

MEETING SUMMARY

Location: 510 Avenida Cesar Chavez
Kansas City, MO 64131
Date: December 9, 2010
Time: 5-7 p.m.
Attendance: 36

The meeting began with MoDOT staff welcoming participants to the meeting. MoDOT also thanked Eldorado Architects, Inc., for the donation of the store front space for the public meeting.

MoDOT summarized the activities completed since the June 2010 meeting and the results of the operational analysis. The operational review found that the structures in the study corridor were in good condition, with the viaducts expected to have an operational life of 25-30 years.

Traffic projections used a growth rate of 0.5-2% in various segments of the study corridor. These growth rates result in a low growth rate for the study corridor. Traffic is expected to grow by approximately 12,000 trips a day in the most heavily used portion of the corridor over the next 20 years.

Based upon traffic volumes and visual surveys, three main areas of congestion were identified in each direction. Northbound congestion areas occur at the 27th Street, Southwest Trafficway and Broadway ramp. The most congested section northbound occurs between the Southwest Trafficway entrance ramp and the West Pennway exit ramp. The most congested section of I-35 southbound occurs between 13th Street ramp and the 20th Street exit ramp.

An initial comparison of crashes in the corridor showed that the corridor exceeded the average statewide crash rate. However, further analysis showed only one location north and southbound actually exceeded the statewide crash rate. The high crash points correspond with the locations where the most congestion occurs.

All traffic crashes across the state are reported to the Missouri Highway Patrol, and that database is transferred to MoDOT for analysis. To get the most representative sample, five years of data are averaged. For this study, data from 2004-2008 was analyzed. The data showed that most of the crashes in the study corridor resulted in property damage only or minor injury. From 2004-2008, there was one fatality accident that occurred after the driver left the car and was hit by another vehicle. Of the property damage and minor injury crashes, most were identified as rear end, passing or out of control crashes.

During the first phase of public involvement, MoDOT met with the neighborhoods and the Central Industrial Business Association in the West Bottoms. In addition, MoDOT conducted an on-line meeting for commuters, to gather input from drivers using the interstate in the study corridor. From the first phase of public involvement, four major themes were identified: improving roadway operations, protecting neighborhoods, improving the environment and improving/simplifying signage and communications.

