



## **APPENDIX H**

# **Public Comments and Coordination**

### **Correspondence**

AIA Kansas City  
November 8, 2005  
October 19, 2005  
City of North Kansas City  
September 14, 2005  
City of Riverside  
November 9, 2005  
Clay County Commission  
December 14, 2005  
October 11, 2005  
Greater Kansas City Bicycle Federation/  
Missouri Bicycle Federation  
July 21, 2005  
Housing Authority of Kansas City  
August 10, 2005  
June 28, 2005  
Kansas City, Missouri  
August 30, 2005  
September 16, 2003  
July 15, 2003  
Northland Regional Chamber of Commerce  
January 18, 2006  
Port Authority of Kansas City, Missouri  
August 18, 2005  
Sturgeon/Barsotti  
July 21, 2005  
Trout  
December 14, 2005  
November 10, 2005

### **Meeting Notes and Newsletters**

Agency Scoping Meeting  
May 12, 2004  
Public Information Meeting  
September 28, 2004  
Road Notes  
Fall 2005  
Fall 2004  
Stakeholder's Meeting  
November 3, 2005  
June 1, 2005  
March 30, 2005  
February 23, 2005  
January 26, 2005  
September 14, 2004

AIA Kansas City  
November 8, 2005  
October 19, 2005  
City of North Kansas City  
September 14, 2005  
City of Riverside  
November 9, 2005  
Clay County Commission  
December 14, 2005  
October 11, 2005  
Greater Kansas City Bicycle Federation/Missouri Bicycle Federation  
July 21, 2005  
Housing Authority of Kansas City  
August 10, 2005  
June 28, 2005  
Kansas City, Missouri  
August 30, 2005  
September 16, 2003  
July 15, 2003  
Northland Regional Chamber of Commerce  
January 18, 2006  
Port Authority of Kansas City, Missouri  
August 18, 2005  
Sturgeon/Barsotti  
July 21, 2005  
Trout  
December 14, 2005  
November 10, 2005

Missouri  
Department  
of Transportation



Elizabeth A. Wright, District Engineer

*District 4 – Kansas City Area*  
600 NE Colbern Road  
Lee's Summit, MO 64086  
(816) 622-6500  
Fax (816) 622-6323  
Toll free 1-888 ASK MoDOT  
(1-888-ASK-6636)  
[www.modot.mo.gov](http://www.modot.mo.gov)

November 8, 2005

Ms. Dawn Kirkwood  
Executive Director  
AIA Kansas City  
104 West 9<sup>th</sup> Street, Suite 101  
Kansas City, MO 64105

Dear Ms. Kirkwood:

Thank you for sharing the AIA position on I-29/I-35. We would welcome the opportunity to talk in person with you and your board about your concerns; please contact me personally at (816) 622-6318 to set up a time.

In the meantime, there are a couple of items that may be of interest to you and your board. The purpose of the Environmental Impact Statement (EIS) process is to confirm the need for the project and to evaluate and document all likely impacts to both the natural and man-made environment relative to that project. This helps make sure that the project will avoid, minimize or mitigate negative impacts wherever possible while still addressing the need to reduce congestion and improve safety.

The Draft EIS will discuss the impacts of an ultimate facility of eight through lanes (four in each direction); however, we have yet to determine whether or not we will build the ultimate facility at this time. It is possible that there will only be a total of six through lanes for a period of many years. Also, a couple of locations along the corridor may require an auxiliary lane for acceleration and for safe weaving and merging of traffic. These decisions will require further analysis to determine what corridor improvements are necessary and are within our current budget. That analysis will be completed as part of the next phase of the project. The Draft EIS will also include – beyond detailed evaluations and discussions of impacts, traffic analysis and conceptual roadway locations – information about public and stakeholder involvement during the development of the Draft EIS. The Draft EIS will be available for public review and comment in early 2006. We will, of course, notify you where and when the Draft EIS is available for review.

As you noted, the Northland-Downtown MIS considered improvements to alternative routes to relieve congestion, but found that those improvements would not draw enough traffic to sufficiently relieve congestion on I-29. There will continue to be demand for capacity in the I-29/I-35 corridor, which provides some the most direct connectivity to the central part of the community, both north and south of the river, and supports those central business, entertainment,

Ms. Dawn Kirkwood

Page 2

November 8, 2005

industrial and residential uses. Through traffic will choose the route that is most efficient for them, and will weigh the alternatives in terms of travel distance, time and congestion; this corridor will continue to be the choice of many, and it is MoDOT's responsibility to make sure that traffic moves as efficiently and safely as possible. Also note that improvements to the I-29/I-35 corridor are being considered in close coordination with other improvements to both MoDOT and local traffic systems. A separate study to determine through traffic dispersion is not within the scope of this current study, and our prior work indicates not enough traffic would divert to other routes to change the demand within the I-29/I-35 corridor. If any other entity would like to conduct a study of this type, we would be happy to participate.

In terms of supporting HOV and transit, the Draft EIS leaves open the option for dedicated lanes in the ultimate, eight-lane facility and that would support both the SMART Moves and a regional HOV strategy to relieve congestion. MoDOT has been, and will continue, working closely with both the ATA and MARC on regional transit issues and is supportive of those efforts.

In terms of a protected bicycle and pedestrian crossing, the Draft EIS will discuss the need for a protected Missouri River crossing. Along with safety concerns, connectivity to local streets and trail systems are key considerations. MoDOT is moving forward with the design of a protected crossing on the Heart of America Bridge, as part of the established bike/ped plans, and will continue working with MARC to determine, from a policy level, the most appropriate locations for protected bike/ped river crossings regionally. There remains the possibility of a bike/ped crossing on the I-29/I-35 bridge, but again, safety and connectivity are primary concerns, along with balancing needs and desires with impacts and costs.

Again, we appreciate you communicating your concerns. Please let me know when you would like to get together.

Sincerely,



Lee Ann Kell, P.E.

Transportation Planning Manager

Copies to: Mr. Kent Johnson-4de  
Ms. Carole Hopkins-de  
Ms. Betty Burry

# AIA Kansas City

The Voice of the Architecture Profession

October 19, 2005

## POSITION

### **Architects Wary of I-29 / I-35 (Paseo Bridge) Expansion**

Going from 4 Lanes to 10 Lanes is too much.

The connections across the Missouri River are vital to the vibrant development of our whole city, but especially the Northland and Downtown Kansas City. The I-29 / I-35 (Paseo Bridge) Environmental Impact Statement Draft Report is expected to come out this fall, and there are some points that need to gain a broader audience before this Draft is finalized.

#### **Executive Summary of Issues:**

Issue #1: No final plans should be undertaken before the whole Paseo Bridge/Downtown Loop system can be completely analyzed and these results presented to all stakeholders for their consideration.

Issue #2: No further planning should be undertaken without full disclosure of exactly what impacts an expansion of the Paseo Bridge and the Downtown Loop will have on existing neighborhoods and unless these stakeholders can fully participate in the final decision making process.

Issue #3: No further planning or design decisions should be undertaken before a definitive study of thru traffic dispersion can be completed and evaluated by the stakeholders.

Issue #4: No construction in the Paseo corridor should be undertaken without including HOV lanes, bicycle and pedestrian accommodation and other congestion management strategies.

#### **Issue #1: The Paseo Bridge and the Downtown Loop**

MODOT's rationale for expanding the capacity of the bridge is primarily a way to address safety and congestion. AIA Kansas City does not argue with safety concerns but does challenge the position that additional unrestricted traffic lanes will reduce congestion. We maintain that more lanes will only fill up with new congestion. MODOT's own traffic projections support this. Yet using current criteria for forecasting traffic, MODOT is suggesting ten lanes (two of which are said to be for acceleration) on the Paseo Bridge. This planning direction is counter-productive. Instead of relieving congestion as desired, this expansion of capacity will flood the already congested downtown loop with new traffic.

It is essential that MODOT combine the I-29 / I-35 (Paseo Bridge) EIS study with the analysis of these impacts on the Downtown Loop so that all stakeholders can be fully informed of how a 10-lane bridge will affect the whole downtown system. MODOT should not be allowed to proceed

with their process without a full evaluation of the impact this project will have on the downtown loop system. Kansas City's Public Works Department and MODOT should complete current efforts to develop a traffic modeling program that will enable them to more fully predict these impacts and allow more informed planning and design decisions.

**Issue #2: Environmental Justice**

Six additional lanes to the current four lanes will negatively impact the residents of Guinotte Manor and Chouteau Court public housing developments and the residents of Columbus Park, a disadvantaged neighborhood that has suffered for the past 50 years from such decisions. Once again, more land will need to be taken from these neighborhoods for expanding the roadway. Noise and air pollution will increase.

**Issue #3: Dispersion of Through Traffic**

In the Northland-Downtown Major Investment Study (MIS), preceding the I-29 / I-35 EIS, it was reported that a large percentage of the bridge traffic in Kansas City, perhaps as much as 40%, is made up of trucks and motorists bound for destinations other than downtown. Re-routing I-35 and I-29 to other bridges would relieve the Paseo corridor of considerable traffic and achieve the primary goals of facilitating commuters to downtown while expediting the trips of those bound for destinations beyond Kansas City. However, MODOT's predictions unfortunately demonstrate that an expanded Paseo Bridge will merely attract traffic away from other bridges thereby reducing traffic on them to un-congested conditions. Paseo Bridge then would return to a congested state. This simply does not make sense.

