need to be thoroughly explored but never are.
- Greg Williams of Mayor Barnes' office said the mayor prefers the replacement option with the two new deck girder bridges. They felt the money was better spent on two new bridges since its cost is close to the cost of rehabilitating the existing Paseo Bridge and adding a new bridge. Greg said if we needed additional support from the Mayor's office (writing letters, making presentations, etc.) they will be more than happy to help. Also, Sen. Bond should be consulted, but as long as he is the drafter for TEA-21, his input as to how much federal funding for a new Paseo Bridge should be received and that we should work with him relative to his thoughts on the options for Paseo Bridge. Two new spans options is the most cost effective option in the Mayor's office opinion. Mayor Barnes asked Senator Bond to earmark engineering and study money for new Paseo Bridge in TEA-21 which is now likely to be re-authorized in 2005. Also the decking of the I-670 loop between Main and Walnut is something the City of Kansas City wants to pursue to connect the Kansas City Live! entertainment district with the Performing Arts Center and the Crossroads area just south of the Loop.
- Preferred a Cable-Stayed, Suspension or Tied Arch bridge.
- Sheila Tracy and Tim Kristl both mentioned Jonathan Kemper from the Downtown Council and his vision of a signature structure; he found pictures of a bridge in Boston.
- The North Kansas City Levee District representative wanted to know a little more about a line on the map that was shown as a proposed bike path on the levee on the north side of the river. He said that the levee district usually does not want a bike path directly on the crest of the levee. That line is from the Metro Green regional bike plan and that it was mainly showing that there could be a bike path somewhere along the river in the future. Platte County has already built their bike path along the river and that a portion of it is on the crest of the levee. In order to do this there was a cooperative agreement among the city of Riverside, Platte County, and the levee district.

## **Front Street**

- ATA noted that the removal of Riverfront in alternatives 2 and 3 looks nice.
- Linda Clark noted that removal of Riverfront in alternatives 2 and 3 opens up land for other uses, including the casino.
- Brian Shroeder, KC Water Services:
  - An existing sanitary sewer is along Front Street.
  - Increasing the radius of the WB Front to NB I-29 ramp in alternative 1 is good.

- Currently, in the horizontal curve south of the Paseo bridge, the inside lane of NB I-29/35 drops to enter its super elevated turn and it gets quite close to the center barrier – this causes drivers to slow down.

## Loop

- Tim Kristl had concerns relative to Rtes 169 and 9. His concern was that they weren't fully directional interchanges and that the traffic signals and lower speeds would detract people from fully utilizing those routes.
- Can we put layouts on web site?
- Liked access to Columbus Park area
- Liked Charlotte plan; not having Charlotte & Harrison ramps
- Desire for free flow from I-35 to US-169. Would be satisfied if single-point interchange can handle traffic volumes.
- Would like signals to be synchronized on EB & WB frontage roads of north leg to improve traffic flow.
- There are 500 parking spaces on NW corner of arena lot
- ATA - Closing Main Street not an option
- Notes from Steve Noble:
  - Like (as did several others) the concept of carrying Independence Avenue through to the west as an arterial and getting rid of the loop ramp to M-9
  - Agree that with that concept we should consider a roundabout at Independence and Charlotte
  - Agree that the options presented are better than attempting to do a direct ramp connection from I-35 to Charlotte and Harrison one-way pair
  - Like keeping continuity from Delaware to Grand on the north side of the loop
  - Do not like removing N/S streets crossing over I-670 unless its to provide for a directional interchange like the concept from the I-70 MIS
  - NB exit from I-35 to Broadway should stay where it is, or north of 16th Street where the main access from Broadway to the PAC is planned although a "tucked under" egress to I-670 at that location might be OK
  - Should coordinate on any proposed changes to loop access with KCATA
  - Single point diamond at US-169/Broadway and I-70 may be OK but presents concerns with accommodation of pedestrians and bicyclists, and seems somewhat at odds with previous concepts like "community bridges" from the I-70 MIS at least for that portion of the corridor
  - Should retain the option of looking at "Managed Lanes" (HOV/HOT/toll/reversible) on a new bridge especially if toll collection is considered as an option for financing. My recollection is that the modeling of an HOV option for I-29/I-35/Paseo in the NLDT MIS showed the option performed better than anticipated.

Suggestions:

- Deck one block between Main and Walnut instead of decking whole south side of loop
- Put a round about at Charlotte and Independence Avenue
- Appeals Court NE corner of arena lot not being taken
- Leave in connection between Admiral and Independence on East side of the mainline
- Keep continuity of Delaware over north side of loop
- Make the "close diamond" at Missouri 9 a roundabout
- SB I-29 access to arena is acceptable
- NB 35 Exit to Broadway, tuck under loop ramp