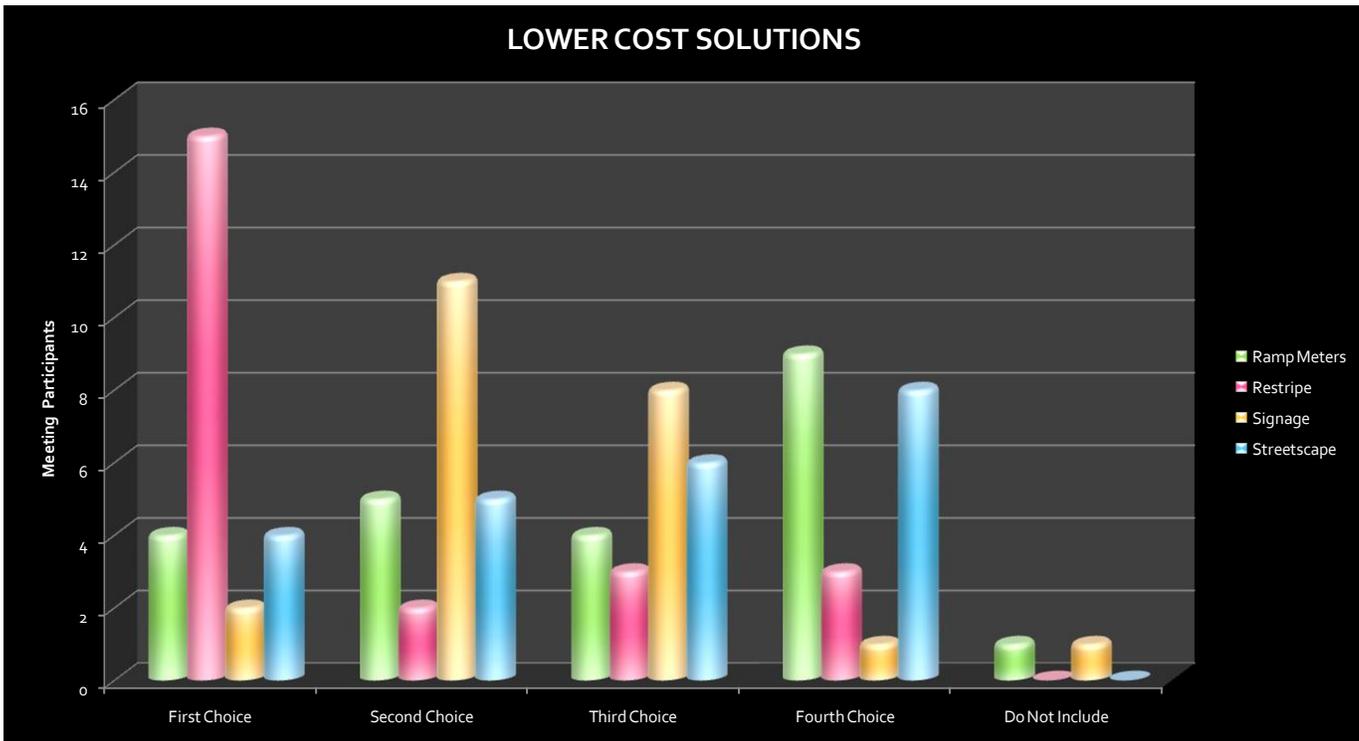
Before beginning the discussion about draft solutions, some meeting participants wanted to discuss studying the relocation of I-35 into the West Bottoms. Those participants wanted to understand why MoDOT was not including relocation as a solution when the idea was brought forward in the first public meeting and in a resolution from the city council. In response to the questions, staff indicated that relocating I-35 was not included in the Operational Study as a solution for two main reasons. First, this potential solution was outside the scope and study area of the current study. Second, and perhaps most importantly, relocating an interstate would require a very large and costly environmental study. The operational study did not include sufficient funds or personnel resources to complete such a study.

Beth Wright, the District Engineer for the Kansas City area, discussed MoDOT’s position with the meeting participants. MoDOT requests that the city clarify its priorities because a study to relocate I-35 has not been included with the city’s transportation priorities, to-date. If this new study is put in a prioritized list, then the city needs to work with MARC to include the study in the list of regional priorities. MoDOT will then look to the city to find funding for the necessary study and will participate in the environmental review at that time. After the discussion, a few participants were still unsatisfied with MoDOT’s response and decided to leave the meeting.

The remaining participants were shown a range of solutions that address congestion, higher crash locations, neighborhood protection and access to destinations. Participants were asked to rank each of the solutions within their cost ranges. However, because the discussion of relocating I-35 was lengthy, so the group was unable to complete the entire set of ranking activities.