**Issue #4: HOV lanes and other congestion management strategies**

Now that the Burlington Avenue transit-only lane has proven useful, with nearly a 100% increase in ridership on two Northland bus routes during the Paseo Bridge repairs of 2005, it seems logical to include High Occupancy Vehicle (HOV) lanes and other congestion management strategies in the plan for the new Paseo Bridge. The *Smart Moves Plan*, Kansas City's current long range plan for transit in the region, includes a "freeway flyer" express transit service on both I-29 and I-35 from destinations in the Northland into downtown Kansas City and back, crossing the Paseo Bridge. It would be doubtful for these express services to be successful without priority treatment on both freeways and bridges. Recently, the MARC Transit Committee adopted a resolution aimed at producing a Regional HOV Study. Reserving HOV lanes in the new Paseo Bridge design would anticipate completion of this study and would institute in Kansas City a new awareness of HOV as a more effective approach to congestion mitigation than simply adding all-purpose traffic lanes as is currently proposed.

One congestion management strategy is bicycle transportation, growing in popularity and contributing to pollution reduction and reducing parking demand. Bicycle and pedestrian connections are part of the Metro Green Plan, linking parks and stream corridors throughout the region, and the FOCUS Northland Plan emphasizes the role of these trails in enhancing connections across the Missouri River.

##End##

# City of North Kansas City



2010 Howell Street  
North Kansas City, MO 64116  
(816) 274-6000  
[www.nkc.org](http://www.nkc.org)

9/14/2005

Ms. Beth Wright  
District Engineer  
Missouri Department of Transportation

Mr. Clyde Prem  
Project Engineer, HNTB

Dear Beth and Clyde:

The City of North Kansas City has noted several substantial issues with respect to the proposed improvements related to the Paseo Bridge widening project. At this time, the City does not believe that these concerns have been addressed. Therefore, it is appropriate that we provide written notice to you of these unresolved issues.

Our concerns should not be considered parochial. We believe that they are equally important to the safe and orderly development of our entire region. North Kansas City has a substantial employment base, in excess of 20,000 workers, and provides a commercial base that provides integral products and services for the entire region. North Kansas City also hosts one of metropolitan Kansas City's largest acute care hospitals, and is one of the most widely used facilities in the Northland region. Our City's manufacturing and transportation operations have provided lifeblood to the development of the entire Kansas City region for over 90 years. However, unless we all work together to correct these issues and concerns that we have raised, the region could pay a huge price through: a weakened economy; reduced access to healthcare and safety; and inferior commuter and logistics conveniences.

The primary items that we believe have not been addressed fully include the following:

1. It is essential that we retain the full, lit intersection at Taney Street and M-210 (as is currently in place).
2. It is essential that the full, lit intersection at Ozark Street and Armour Road as is currently in place, also be retained.
3. Together we must thoroughly evaluate the feasibility and reliability of the proposed modified single point interchange at M-210 and I-35. This is virtually the only passageway connecting the eastern and western portions of our city and it is critical for public safety operations, healthcare access and economic development. We are not satisfied that the current plan will sufficiently and reliably meet our long-term needs.

Although we have heard that the southern base of the Heart of America Bridge is not included within the first phase, we have concerns about the proposals related to access at the northern part of the downtown loop. The City, its businesses and residents are very concerned about the related proposal, which calls for the removal of all of the existing flyover connections to and from M-9 as it connects directly to I-70. The proposed concept would require all travelers to navigate through at least three lit traffic intersections, possibly with boulevard restrictions, and this could have a profound negative impact. Currently, commuters can get off I-70 and get on to Highway 9 headed north without a stop. That flyover needs to be retained. Further, one can get off of the Heart of America Bridge and head west or east on I-70 without a stop. This connection also needs to be retained. The traffic gridlock this proposed configuration could create would likely result in more detriments than benefits. Just as importantly, it contemplates demolition of tens of millions of dollars of existing state-funded improvements that are now serving our public well and should continue to do so into the foreseeable future.

At a number of stakeholder and other meetings, we have continually mentioned these concerns, beginning from our initial introduction to these proposed concepts several months ago. However, because it does not appear that they are being adequately addressed, we feel it is necessary that we immediately bring this to your attention through this correspondence. It is our opinion that this situation demands immediate attention and needs to be addressed before the Design/Build teams begin formulating their specific proposals as guided by the goals that are reportedly being drafted at this time.

We request a meeting with HNTB, MODoT, and other appropriate officials at your earliest convenience to discuss these concerns.

Very truly yours,

*Gene Bruns*

Gene P. Bruns  
Mayor

cc: Pete Rahn; Missouri Department of Transportation  
Lee Ann Kell Missouri Department of Transportation  
Tim Kristl, Missouri River Crossings Committee  
Sheila Tracey, Northland Regional Chamber of Commerce  
Trent Skaggs, Missouri House of Representatives  
Mel Henderson, Mid America Regional Council  
Kristie Wyatt, Greater Kansas City Chamber of Commerce  
Jim Shipley, HNTB  
Betty Burry, HNTB  
Jerry Mugg, HNTB  
Scott Smith, HNTB  
Mickey Finn, North Kansas City Business Council



2950 NW Vivion Road  
 Riverside, Missouri 64150  
 816-741-3993 or FAX 816-746-8349  
 www.riversidemo.com

November 9, 2005

Ms. Beth Wright  
 MODOT  
 600 N.E. Colbern Road  
 Lee's Summit, MO 64086

*mw*

Dist. Engr.	Dist. Counsel	
Asst. DE-Oper	General Services	
Asst. DE-Design	Human Resources	
Ass't. To DE-Admin	Maintenance	
All Dept.	Materials	
Area Engineers	Planning	
Bus. and Benefits	Project Managers	
Circulate	Public Affairs	
Construction	Risk Mgt.	
Customer Service	Right of Way	
Design	Traffic	

Dear Ms. Wright:

Please distribute as you feel necessary.

Thank you,  
 Louise Rusick  
 City Clerk, City of Riverside

NOV 10 2005  
 MODOT DIST





## RESOLUTION

Expressing support for and urging the Missouri Department of Transportation to construct a separated multi-use pedestrian transportation connector as part of any new Paseo Bridge; and directing this resolution be forwarded to each member of the Missouri Highways and Transportation Commission and to the District Engineer of District 4 of the Missouri Department of Transportation.

WHEREAS, the Missouri Department of Transportation is preparing an I-29/I-35 Environmental Impact Statement & Location Study regarding the improvement or replacement of the Paseo Bridge; and

WHEREAS, the Missouri Department of Transportation has budgeted \$195 million for such improvement; and

WHEREAS, U.S. Senator Kit Bond secured an additional \$50 million in federal funds for such improvement, to insure that it is a Signature Landmark transportation facility; and

WHEREAS, no Missouri River bridge in the Kansas City metropolitan area has a separated multi-use pedestrian transportation connector; and

WHEREAS, no funding is currently available for construction of a separated multi-use pedestrian transportation connector on any bridge other than the Paseo Bridge; and

WHEREAS, all comparable new bridges built in Missouri and in the United States in the last 20 years have included a separated multi-use pedestrian transportation connector; and

WHEREAS, pedestrian transportation connectors have consistently been ranked as one of the highest priorities by the citizens of the Kansas City region; and

WHEREAS, a separated multi-use pedestrian transportation connector on the Paseo Bridge will promote sustainable economic development via urban revitalization, regional tourism, and enhanced quality of life; and

WHEREAS, a separated multi-use pedestrian transportation connector on the Paseo Bridge, as such, will be highly beneficial to the citizens and the economy of the Kansas City region.

THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RIVERSIDE, MISSOURI AS FOLLOWS:

Section 1. The Missouri Department of Transportation is urged to construct a separated multi-use pedestrian transportation connector as part of any new Paseo Bridge.

Section 2. This resolution is directed to be forwarded to each member of the Missouri Highways and Transportation Commission and to the District Engineer of District 4 of the Missouri Department of Transportation.

PASSED THIS 8th DAY OF November, 2005

  
MAYOR PRO TEM

*Missouri  
Department  
of Transportation*



Pete K. Rahn, Director

105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-2551  
Fax (573) 751-6555  
[www.modot.org](http://www.modot.org)

December 14, 2005

Clay County Commission  
One Courthouse Square  
Liberty, MO 64068

Dear Commissioners:

Thank you for sharing your resolution on the desire for a “separated, multi-use pedestrian transportation connector” on the new Paseo Bridge. We wanted to share a few pieces of information that may be of interest to you:

- The Draft Environmental Impact Statement (EIS) will discuss the desire for a protected bicycle and pedestrian Missouri River crossing. Along with safety concerns, connectivity to local streets and trail systems are and remain critical considerations in designing such a facility. Other considerations include the cost of not only the bridge portion, but the cost of constructing appropriate, safe connectivity to planned trails and existing street systems.
- MoDOT is moving forward with the design of a protected crossing on the Heart of America Bridge, supporting an established bike/ped trail, path and connectivity plans.
- Further, we have worked with MARC to convene a special sub-committee of the Total Transportation Policy Committee to determine, from a policy level, the most appropriate locations for protected bike/ped river crossings regionally. The primary concerns for a bike/ped crossing of the Missouri River are safety and connectivity, while balancing needs and desires with impacts and costs. That group has met recently and includes representation from the Clay County Commission.

