

# I-70 FTEIS

## MoDOT Mobile Meeting

### January 9, 2009

#### OVERVIEW

As part of the planning process for the I-70 First Tier Environmental Impact Statement (FTEIS), the Missouri Department of Transportation (MoDOT) prepared a series of possible improvement strategies for I-70. The strategies were put on display for public review and comment during a January 9, 2008 Mobile Meeting at the Wal-Mart Supercenter (4200 Blue Ridge Boulevard in Kansas City, Missouri). MoDOT stationed its Voice Van, tent, and exhibits near the front of the store and staff distributed the project business card to shoppers as they entered/exited from the store's two front entrances. Approximately 200 cards were distributed that directed individuals to the project web site. Patrons were encouraged to stop by the Voice Van to talk with MoDOT staff and to review the following exhibits:

- Purpose and Need
- From Idea to Reality – The overall process for a transportation project
- FTEIS Schedule
- 4 Strategy Packages
  - No-Build
  - Fix Key Bottlenecks
  - Add General Lane Capacity
  - Fix Key Bottlenecks plus Transportation Improvement Corridor
- Getting Involved – Project Contact Information

The meeting gave MoDOT the opportunity to gain input from residents and commuters about the project by going directly to them rather than scheduling a traditional public meeting. More mobile meetings are planned for the future. Feedback from the January 9<sup>th</sup> mobile meeting related to the following topics:

- Widening and adding lanes to segments of I-70, e.g.
- Areas of high priority, including Benton and Jackson curves
- Truck-only lanes and other solutions to congestion

The following were verbatim comments from participants' comment cards:

- Widen I-70, at least from downtown to Independence Mall.
- Add one lane, maybe two, out to the shopping area at 470.
- I like the solution that adds another lane in each direction.
- I do not want more lanes.

- It is dangerous at I-435 and MO-291. I have experienced an accident at I-70 eastbound and MO-291 north.
- MO-291 and I-70, and I-435 and I-70 need more space for vehicles to exit and enter.
- Benton curve is the greatest concern.
- Fixing Benton curve is the highest priority.
- Eliminate the Benton and Jackson curves.
- Build straight lines between curves by buying the property to do so.
- MoDOT should use the strategy that Fixes Key Bottlenecks Plus the Transportation Improvement Corridor.
- There should be more options statewide on this high-speed corridor.
- I like the idea of left lanes not including trucks.
- The truck lane should extend from the State Line Road to I-470, with speeds reduced to 45 mph for the truck lane. Yellow Freight and other union carriers have to abide by union rules for driving trucks. Other truckers aren't following the same rules. They're driving too close to passenger vehicles, with the potential for truck accidents. Amount of trucks on the highway make truck-only lanes necessary.
- I would like regulations that were enforced with spacing between trucks and other vehicles.
- MoDOT should build a connection from Jackson Avenue to US 71.
- Prettier landscaping along I-70.