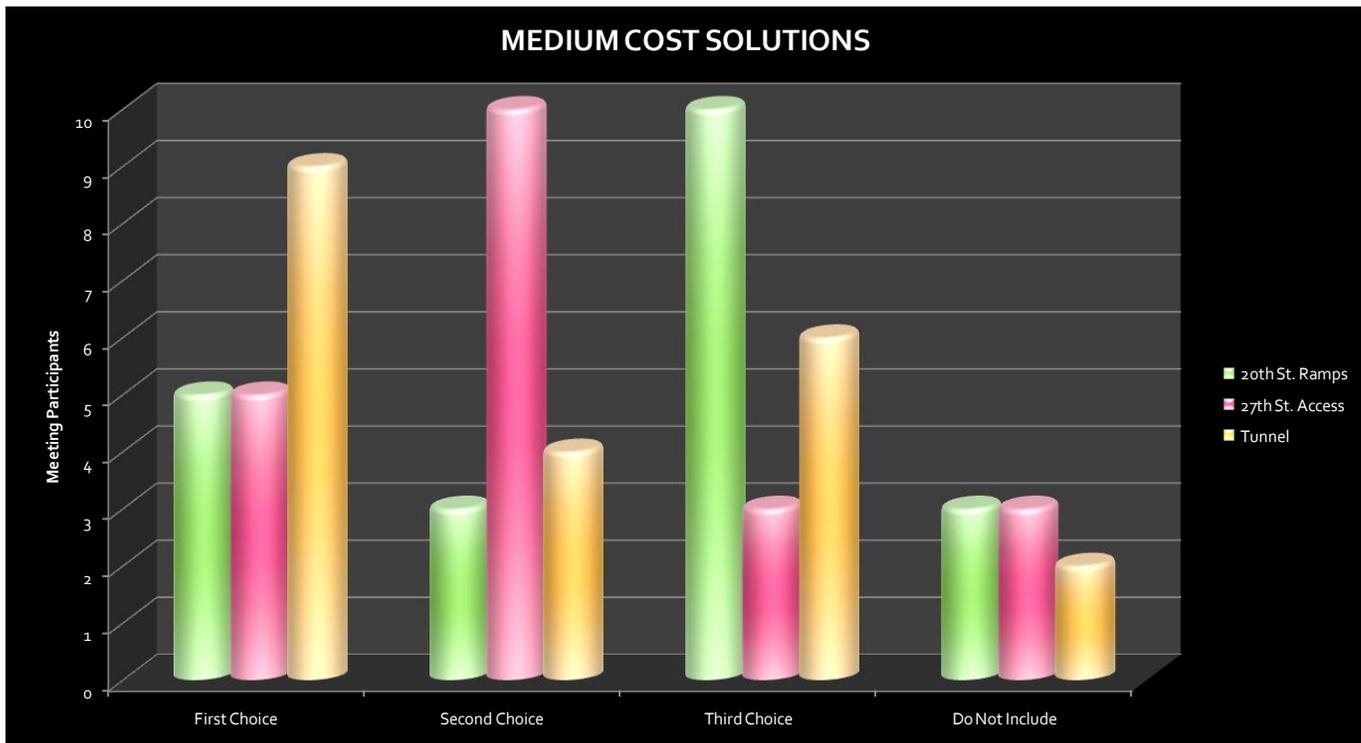
Lower Cost Solutions:

The ranking of these solutions was unexpected. A majority of participants ranked the restriping of southbound I-35 as the option they liked most. Improving and coordinating signage in the corridor received the most votes for second and third choice. Streetscape and ramp meters were nearly tied as the fourth choice of participants. Some participants indicated that they thought streetscape projects should be included in every solution, and a few participants indicated that they did not want to see ramp metering and signage moving forward as potential solutions. Please see the Lower Cost Ranking Chart for more information.