We anticipate that the Draft EIS will be available for review and formal comments early in 2006. We will, of course notify you when the document is available.

Sincerely,

Pete Rahn  
Director

Copy: Beth Wright-4ao

**RESOLUTION**  
OF THE CLAY COUNTY COMMISSION  
CLAY COUNTY, MISSOURI

2005-414

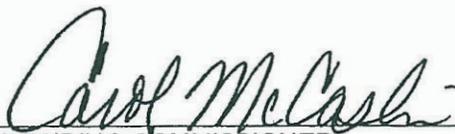
**APPROVE SUPPORT FOR THE MISSOURI DEPARTMENT OF  
TRANSPORTATION TO CONSTRUCT A SEPARATED MULTI-USE PEDESTRIAN  
TRANSPORTATION CONNECTOR ON ANY NEW PASEO BRIDGE**

*BE IT HEREBY RESOLVED BY THE COUNTY COMMISSION OF CLAY COUNTY, MISSOURI THAT, this Commission hereby approves the attached documentation expressing support for the Missouri Department of Transportation to construct a separated multi-use pedestrian transportation connector as part of any new Paseo Bridge; and directs the County Clerk to forward to each member of the Missouri Highways and Transportation Commission and to the District Engineer of District 4 of the Missouri Department of Transportation this resolution once approved. The Presiding Commissioner is authorized to sign the attached contracts (if applicable) and documents to facilitate this order.*

ADOPTED BY THE COUNTY COMMISSION OF CLAY COUNTY, MISSOURI, THIS 11 DAY OF October, 2005.

APPROVED AS TO FORM AND LEGALITY:

  
\_\_\_\_\_  
COUNTY COUNSELOR

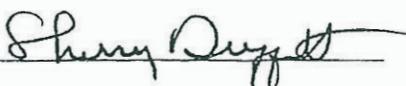
  
\_\_\_\_\_  
PRESIDING COMMISSIONER

ATTEST:

  
\_\_\_\_\_  
COUNTY CLERK

  
\_\_\_\_\_  
WESTERN COMMISSIONER

BY:

  
\_\_\_\_\_

  
\_\_\_\_\_  
EASTERN COMMISSIONER

Expressing support for and urging the Missouri Department of Transportation to construct a separated multi-use pedestrian transportation connector as part of any new Paseo Bridge; and directing this resolution be forwarded to each member of the Missouri Highways and Transportation Commission and to the District Engineer of District 4 of the Missouri Department of Transportation.

WHEREAS, the Missouri Department of Transportation is preparing an I-29/I-35 Environmental Impact Statement & Location Study regarding the improvement or replacement of the Paseo Bridge; and

WHEREAS, the Missouri Department of Transportation has budgeted \$195 million for such improvement; and

WHEREAS, U.S. Senator Kit Bond secured an additional \$50 million in federal funds for such improvement, to insure that it is a Signature Landmark transportation facility; and

WHEREAS, no Missouri River bridge in the Kansas City metropolitan area has a separated multi-use pedestrian transportation connector; and

WHEREAS, no funding is currently available for construction of a separated multi-use pedestrian transportation connector on any bridge other than the Paseo Bridge; and

WHEREAS, all comparable new bridges built in Missouri and in the United States in the last 20 years have included a separated multi-use pedestrian transportation connector; and

WHEREAS, pedestrian transportation connectors have consistently been ranked as one of the highest priorities by the citizens of the Kansas City region; and

WHEREAS, a separated multi-use pedestrian transportation connector on the Paseo Bridge will promote sustainable economic development via urban revitalization, regional tourism, and enhanced quality of life; and

WHEREAS, a separated multi-use pedestrian transportation connector on the Paseo Bridge, as such, will be highly beneficial to the citizens and the economy of the Kansas City region; NOW, THEREFORE,

BE IT RESOLVED:

Section 1. The Missouri Department of Transportation is urged to construct a separated multi-use pedestrian transportation connector as part of any new Paseo Bridge.

Section 2. This resolution is directed to be forwarded to each member of the Missouri Highways and Transportation Commission and to the District Engineer of District 4 of the Missouri Department of Transportation.

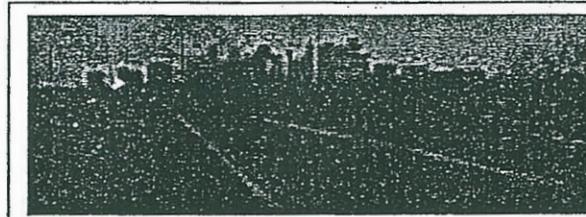
Contacts: Brent Hugh, Executive Director  
Missouri Bicycle Federation, Inc.  
5916 Arlington Ave  
Raytown, MO 64133  
816-356-1740, director@MoBikeFed.org

Christi Lynne, President  
Greater Kansas City Bicycle Federation, Inc.  
PO Box 411661  
Kansas City MO 64141  
816-221-2045, board@kcbikefed.org

## Paseo Bridge Pedestrian/Bicycle-Transportation Fact Sheet

In recent weeks over 200 citizens have written MoDOT in support of providing pedestrian and bicycle-transportation accommodations on the proposed Paseo Bridge update.

The proposal is for a separated pedestrian/bicycle-transportation facility as part of the new Paseo Bridge, a facility that would interface with the existing street transportation network on each side of the bridge.

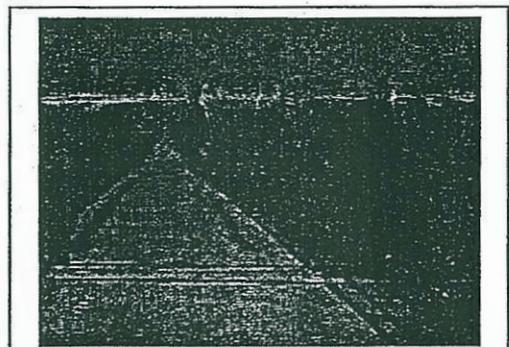


Despite the lack of proper facilities, there is still strong demand for pedestrian and bicycle-transportation access across the Missouri River in the Kansas City region—as this pedestrian, crossing on the southbound

However, MoDOT has indicated that citizen request is not enough. MoDOT needs to hear from area political leaders and civic groups requesting pedestrian and bicycle-transportation accommodation across the Missouri River.

### Paseo Bridge Facts:

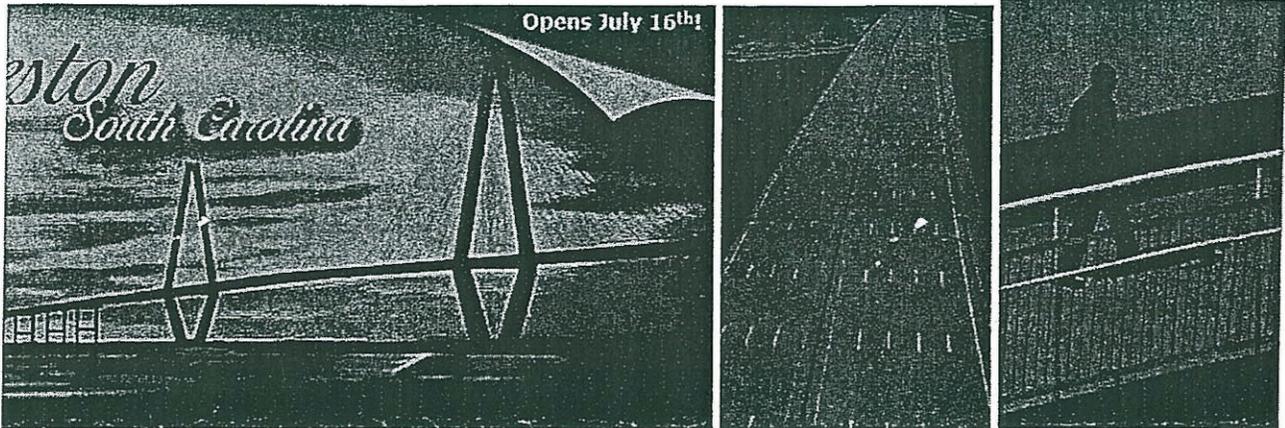
- ◆ No additional funds should be needed. MoDOT has a mandate to provide pedestrian and bicycle-transportation connectivity on every new project. A small portion of the \$50 million earmarked to make the Paseo Bridge a "Signature Bridge" can cover all needed expenses.
- ◆ No signature bridge (including interstate freeway bridges) built in the U.S. in recent decades has omitted pedestrian/bicycle-transportation accommodation.
- ◆ No bridge in the region currently provides safe pedestrian access across the Missouri River.
- ◆ A river crossing is called for in city, state, and regional plans. The Paseo Bridge is funded (\$245 million) and may be the only opportunity to provide a pedestrian crossing of the river in the next 25 years.
- ◆ St. Louis has no less than 5 pedestrian/bicycle-accessible crossings of the Missouri River and Mississippi River: Page Avenue Bridge, Chain of Rocks Bridge, Eads Bridge, McKinley Bridge, Lewis and Clark Bridge, and Highway 360 Bridge.
- ◆ Every major river bridge planned and built in Missouri in recent years has included pedestrian and bicycle-transportation accommodations.
  - Missouri River: Lexington (Hwy 13), Boonville (Hwy 40), Hermann (Hwy 19, planned), Washington (Hwy 47, planned), and St. Louis (Page Avenue). Jefferson City has \$4 million towards a cantilevered bike/ped addition to their bridge.
  - Mississippi River: the new \$100 million Emerson Bridge in Cape Girardeau, the I-72 Bridge at Hannibal.



