



Meeting Attendees: 20

Attendees were asked to sit at tables with maps. Missouri Department of Transportation (MoDOT) staff gave a short presentation on the review of traffic operations and facility condition for I-35. The presentation covered topics such as why MoDOT is studying this section of the I-35 corridor, how ideas become projects, an overview of the feasibility process, the study time line and existing traffic conditions on I-35. MoDOT indicated to the group that the intention of this study is not to add general purpose lanes to I-35 in the study area. Our goal is to stay within the existing right-of-way to the extent possible. For instance, if the study finds that access is an issue in this corridor, we might need some additional right-of-way to add new entry and exit ramps. To view the presentation, click the link below:

[Workshop Presentation](#)

MoDOT asked the groups to use the maps on their tables and note pads to document their concerns or needs related to I-35. From their list, participants were then asked to present their top 5 priorities for MoDOT to attempt to address. The information below comes from the maps and notes at each table.

TABLE 1 – Summary Notes

- 31st & Main there are signal timing issues at the new bank
- Better pedestrian access
- I-35 realigned through the West Bottoms
- Incident – better detour routing needed so that trucks running thru neighborhoods as a detour*
- 27th Street left exit – thru traffic uses the left lane and changes at the last minute*
- No more access needed
- Don't want to impact houses, businesses, parks, etc., for improvements
- More visibility at diverging points for traffic to SW Trafficway and I-35, repaint*
- Concern if more traditional access is added that there will be more traffic thru neighborhoods
- Slower speeds like those on Bruce R. Watkins Drive
- Better geometrics and signage at Broadway and 27th Street exit to address the curve – safety concern
- Weaving going into downtown
- Folks merging onto I-35 Northbound from Pennway do not yield*
- Traffic impacts due to the Federal Reserve Bank & IRS
- Noise and air pollution
- Landscaping/beautification of the corridor
- Better signage
- Cross Streets – roadway & sidewalks need to be cleaned up

*Asterisk indicates that words were added or rearranged to clarify the point.



TABLE 1 – Priorities

- Better geometrics and signage at Broadway and 27th Street exit to address the curve – safety concern
- Noise and air pollution
- Better signage
- Incident – better detour routing needed so that trucks running thru neighborhoods as a detour*
- 27th Street left exit – thru traffic uses the left lane and changes at the last minute*
- Incident – better detour routing needed so that trucks running thru neighborhoods as a detour*
- Don't want to impact houses, businesses, parks, etc., for improvements

TABLE 2 – Discussion Notes

Participants at Table 2 has specific issues with uses underneath MoDOT viaducts. Workshop staff and participants drove over and identified the issues under the bridge. The list of concerns were passed onto MoDOT staff to address any conflicts with the lease.

TABLE 3 – Discussion Notes

- Eliminate noise – Sound walls, etc.
- Jake break
- Maintenance
- Speed limit should be lower
- Air horns
- Enforcement of laws
- Pigeons (better pedestrian connections under I-35)
- Homeless persons
- Alternatives/mass transit
- Broadway on-ramp heading north
- People concerns take priority over vehicular

TABLE 3 – From Map

- Relocate I-35 to West Bottoms
- Traffic congestion near 21st St.
- Noise from the Jake breaks on the curve between Cambridge and Summit*
- Traffic calming at Broadway and SW Trafficway interchanges*
- Better pedestrian access
- Improve space under bridges
- Improve pedestrian connections
- Crown Center access and navigation



TABLE 3 – Priorities

- No new ramps into neighborhoods
- Consolidated/redesigned ramp system to reduce traffic burden on neighborhoods
- Impacts on neighborhoods, property owners, pedestrians should be studied outside the 300 ft. study area boundary – possibly miles beyond right-of-way*
- Design roads to reduce speed/aggressive driving
- Pedestrian friendly spaces under bridges allow neighborhoods to heal/grow back together
- Noise travels for miles (not just 300 ft.)
- Mass transit
- People before cars

TABLE 4 – Discussion Notes

- Relocate I-35 to the West Bottoms
- Billboards in the corridor – (Approximately 75-80) Limit number and brightness of boards*
- Lead contamination
- Air Quality
- Noise
- Vibration
- Add trees – mix of deciduous and evergreen
- Good work keeping the right-of-way nice
- RR property maintenance – especially the fencing near 25th & Summit*
- Excess right-of-way
- Short merges/weaves not marked well – address with ramp meters or remove lane on SW Trafficway*
- Joints on the bridge over SW Boulevard are noisy*
- Guardrail at Summit & 27th St. southbound
- Short merges
- Snow plows throwing snow – especially on SW Boulevard*
- At 20th, 21st, and other locations soil erosion and mud under bridges*
- At Jarboe, roadway looks bad, especially after cutting brush*
- Redevelopment potential

TABLE 4 – Discussion Bullets

- Idling time
- Lead
- Air Quality
- Noise
- Light – too much
- Billboards – lights, noise, lumens/candle



- Underpass/Summit/25th (weeds, pulled down fences, weeds growing up poles)
- Property – sell if no crucial (MoDOT right-of-way?) *
- Broadway merge with SW Trafficway, need better signage, lines and ramp metering
- 27th / Summit St. & SW Trafficway interchange/intersections *
- Baffles on I-35 at SW Boulevard and Jefferson
- 27th & Madison Guardrail

TABLE 4 – Priorities

- General weaving (Northbound at SW Trafficway/Broadway and Northbound at the 20th St. exit)
- Environmental and aesthetics in the corridor
- Need more trees and bushes
- Work to control number of billboards and light pollution from them