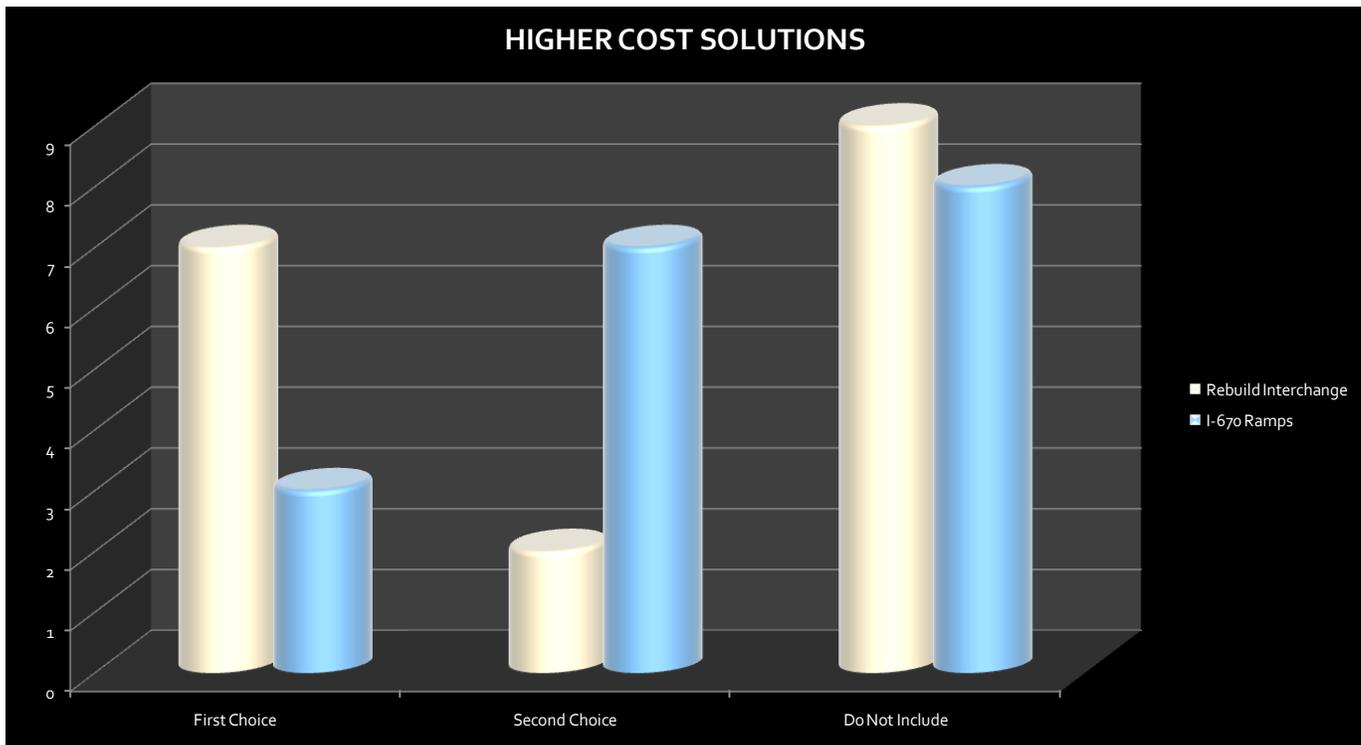
Medium Cost Solutions:

The Medium Cost solutions had more potential impacts to surrounding neighborhoods, and more respondents indicated that that some options were unacceptable based upon the impacts. Lowering Southwest Trafficway and taking the I-35 entrance ramp under 27th Street was the first choice of participants with 9 respondents. Approximately 10 participants chose adding new ramps at 27th Street as their second choice, and nearly the same amount chose new ramps at 20th street as their third choice.



Higher Cost Solutions:

The group didn't get to the higher cost solutions until after 6:30, and participant numbers were lower, so there are fewer votes in this category. The higher cost solutions are projected to have less impact on the neighborhood, but could cause major disruptions in the traffic flow through the corridor. Eight participants indicated that building an I-670 ramp from I-35 should not be included in the range of solutions. Nine participants indicated that rebuilding the Southwest Trafficway interchange should not be included in the range of solutions. Seven participants indicated that rebuilding Southwest Trafficway interchange was their first choice, while the same number of participants chose the option of adding I-670 ramps as their second choice.



After the discussion of higher cost solutions, the group had reached the end of the scheduled meeting, so the meeting ended without completing the last prioritization of all solutions.