*The new Page Avenue Extension (Hwy 364) crosses the Missouri River in the St. Louis area. Page Avenue is a controlled access multi-lane freeway. A separated pedestrian facility on the Paseo Bridge could look and function much like it does on Page Avenue.*

## Cooper River Bridge, Charleston, South Carolina

8 lanes plus 12-foot bicycle/pedestrian lane, 1546-foot span, opened July 16<sup>th</sup>, 2005



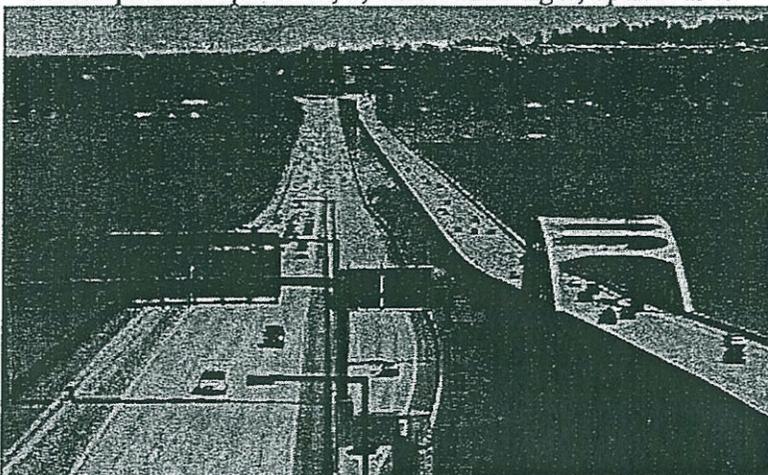
Letters, testimony, and even a local bumper sticker campaign worked to add a pedestrian/bicycle component into the bridge design.

The latest design plans include a 12 foot bicycle and pedestrian lane to be constructed along the ocean-side of the new bridge from Morrison Drive to Coleman Boulevard.

The bicycle/pedestrian lane travels along the outer edge of the bridge's tower piers and offers observation sites with benches to gaze out upon the beauty of the Charleston region.

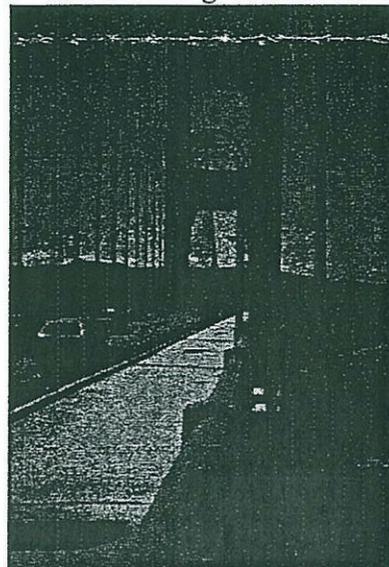
## Interstate 90 floating bridges across Lake Washington, Seattle

8 lanes plus bike/ped lane, 5,811 feet in length, opened 1989



## Golden Gate Bridge, San Francisco

Four lanes plus two sidewalk/bicycle lanes, 1.7 miles in length



Missouri  
Department  
of Transportation



Elizabeth A. Wright, District Engineer

District 4 – Kansas City Area  
600 NE Colbern Road  
Lee's Summit, MO 64086  
(816) 622-6500  
Fax (816) 622-6323  
Toll free 1-888 ASK MoDOT  
(1-888-ASK-6636)  
[www.modot.mo.gov](http://www.modot.mo.gov)

July 21, 2005

Christi Lynne, President  
Greater Kansas City Bicycle Federation  
412 E. 18<sup>th</sup>  
Kansas City, MO 64108

Laurie Chipman  
Missouri Bicycle Federation  
4119 Campbell  
Kansas City, MO 64110

Dear Ms. Lynne and Ms. Chipman:

We very much appreciate your participation in our stakeholder meeting relative to the I-29/I-35 EIS and location study. Your groups' representatives expressed a range of concerns; while we endeavored to answer your questions at the meeting, we are writing today to provide you with written, detailed answers.

Some members of your group questioned the need for this project. The need for additional capacity was determined by several factors, including the Northland-Downtown MIS, the regional transportation planning processes led by Mid America Regional Council, by MoDOT's assessment of transportation needs, and last, but not least, in response to public pleas to improve capacity between the northland and the central business district.

Congestion in the corridor will continue to increase due to ongoing growth and expansion within the region. It is MoDOT's responsibility to address the issue of congestion on the state highway system. Alternatives to additional capacity in the corridor, such as diverting traffic to other routes, do not adequately solve the problem. Expanding parallel facilities, like Route 169 or Route 9, to handle future traffic demand isn't feasible because of environmental and social impacts. Routes that are farther from the I-29/35 corridor, like I-435 or Chouteau Trafficway will not divert enough traffic to reduce congestion.

Some stakeholders have suggested that transit is a better solution to reducing congestion. MoDOT understands the importance of transit solutions and works with the KCATA and MARC to support transit traveling on MoDOT facilities. However, to significantly reduce the need for capacity through increased transit ridership, the area's transit ridership would have to increase several-fold. Even with implementation of high capacity transit between the central business district and the Northland, regional traffic models indicate that there would still be a need for additional vehicle capacity on the I-29/35 Corridor in the range of 45,000 vehicles a day.

Ms. Christi Lynne

Page 2

July 21, 2005

We understand that your primary concern, however, is the provision of a safe river crossing for pedestrians and bicyclists. MoDOT understands that need for both daily and recreational users, and the I-29/I-35 Draft EIS will include a discussion of that need, as well as the need to accommodate bike and pedestrian access across the corridor at various interchanges.

The location of and funding for an appropriately protected bicycle and pedestrian river crossing is yet to be determined. If the bicycle/pedestrian Missouri River crossing were to be located within the I-29/35 Corridor, it would require separation from the Interstate vehicular traffic. Within the various existing plans, bicycle and pedestrian crossings of the Missouri River are designated at the Heart of America Bridge and at the Chouteau Bridge, as bicycle and pedestrian travel is possible on these bridges; protected crossings may also be possible on those facilities. Additionally, a variety of studies have pointed to the Heart of America Bridge as the best location for a Missouri River crossing for bicyclists and pedestrians, largely because of its connections to local streets. Regardless of the location, we will look to organizations like yours to work with local leaders, including Mid America Regional Council, to help make a protected crossing a reality.

We welcome your additional input and comments; input received during the formal comment period will be incorporated into the final document and will be weighed in the Federal Highway Administration's (FHWA's) determination to issue a Record of Decision (ROD), which is necessary for MoDOT to begin design work.

The formal document review process and comment period will begin when the FHWA approves the Draft EIS for circulation. At that time, there will be an announcement in the *Federal Register*, and in the *Kansas City Star* about the document's availability, public viewing locations, information about how and when to make a formal comment, and information about the public hearing, which will be held during the comment period. In addition, you and others who have expressed an interest in the project will receive a letter with the same information. Substantive comments received throughout the review period and at the public hearing will be addressed in the Final EIS. We anticipate that the comment period will begin late this summer or early in the fall.

Again, we appreciate your time, energy and candor, and look forward to continuing our discussions in the weeks and months ahead.

Sincerely,



Lee Ann Kell, P.E.

Transportation Planning Manager

Copies to: Ms. Carole Hopkins-MoDOT-de  
Mr. Clyde Prem-HNTB  
Mr. Mell Henderson-MARC

RECEIVED  
Missouri AUG 15 2005  
Department  
of Transportation



Elizabeth A. Wright, District Engineer

**District 4 – Kansas City Area**  
600 NE Colbern Road  
Lee's Summit, MO 64086  
(816) 622-6500  
Fax (816) 622-6323  
Toll free 1-888 ASK MoDOT  
(1-888-ASK-6636)  
[www.modot.mo.gov](http://www.modot.mo.gov)

August 10, 2005

Mr. Edwin T. Lowndes  
Executive Director  
Housing Authority of Kansas City, Missouri  
301 E. Armour Blvd.  
Kansas City, MO 64111-1212

Dear Mr. Lowndes:

Thank you for your letter of June 28, 2005, listing your formal concerns about the I-35/I29 corridor study and environmental evaluation process.

With regard to your specific concerns, we offer the following:

1. Impacts to all three neighborhoods will be considered as part of the study. The Table of Contents or Index to the Draft EIS will also include the three named neighborhoods.
2. A noise analysis of the project will be included in the Draft EIS. Where reasonable and feasible, noise abatement options will be considered during the design phase of the project's development.
3. The concepts presented in stakeholder meetings are conceptual in nature and are being used to assess impacts that will be documented in the Draft EIS. Efforts will be made in the next phase of the project to look for ways to further minimize impacts and project costs.
4. Vibration will be a consideration with regard to construction impacts and will be evaluated further in the design process. Geomorphology and subsurface conditions may be a part of that evaluation.
- 5.& 6. Existing traffic and traffic projections are an integral part of this study process and are a significant part of the purpose and need for this project, in addition to the safe movement of goods and people. As such, traffic has been evaluated for the entire project, not just one subsection alone, as well as for the transportation system as a whole. Our goal is to have project construction phasing and scheduling accomplished for this project as efficiently as economically feasible for travel not only across the bridge but for the entire study corridor.
7. We recognize that changes in road elevations and grades could have both aesthetic and sound impacts. These impacts will be included in the evaluation process for this project.
8. We acknowledge that you are appreciative about closing Troost Avenue at Independence Avenue is no longer a part of the plan.

Mr. Edwin T. Lowndes  
Page 2  
August 10, 2005

9. The intersection of Paseo and Independence is part of the highway system that the City of Kansas City is responsible for. The City of Kansas City will incorporate proposed improvements of the intersection of Paseo and Independence Avenue into its planning process. MoDOT will coordinate with the City when that project moves forward.

We appreciate your participation in the stakeholders meetings held this Spring and look forward to your further involvement in the review of the Draft Environmental Impact Statement for this project.

Sincerely,

A handwritten signature in cursive script that reads "Lee Ann Kell".

Lee Ann Kell  
Transportation Planning Manager

CC: ~~Mr. Clyde Prem-HNTB~~  
Ms. Carole Hopkins-MoDOT-de



www.hakc.org

Housing Authority of  
Kansas City, Missouri

June 28, 2005

Lee Ann Kell,  
Transportation Planning Manager  
Missouri Department of Transportation  
600 NE Colbern Road  
Lee's Summit, Missouri 64086

RE: I-35/I-29 Corridor Study

Dear Ms. Kell:

We appreciated the opportunity to participate in the Stakeholders meetings held this Spring at the HNTB office in Kansas City. Unfortunately, based on the presentation at the final meeting, it is not clear that all of our concerns will be addressed in the draft version of the study. Nearly 600 families in three of our developments will be affected by the proposed plan. Therefore, we wish to formally present our concerns to the Department with this letter.

1. The table of contents presented by HNTB at the meeting references only Columbus Park as a residential neighborhood impacted by the planned improvements. While Columbus Park bears the brunt of the impact on residential areas, we need the State to acknowledge there are not just one, but three residential neighborhoods impacted by the proposed changes.

The second neighborhood to be impacted is the development of Chouteau Courts at the juncture of I-35 and Paseo. This public housing development is home to 136 families. The third one is Riverview Gardens, a public housing development of 232 families. *Consideration of the impact on all three neighborhoods should be an essential part of the study.*

2. The most obvious impact on the three residential neighborhoods will be noise. Since we were not provided with a draft of the study, we cannot assess if this is given appropriate consideration. At some point in the planning process *the State should conduct a sound engineering study that quantifies the potential noise impact of the planned changes, and recommends methods of mediating this impact.*

In addition to considering road surface materials, *the options available for sound barriers should be closely examined.* While nobody wants Berlin walls, there are ways to create barriers in an effective and aesthetic manner with grading and landscaping to direct and absorb sound.

3. We disagree with HNTB's recommendation for a right hand exit and flyover at Paseo. The statement by HNTB that "a left hand exit does not meet safety and design standards" may be true in engineering textbooks, but ignores the reality at that location. Any one who drives that route in morning rush hour can tell you that the two right hand lanes are the most backed up as they enter the downtown loop, and that the existing left lane exit is effective in pulling Paseo traffic out of those lanes. *Putting the Paseo exit on the right side will actually decrease safety by adding slow downs, hesitation, and passing in the busiest lane just before it enters the downtown loop.*

*A Paseo flyover exit, furthermore, will effectively amplify and reflect noise into the Columbus Park neighborhood. You can stand next to any existing overpass in the downtown loop during rush hour to experience the sound amplification they cause.*

4. A less obvious impact on residential neighborhoods is vibration. Vibration at our Guinotte Manor development in Columbus is so heavy now that our maintenance staff had to find a heavier duty light bulb for the front porches of our homes. The vibration was shaking the bulb filaments loose. Additional traffic with any improvements will increase vibration. *Serious consideration should be given in planning and engineering to specifying materials in the sub-surface, base course and road surface that minimize vibration.*

Vibration is a particular concern at the Chouteau Courts development which is built on an old landfill. We have experienced settling and water table problems at this location. *Additional excavation to widen lanes could disturb subsurface conditions, and increase vibration resulting in additional settling and building damage.*

5. It is unclear from the small graphics HNTB sent with the last meeting minutes, what is planned for the I-35 entrances going south into the north and east sides of the downtown loop. If they remain one lane each, as they are now, then the State could spend a billion on a new bridge with eight lanes and accomplish nothing. As anyone who drives this route in morning rush hour can testify, *the real backup is not at the bridge, but at the entrance to the downtown loop.*

If the State's budget is limited, then it needs to prioritize which improvements will provide the biggest bang for the buck. *Improvements at various points in the downtown loop can reduce congestion on the Paseo Bridge without widening it.* Throwing all of the money into the bridge without making the other improvements first would be a waste.

An example of other areas to focus on is the Broadway Bridge, which HNTB acknowledged is not operating to its fullest capacity due to the bottleneck at its

intersection with the downtown loop. Changes there would free up that bridge's capacity and take some traffic off the Paseo Bridge.

6. Looking at the larger picture, can through traffic on I-29 be routed over I-635 or I-435 to I-35 in Kansas, and through traffic on I-35 routed around downtown on I-435? Changing the names of these routes would help facilitate that goal for the average traveler. *There is no reason to funnel interstate truck and car traffic into downtown congestion.*

7. Changes in road elevations have both aesthetic and sound impacts. Elevations apparently are not being addressed by HNTB; perhaps they will be in later engineering. However, *elevations should be referenced in terms of neighborhood impact.* Raising Missouri 9 at the south end of the Heart of America Bridge created a wall that isolated Columbus Park from the River Market District, and contributed to the decline of popular neighborhood businesses such as Jenny's Restaurant.

8. We are glad to hear that closing Troost Avenue at Independence Avenue is no longer included in the Plan. This is the primary entrance into our Guinotte Manor development, an access point for public transportation, and the primary route for residents to go shopping at local stores on Independence Avenue.

9. We are disappointed to hear that the State will no longer be pursuing improvements at the intersection of Paseo and Independence Avenue. Some of the changes originally proposed would have had a positive impact on traffic flow and on the neighborhood by removing undesirable businesses. We understand, however, that the City will be incorporating this intersection into its planning.

Thank you for seeking our input as stakeholders, and for considering the impact of this project on the homes of the 600 families residing in public housing in the I-29 / I-35 project area. We look forward to seeing the draft of the study and participating in the public hearing process this fall.

Sincerely,



Edwin T. Lowndes,  
Executive Director

CC:

Jeffrey K. Lines, Special Master  
Joe Egan, Chairman, HAKC Board of Commissioners  
State Senator Charles Wheeler  
Mayor Kay Barnes  
Mike Sturgeon

Deborah White  
Martha Allen  
Julie Levin



## City Planning & Development Department

Office of the Director

15th Floor, City Hall  
414 E. 12th Street  
Kansas City, Missouri 64106-2795

(816) 513-1407  
Fax: (816) 513-2838

August 30, 2005

Tim Flagler, ASLA  
Senior Environmental Planner  
HNTB Corporation  
715 Kirk Drive  
Kansas City, MO 64105-1310

**RE: I-29/35 Environmental Impact Statement - Riverfront Heritage Trail at Paseo Bridge**

Dear Mr. Flagler,

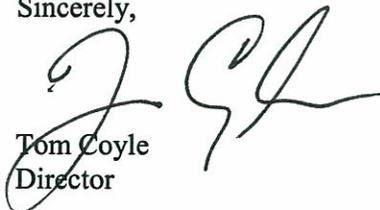
Per your request as stated in your letter of August 9, 2005, please accept this letter as the City's position with respect to the primary and secondary purpose of the Riverfront Heritage Trail at the Paseo Bridge, as well as any concerns regarding closure of the trail during construction of the new bridge and related improvements.

The City views that portion of the Riverfront Heritage Trail – namely that portion of the Riverfront Heritage Trail from the area of Main and Second Street on the west to the Isle of Capri Casino on the east – primarily as an alternative transportation corridor. The trail along the riverfront was initially conceived as a means to provide access from the River Market to the riverfront, so that people could park in the River Market and access a casino that was to have been developed in the vicinity of Grand Boulevard and the riverfront, and the Town of Kansas archaeological park. Although the trail has gaps, and thus usage at this particular location is rather limited, the trail continues to be viewed as an alternative transportation corridor first and foremost and secondarily as a recreation amenity and economic development tool.