GROUP RANKING OF INITIAL SOLUTIONS

Response	Lower Cost Ranking				Medium Cost Ranking			Higher Cost Ranking	
	Ramp Meters	Restripe	Signage	Streetscape	20th St. Ramps	27th St. Access	Tunnel	Rebuild Interchange	I-670 Ramps
1	1	1	2	3	0	0	0	1	1
2	1	2	3	4	0	3	2	1	2
3	2	4	3	1	3	2	1	2	2
4	4	1	3	2	3	1	1	1	2
5	3	1	1	4	3	2	1	0	0
6	4	1	3	2	1	0	0	0	0
7	0	1	2	3	0	0	3	2	1
8	4	1	2	3	2	1	3	0	0
9	2	3	4	1	3	1	2	0	1
10	4	1	3	2	1	3	2	0	0
11	3	4	2	1	3	2	1	1	2
12	4	1	2	3	3	2	1	0	0
13	3	1	2	4	3	2	1	1	2
14	4	4	0	4	1	2	3	0	0
15	3	1	2	4	3	2	1	0	0
16	1	2	3	4	2	3	1	1	2
17	2	3	2	4	1	2	3	1	2
18	4	3	2	1	3	1	2	0	0
19	2	1	3	4	1	2	3		
20	4	1	2	3	2	1	3		
21	4	1	3	2	3	2	1		
22	2	1	1	3					
23	1	1	2	2					
First Choice	4	15	2	4	5	5	9	7	3
Second Choice	5	2	11	5	3	10	4	2	7
Third Choice	4	3	8	6	10	3	6		
Fourth Choice	9	3	1	8					
Do Not Include	1	0	1	0	3	3	2	9	8
WEIGHTED RANK 1	16	60	8	16	15	15	27	18	16
WEIGHTED RANK 2	15	6	33	15	6	20	8	2	7
WEIGHTED RANK 3	8	6	16	12	10	3	6		
WEIGHTED RANK 4	9	3	1	8					
TOTAL	48	75	58	51	31	38	41	20	23

WRITTEN COMMENTS SUBMITTED BY WORKSHOP PARTICIPANTS

LOWER COST SOLUTIONS

Option	Like	Dislike	Other Comments
Restripe I-35 Southbound	Should be effective	Drivers may use striped out area at the end of the Broadway ramp	Consider closing ramp from Broadway and direct traffic onto 13th.
	Streetscape improvements benefits the neighborhood the most and significantly improves community image. The ramp bottoms and underneath the elevated bridges present a terrible image for visitors.		Only concern with restripe option is potential impact on trucks and increasing air braking. Can we confirm if this improves or creates movements and speeds resulting in air brake noise?
	cost effective & quick safety fixer	Street solution only - reweave really [too small] more complicated alternatives(ie, closing some access points).	
	What is there to not like? Why aren't you doing it now?		
	Reduced lane changes are good	bottlenecks	
	OK		
	Inexpensive makes merging easier	none	
Doesn't impact neighborhoods		seems reasonable	
Signage		Will only work if drivers actually read them	Consider working with KDOT to direct through freight around this area using I-435 & I-635 instead.
	Need to simplify directional signage	Should consider TDM [Travel Demand Management] options that would direct through traffic from DT[Downtown] leg. Kansas northbound traffic via I-635, southbound Missouri traffic to southbound 71.	Visual pollution issue needs to be tackled. Southwest Trafficway is a poster child for the role of billboards in diverting driver attention.
	Just do it. Add evaluation of freeway signs going southbound to Southwest Trafficway and Penn Valley Drive.		
			Clarifying signage not sure adding is a good thing.
	Needs to be coordinated with the city and neighborhoods. Provide signage opportunities for small businesses.		
			End result must be fewer, cleaner signs, not more signs.
Ramp Meters			Enforcement will be needed to be effective.
	This is great if it controls the merging traffic that never yields to through traffic at the merge.		
	Longer ramps please.		Longer ramp [at] West Pennway onto I-35. [Ramp is] too short no room to merge.
	Improvements to flow and reduction of weave complications.	Like striping, really a band-aid for a more fundamental problem of converging too many routes into an over burdened choke point.	
	[Location] of ramp metering needs to be thought through relative to other EJ/Safety inputs of SW Trafficway/Broadway on Penn Valley Park, neighborhoods, safety.		
	No - don't like [this solution] at all.		
		Seems like it would add delay to access.	
	Especially helpful on Penn Valley northbound on ramp.		
Slows aggressive driving		Could favor commuters from Kansas and hold up local traffic.	
Streetscape	Best improvement for both residents and visitors and community image!		
	Absolutely needed - should be its own alternative independent of the others, since it really facilitates non-auto and [unknown] needs.	Usually not well executed - too much eye candy, not enough in the way of functional improvement.	Should be in every scenario.
	Good idea - hard to keep birds out.		
	Makes sense	Not sure it addresses safety with crash concerns.	
	Must do this! All four [interchanges]: 23rd, Southwest Blvd., 20th, and 17th.		
This actually contributes to the community, not just commuters.	It's still a space under a bridge. Token gesture that may not actually help.		