Due to the current low usage of the trail at this location, we do not have any concerns about a temporary closure of the trail during construction of the new bridge and related improvements. We only request that the trail be re-opened in the same condition it was in prior to closure.

Should you have any questions or comments regarding this matter, please do not hesitate to contact me or Gabriel Okafor at 816-513-2880 or by e-mail at [Gabriel\\_okafor@kcmo.org](mailto:Gabriel_okafor@kcmo.org).

Sincerely,



Tom Coyle  
Director



## City Plan Commission

15th Floor, City Hall  
414 East 12th Street  
Kansas City, Missouri 64106-2795

(816) 513-2846  
Fax (816) 513-2838

9/16/2003

Re: **Case No. 175-S-15 -- To amend the Major Street Plan** by revising the alignment for Paseo Boulevard and its cross section in the vicinity of Independence Avenue, consistent with long-range plans adopted by the Parks Board (Resolution No. 25643 on February 26, 2002) and consistent with the Independence Corridor Plan as adopted by the City Plan Commission (February 26, 1993) and the City Council (Resolution No. 930026 on April 15, 1993), and directing the City Clerk to file certain documents with the appropriate offices

The Transportation and Development Committee, recommended approval of this amendment to the Major Street Plan on May 12, 2003.

**The City Plan Commission on July 15, 2003, recommended approval of this amendment to the Major Street Plan.**

A request for ordinance (#030928) was forwarded to the City Council for further processing of this application.

**The Planning, Zoning, and Economic Development Committee, recommended approval to the full City Council on September 10, 2003.**

**The City Council passed as Ordinance No. 030928 at their meeting on September 11, 2003.**

Respectfully,  
City Plan Commission, by

---

Steve Noble, AICP  
Manager of Transportation Planning

S:C00175s15\_dispo\_09-16-03



**City Planning and Development Department  
Transportation Division**

15th Floor, City Hall  
414 East 12th Street  
Kansas City, Missouri 64106-2795

(816) 513-2805  
Fax (816) 513-2808

**STAFF REPORT**

**July 15, 2003**

**(13)**

**Re:** Case No. 175-S-15

**Applicant:** City Planning & Development Department

**Request:** To amend the Major Street Plan for Kansas City by amending the Major Street Plan Map to add the proposed realignment of Intersection of Paseo Boulevard and Independence Avenue (US-24)

**Major Street Plan:**

The **Major Street Plan** is used to guide city departments in making certain that future development accounts for inclusion of necessary street rights-of-way. The **Major Street Plan** currently shows the existing alignment of Paseo Boulevard and the intersection with Independence Avenue (US-24). The proposed amendment would denote a revised alignment of Paseo with a significantly wider cross section requiring additional right-of-way. Paseo is a Primary Arterial and is partially under the jurisdiction of the Parks Department as a designated boulevard. Long term plans call for realignment of the facility, a widened median, and gateway and aesthetic treatments

**Related Actions:**

The Kansas City Transportation and Development Committee on May 12, 2003, recommended that the request for amendment to the **Major Street Plan** be forwarded to the City Plan Commission for approval. The Proposed modification to the **Major Street Plan** is consistent with current plans as approved by Parks (Resolution No. 25643 on 2-26-02) and Public Works Departments, and the **Independence Corridor Plan** as adopted by the City Plan Commission on 2-26-93 and approved by the City Council on 4-15-93. The Public Works Department is currently undertaking short term actions to improve the safety and operations of the Paseo and Independence intersection by creating turn lanes and improving signal operations.

**Purpose of Amendment:**

The proposed amendment allows consistency between the **Major Street Plan** and plans adopted by Parks, Public Works and Planning and Development. It will show the widened cross section of Paseo Boulevard and the long-term need to acquire additional right-of-way. The intersection is currently 130 feet wide while in preliminary plans the proposed intersection would be 430 feet wide.

City Plan Commission Staff Report  
Case No. 175-S-15  
July, 2003  
Page 2 of 2

**Additional Information:**

Proposed plans, including changes to the Paseo and Independence intersection and the long-term proposed realignment and wider cross section of Paseo Boulevard, have been reviewed and approved by MoDOT. Paseo Boulevard at its northern end operates as an access to I-29/I-35.

**Recommendation:**

The Kansas City Transportation and Development Committee on May 12, 2003, recommended that the request for amendment to the **Major Street Plan** be forwarded to the City Plan Commission for approval.

**Respectfully Submitted,**

Steve Noble, AICP  
Transportation Planning Manager



NORTHLAND REGIONAL  
CHAMBER of COMMERCE



January 18, 2006

Ms. Beth Wright  
District Engineer  
600 NE Colbern Road  
Lee's Summit, MO 64086

Re: I-29-I-35 EIS and Location Study

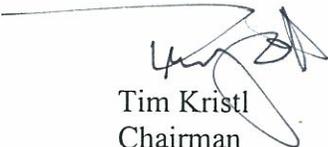
Dear Beth:

The Missouri River Crossing Committee, an adhoc committee convened by the Northland Regional Chamber of Commerce and the Greater Kansas City Chamber of Commerce, wishes to express our support for the I-29/35 Corridor and Paseo Bridge improvement recommendations made in the Draft Environmental Impact Statement.

Working to improve linkages between the Northland and the Central Business District has been the focus of our committee's work for a number of years. The addition of capacity in the I-29 corridor reflects the local community's desire to enhance our part of the region through improved transportation, and in turn, improved economics, cohesiveness and vitality.

We encourage MoDOT and the Federal Highway Administration to move forward with the project as expeditiously as possible with the understanding that this is more than a critical transportation link; the bridge structure will be an important community landmark for the next hundred years, and as such, the final design should reflect the stature and importance of the river crossing.

Sincerely,



Tim Kristl  
Chairman

Cc: Lee Ann Kell, MoDOT

634 N.W. Englewood Rd.  
Kansas City, Missouri 64118  
Phone: (816) 455-9911 Fax: (816) 455-9933  
Website: [www.northlandchamber.com](http://www.northlandchamber.com)  
Email: [northland@northlandchamber.com](mailto:northland@northlandchamber.com)



**PORT AUTHORITY OF KANSAS CITY, MISSOURI**

August 18, 2005

Tim Flagler, ASLA  
Senior Environmental Planner  
HNTB Corporation  
715 Kirk Drive  
Kansas City, MO 64105-1310

VIA FAX & U.S. MAIL

**RE: I-29/35 Environmental Impact Statement  
Riverfront Heritage Trail at Paseo Bridge**

---

Dear Mr. Flagler,

Per your request as stated in your letter of August 9, 2005, please accept this letter as the Port Authority's position with respect to the primary and secondary purpose of the Riverfront Heritage Trail at the Paseo Bridge, as well as our concerns regarding closure of the trail during construction of the new bridge and related improvements.

The Port Authority views that portion of the Riverfront Heritage Trail for which it has been and continues to be responsible – namely that portion of the Riverfront Heritage Trail from the area of Main and Second Street on the west to the Isle of Capri Casino on the east – as existing primarily as an alternative transportation corridor. The trail itself would exist today, regardless of the existence of Kansas City River Trails, Inc. and the plans that have been developed and implemented over time that now encompasses a ten-mile trail linking a number of neighborhoods and destinations together in the urban core. The trail along the riverfront was initially conceived as a means to provide access from the River Market to the riverfront, so that people could park in the River Market and access a casino that was to have been developed in the vicinity of Grand Boulevard and the riverfront, and the Town of Kansas archaeological park. The casino location was eventually changed to that area east of the Paseo Bridge, and since the time the casino was developed, the trail has taken on other purposes as well. Although the trail has gaps, and thus usage at this particular location is rather limited, the trail continues to be viewed as an alternative transportation corridor first and foremost, and secondarily as a recreation amenity and economic development tool.

Due to the current low usage of the trail at this location, we do not have any concerns about a temporary closure of the trail during construction of the new bridge and related improvements. We only request that the trail be re-opened in the same condition it was in prior to closure.

■ ■ ■

**ECONOMIC DEVELOPMENT CORPORATION OF KANSAS CITY, MISSOURI**

10 PETTICOAT LANE ■ SUITE 250 ■ KANSAS CITY, MISSOURI 64106-2103 ■ 816-221-0636 ■ FAX 816-221-0189 ■ 800-889-0636

INTERNET: <http://www.edckc.com> ■ E-mail: [edckc@edckc.com](mailto:edckc@edckc.com) or [73531.625@compuserve.com](mailto:73531.625@compuserve.com)

Should you have any questions or comments regarding this matter, please do not hesitate to contact me at 816-691-2115 or by e-mail at [psterrett@edckc.com](mailto:psterrett@edckc.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Sterrett". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Patrick Sterrett, AICP  
Executive Director

*Missouri  
Department  
of Transportation*



Elizabeth A. Wright, District Engineer

*District 4 – Kansas City Area  
600 NE Colbern Road  
Lee's Summit, MO 64086  
(816) 622-6500  
Fax (816) 622-6323  
Toll free 1-888 ASK MoDOT  
(1-888-ASK-6636)  
www.modot.mo.gov*

July 21, 2005

Mr. Mike Sturgeon  
1111 Missouri  
Kansas City, MO 64106

Ms. Kate Barsotti  
516 A Gillis  
Kansas City, MO 64106

Dear Mr. Sturgeon and Ms. Barsotti:

We very much appreciate your participation in our meetings with the Columbus Park neighborhood representatives, and at our stakeholder meetings relative to the I-29/I-35 EIS and location study. You have expressed a range of concerns over that time; while we have endeavored to answer your questions at the meetings, we are writing today to provide you with written, detailed answers.