WRITTEN COMMENTS SUBMITTED BY WORKSHOP PARTICIPANTS

MEDIUM COST SOLUTIONS

Option	Like	Dislike	Other Comments
20th St. Ramps		Could make access to Crown Center more difficult.	
	Could simplify short weave problem	Southbound entrance ramp should stay put to avoid adverse EJ impact on neighborhood.	
	Like new northbound exit but not southbound entrance - too much impact on existing housing.		
	Logical	Impact to Westside homes.	
		Encroachment onto existing properties, whether within ROW or not, is unacceptable.	
27th St. Ramps	Separation of exiting and entering traffic northbound will be of great help Gets to the structural problems with the existing configuration. Northbound traffic especially needs more dissemination points.	Could increase traffic on Summit to get to SW Blvd and Pershing.	Work with city to modify 27th & Broadway. Could work well with next option.
Tunnel			Could work well with 27th St. exit northbound.
			Broadway/Penn Valley Drive ingress/egress to I-35 needs to be reworked. Redundant with Southwest Trafficway and creates unnecessary, high-speed traffic through Penn Valley Park.
		Very costly for a bigger problem.	
		Not going to happen. Bad idea [not legible] if federal money involved.	
	Helps with bike route planned through the area.		
			Does it really separate these exits enough to make a difference?
Rebuild Interchange	Separation of exiting and entering traffic	Northbound exit connects to dead-end street	Connecting northbound exit to Pershing Rd. instead could provide better traffic flow.
	Could be an elegant solution	Very costly alternative, if Broadway ingress/egress were eliminated, cost could be cut in half.	Could West Pennway exit be eliminated if this were done?
			Do just the closure of Penn Valley Drive northbound entrance to I-35. Tie this to in with new northbound entrance at 20th Street. Fix problem of Crown center/hospital employees cutting through park to get on I-35 north.
	It makes sense. It satisfies the safety issues, congestion and simplifies navigation. Makes it easier to get in and out of the Crossroads and	It would be a mess for a while.	
I-670 Ramps			Additional signage from north of river could accomplish same objective.
	This is a real issue.	Unfortunate that this could, at least hypothetically, lock investments (large ones at that) in the existing corridor.	Put it over/behind the FBI building.

WRITTEN COMMENTS SUBMITTED BY WORKSHOP PARTICIPANTS

HIGHER COST SOLUTIONS

Option	Like	Dislike	Other Comments
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No comments on higher cost solutions received.

GENERAL COMMENTS

Make least expensive, short term fixes. Improve connections under I-35 at Southwest Blvd., 20th & 17th. Look at other options as long term future solutions including relocation of I-35.

I respect what you are trying to do, but what a cluster [word deleted]. Somebody asks you how to spell a word and you tell them how to build a typewriter. COOPERATE with

A new KDOT Interchange at Cambridge Circle could provide direct access over BNSF right of way (ROW) to 31st St. eastbound. This would provide a more logical and easily

None of the [higher cost solutions] are acceptable. Long term strategies must consider moving the freeway to the west bluff or to Kansas, since Kansas is who this freeway

Concern about ramps themselves (especially 20th)-accident rates. Survey businesses and homes. Create a large parking lot under the viaduct. Lack of yielding at Northbound

GENERAL COMMENTS - PARKING LOT

Medium & High cost solutions must consider long-term planning - moving freeway to Kansas within 5-25 years.