You have questioned the need for this project. The need for additional capacity was determined by several factors, including the Northland-Downtown MIS, the regional transportation planning processes led by Mid America Regional Council, by MoDOT's assessment of transportation needs, and last, but not least, in response to public pleas to improve capacity between the northland and the central business district.

Congestion in the corridor will continue to increase due to ongoing growth and expansion within the region. It is MoDOT's responsibility to address the issue of congestion on the state highway system. Alternatives to additional capacity in the corridor, such as diverting traffic to other routes, do not adequately solve the problem. Expanding parallel facilities, like Route 169 or Route 9, to handle future traffic demand isn't feasible because of environmental and social impacts. Routes that are farther from the I-29/35 corridor, like I-435 or Chouteau Trafficway will not divert enough traffic to reduce congestion.

Some stakeholders have suggested that transit is a better solution to reducing congestion. MoDOT understands the importance of transit solutions and works with the KCATA and MARC to support transit traveling on MoDOT facilities. However, to significantly reduce the need for capacity through increased transit ridership, the area's transit ridership would have to increase several-fold. Even with implementation of high capacity transit between the central business district and the Northland, regional traffic models indicate that there would still be a need for additional vehicle capacity on the I-29/35 Corridor in the range of 45,000 vehicles a day.

Mr. Mike Sturgeon

Page 2

July 21, 2005

You have had several questions about the scope, depth and level of detail that will be included in the Environmental Impact Statement. The EIS process, which is required for federal funding and permits, is prescribed largely by federal laws and regulations. Those regulations mandate specific evaluations of a wide range of impacts, including impacts to communities, the economy and both the natural and built environment in the area. The I-29/I-35 EIS team is following those laws and regulations to ensure that the EIS documents are comprehensive and fully disclose impacts and measures to avoid or reduce those impacts.

You have stated that you feel that the Area of Potential Effect (APE) is not large enough. As noted above, the EIS process, including the determination of the APE, is prescribed largely by federal laws and regulations. The APE is determined to specifically define the area where there could be direct impacts to cultural resources like archeological sites, historic bridges or buildings. Direct and indirect impacts to other resources will also be measured, including possible indirect impacts in areas somewhat removed from the project area.

Columbus Park representatives have also expressed concerns about opportunities for public input. The initial kick-off public meeting presented a wide range of early concepts for public feedback. A series of stakeholder meetings – which have been open to anyone who would like to attend – have been held to share information and to get input from potentially affected property owners, including representatives of Columbus Park and adjacent public housing developments, local government leaders and other stakeholders. The team has met with the Columbus Park neighborhood both at neighborhood meetings and at small group meetings on at least two occasions. All of these activities are leading up to the formal public hearing and draft document review process.

In regards to concerns about inclusion of low-income and minority populations in the process, representatives of public housing, as well as homeless shelters and representatives of neighborhoods with large immigrant populations (including Columbus Park) have been consulted and included in the public involvement process.

In an e-mail, a Columbus Park representative stated that the NEPA-mandated document review process has not been followed. The formal document review process and comment period will begin when the FHWA approves the Draft EIS for circulation. At that time, there will be an announcement in the *Federal Register*, and in the *Kansas City Star*, about the document's availability, public viewing locations, information about how and when to make a formal comment, and information about the public hearing, which will be held during the comment period. In addition, you and others who have expressed an interest in the project will receive a letter with the same information. Substantive comments received throughout the comment period and at the public hearing will be addressed in the Final EIS. We anticipate that the comment period will begin late this summer or early in the fall.

Again, we appreciate your time, energy and candor, and look forward to continuing our discussions in the weeks and months ahead.

Sincerely,



Lee Ann Kell, P.E.

Transportation Planning Manager

Copies to: Ms. Carole Hopkins-MoDOT-de  
Mr. Clyde Prem-HNTB  
Mr. Mell Henderson-MARC



Pete K. Rahn, Director

---

December 14, 2005

Mr. R. M. Trout  
15516 Beverly Street  
Overland Park, KS 66210

Dear Mr. Trout:

I would like to thank you for sharing your thoughts on the I-29/I-35 Environmental Impact Statement (EIS) process in your letter to Commission Chairman Schramm. After conferring with our District 4 staff at Lee's Summit, the following information may be of interest to you.

In terms of coordination with Columbus Park, there have been several levels of discussion with the neighborhood. First, team members have attended several of the neighborhood's regular monthly meetings to update residents on the project's progress and to hear front-line feedback from the neighborhood. Secondly, representatives of the neighborhood have been actively involved in meetings held specifically for key stakeholders. This group has met six times during the development of the Draft EIS and discussed possible alternatives. The team members have also met several times exclusively with representatives of Columbus Park to discuss specific concerns, alternatives, and solutions.

You expressed a concern about the needed capacity in the corridor. The Draft EIS will discuss the impacts of an ultimate facility of eight thru lanes (four in each direction); however, we have yet to determine whether or not we will build the ultimate facility at this time. It is possible that there will only be a total of six thru lanes for a period of many years. Also, a couple of locations along the corridor may require an auxiliary lane for acceleration and for safe weaving and merging of traffic. These decisions will require further analysis to determine what corridor improvements are necessary and within our current budget. That analysis will be completed as part of the next phase of the project, which is the design phase, and will begin following the completion of the EIS process.

This project is one component of a series of improvements recommended in the Northland-Downtown MIS. That study considered improvements to alternative routes to relieve congestion, but found that those improvements would not draw enough traffic to sufficiently relieve congestion on I-29. There will continue to be a demand for capacity in the I-29/I-35 corridor, which provides some the most direct connectivity to the central part of the community, both north and south of the river, and supports those central business, entertainment, industrial and residential uses. Thru traffic will choose the route that is most efficient for them and will weigh the alternatives in terms of travel distance, time and congestion; this corridor will continue

Mr. R. M. Trout  
Page 2  
December 14, 2005

to be the choice of many, and it is MoDOT's responsibility to make sure that traffic moves as efficiently and safely as possible.

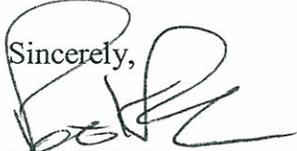
You should also know that improvements to the I-29\I-35 corridor are being considered in close coordination with other improvements to both MoDOT and local traffic systems. A separate study to determine thru traffic dispersion is not within the scope of this current study, and our prior work indicates not enough traffic would divert to other routes to change the demand within the I-29\I-35 corridor. If any other entity would like to conduct a study of this type, we would be happy to participate by offering MoDOT information and reviewing draft study products.

In terms of supporting HOV and transit, the Draft EIS leaves open the option for dedicated lanes that would support both the SMART Moves and a regional HOV strategy to relieve congestion. MoDOT has been, and will continue, working closely with both the ATA and MARC on regional transit issues and is supportive of those efforts.

Regarding a protected bicycle and pedestrian crossing, the Draft EIS will discuss the need for a protected Missouri River crossing. Along with safety concerns, connectivity to local streets and trail systems are critical considerations in designing such a facility, as well as the cost of not only the bridge portion, but the cost of constructing appropriate, safe connectivity to planned trails and existing street systems. MoDOT is currently moving forward with the design of a protected crossing on the Heart of America Bridge, supporting established bike\ped trail, path and connectivity plans. Further, we have worked with MARC to convene a special sub-committee of the Total Transportation Policy Committee to determine, from a policy level, the most appropriate locations for protected bike\ped river crossings regionally. The primary concerns for a bike\ped crossing of the Missouri River are safety and connectivity, while balancing needs and desires with impacts and costs.

The Draft EIS will also include, beyond detailed evaluations and discussions of impacts, traffic analysis and conceptual roadway locations, information about public and stakeholder involvement during the development of the Draft EIS. We anticipate that the Draft EIS will be available for public review and comment in early 2006. This will provide the opportunity for input by the Columbus Park Neighborhood, as well as others throughout Kansas City. We will, of course, notify you where and when the Draft EIS is available for review.

Again, we appreciate you communicating your concerns.

Sincerely,  


Pete K. Rahn  
Director

cc: Commission Members  
Beth Wright-4 ✓

**R. M. TROUT  
15516 BEVERLY STREET  
OVERLAND PARK, KS 66210**

NOV 23 2005

November 10, 2005

Ms. Marge Schramn, Chairman  
Missouri Department of Transportation  
Central Office  
105 W. Capitol Ave  
Jefferson City, MO 65102

Dear Ms. Schramn:

During the last two years, the normal traffic pattern for vehicles in the Kansas City area has been significantly interrupted. While road repairs are usually needed and welcomed, the coordination of such activities is sometimes lacking. On at least one occasion, the states of Kansas and Missouri, both closed major traffic ways into and out of North Kansas City at the same time, causing many problems.

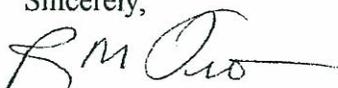
Recently, another project has been proposed which could also interrupt traffic and the end result might not be the improvement that is expected. This project is the proposed expansion of the I-35/29 Paseo Bridge, in Kansas City Missouri. This envisioned project has been proposed but has not included any involvement of the nearby Columbus Park Neighborhood. The project should conform and be coordinated with the existing Metro Green Plan and the Focus Northland Plan.

Certain local organizations have made suggestions and recommendations on the proposed project. One such organization is the Kansas City Chapter of the American Institute of Architects. The position of this organization is based on special analysis that is unique and specific to their profession. The position of the association is a matter of public record and I am sure that you have been advised of such. The central thesis of the position is that going from 4 lanes to 10 lanes is too much for the bridge. The association has presented worth-while alternatives which include high-occupancy vehicle lanes and accommodations for bicyclists. However, there are also other association suggestions which are all worth considering.

No final plans should be undertaken before the whole Paseo Bridge/Downtown Loop system can be completely analyzed and these results presented to all stakeholders for their consideration. The expected Environmental Impact Statement Draft to be released soon should consider for inclusion of the recommendations presented by the association.

Thank you for your interest and consideration.

Sincerely,



R. M. "Ric" Trout

Agency Scoping Meeting  
May 12, 2004  
Public Information Meeting  
September 28, 2004  
Road Notes  
Fall 2005  
Fall 2004  
Stakeholder's Meeting  
November 3, 2005  
June 1, 2005  
March 30, 2005  
February 23, 2005  
January 26, 2005  
September 14, 2004



## MEETING DOCUMENTATION

**HNTB**

HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

**DATE:** May 12, 2004  
**SUBJECT:** I-29/35 Scoping Meeting

**TIME:** 10:00 a.m.  
**LOCATION:** North Kansas City Community  
Center

### Meeting Participants

Le Ann Kell, Steve Hamadi, Kent Johnson,  
Carole Hopkins, Mark Kross, Toni Prawl, Bob  
Reeder, Matt Burcham, John Mehuys, Ron  
Temme, Michael Stelzleni

Kevin Kokes, Steve Noble

Paul Bilski

Dave Studt, David Orzechowski

Brian Donahue, James Scott

Steve Laffoon, Peggy Casey

Pat Hawver

Pat Sterrett

Todd Ashby, Mell Henderson

Eric Scott, Edwin Lowndes

Brian Canaday

Mark Swope

Janet Kneller

Jerry Mugg, Ken Bechtel, Jim Van Wormer,  
Tom Westerman, Dan Van Petten, Tim  
Flagler, Betty Burry, Gretchen Gaines, Jen  
Johnson

### Representing (Firm or Agency)

MoDOT

KCMO

HUD

U.S. Coast Guard

U.S. Corps of Engineers

FHWA

City of North Kansas City

Port Authority of Kansas City

MARC

Housing Authority of Kansas City

MDC

KCATA

ARC

HNTB

cc: participants  
or name, firm

Authored by: J. Johnson



## MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

### **Discussion:**

Jerry Mugg kicked-off the I-29/35 Environmental Impact Statement (EIS) Scoping Meeting. Clyde Prem is the Project Manager for the project and will be the main contact for any questions. HNTB is managing the project and working with several other consultants. The cultural resources work for the project is being done by ARC out of St. Louis. It is anticipated that the Corps of Engineers and the Coast Guard will be Cooperating Agencies but no letters have gone out at this time.

The group was given a number of handouts to aid in the discussion.

Jerry talked about the project description and the uniqueness of the Paseo Bridge and its relationship to the Broadway and Heart of America bridges. The project begins just north of Route 210 in Clay County and continues south on I-29/35/US-71 to the northeast corner of the downtown freeway loop in Kansas City. The project also includes the north side of the downtown loop designated as I-35/70 as well as US 24/40.

### Proposed Action

The proposed action includes widening the existing facility to eight lanes from Route 210 to the north loop. The proposed action will also look at whether to complete a major rehabilitation of the existing bridge and construct a new companion bridge or to construct a replacement structure at the Missouri River Crossing. This study will identify the overall long-range plan for the loop. The proposed improvements for I-29/35 will be compatible with the overall master plan.

### Purpose and Need

The Purpose and Need for the project is focusing on several different areas. One of these is roadway design features. Much of the pavement and bridges are in need of improvements or replacement. This project will provide the opportunity to bring this facility up to current design standards. There were some concerns about the Paseo Bridge after the emergency shut down in early 2003. MoDOT plans to do a minor rehabilitation job on the bridge which would help to maintain the infrastructure and repaint the bridge. MoDOT does not want to put a large investment into the bridge so that their options are open. A notice to proceed with the rehabilitation is expected in March 2005 and the shut down of the bridge would take between 4 and 8 months with an incentive clause to encourage efficiency. This rehabilitation is expected to extend the life of the bridge by another 15 to 20 years.

Some of the other elements of the Purpose and Need are safety and reducing the number of

cc: participants  
or name, firm

Authored by: J. Johnson



## MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

accidents occurring in the project area. Economic Development and access to activity centers and will become more important as plans for downtown Kansas City take shape. It is also important to have good connectivity between the Northland and Downtown. Traffic is another consideration with current Levels of Service at E and F due to the amount of traffic and lane drops.

The Northland/Downtown Major Investment Study (MIS) was completed in September 2002. At that time the Mid-America Regional Council (MARC) adopted the recommendations of the MIS. The study was sponsored by the ATA, MoDOT, MARC and Kansas City, Missouri. The MIS provided the framework for the improvements being studied in the EIS.

Steve Hamadi said that he would like to see pedestrian/bicycle access shown on a map to see if it is adequate or realistic. Jerry said that the EIS will look at the current plans for access and see whether that access should be included or not. It was mentioned that Kansas City has some walkability plans that include the River Market and Downtown. Steve made the point that this is an issue that should be treated equally with the other transportation considerations in this project.

### Environmental

Dan Van Petten talked about some of the environmental constraints within the project area. In terms of the land use, there are areas of commercial and residential properties, including single and multi-family uses. There is also a large area of industrial uses which is responsible for a great deal of the truck traffic entering and exiting the interstate in the project area. There are a number of parks within the study corridor, including River Forest Park, Kessler Park, Richard L. Berkley Riverfront Park, Columbus Park and West Terrace Park. Dan mentioned that there is an article in the Fall 2003 issue of Pathways related to scenic byways which includes a discussion of the Cliff Drive and Spirit of Kansas City Scenic Byways. There are also some areas of open space. The study corridor does include some historic districts, as well as some historic structures. There are also some housing authority projects including Guinotte Manor and Riverview. There are a number of hazardous waste sites due in large part to the large industrial area in the study corridor. These will be addressed in the EIS. In terms of the make-up of the population in this area there is a substantial minority population, mostly of African-American descent. An environmental justice analysis will be done to determine whether there are any disproportionate impacts to the minority populations in the study corridor. There may be some T & E issues which typically would not be found in an urban project. In this case there may be suitable habitat for the Pallid Sturgeon in the Missouri River. There will be coordination with the USFWS on this particular issue.

cc: participants  
or name, firm

Authored by: J. Johnson



## MEETING DOCUMENTATION

**HNTB**

HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

### Engineering

Jim Van Wormer discussed the engineering aspects of the project. At this point a worse-case footprint has been developed. From the engineering side, the No-Build alternative looks at improvements to the pavement and some reconstruction concepts. The Build alternatives look at the mainline and adding lanes for a total of eight. The possibilities include use of the existing pavement as the four-lanes for one direction of traffic and then widening to one side or widening on the centerline. The interchanges within the study corridor are also being carefully examined for safety and design improvements. The study corridor is pretty tightly confined by the industrial area north of the river, the railroad corridors and development plans for the riverfront.

### Paseo Bridge

Tom Westerman discussed the options for the Paseo Bridge. These include building 2 new structures, replacing the existing structure with one large new structure or adding a companion structure and rehabilitating the existing bridge. There have already been discussions with the Coast Guard about the pier locations. The Coast Guard would like to see larger spans between the piers than what are currently there. If the existing bridge is maintained and a companion structure is built this will not change the current lengths between piers. If an entirely new structure were built it would be possible to build it with a center pier or to span the entire river but cost is a consideration. Tom mentioned that there would need to be further consideration of the Coast Guard's desire for a certain span between piers.

Tom also mentioned that the bridge is over 50 years old so it is historic and that MoDOT is taking a look at this. Mark Kross pointed out that MoDOT needs to look carefully at these bridges for their possible use. There will be a Memorandum of Agreement on the bridge between MoDOT, FHWA and the SHPO.

Peggy Casey asked if MoDOT was considering tearing out the existing bridge and building a new structure or structures in its place which would require traffic to be detoured for four or five years. She said she was not proposing this option but wondered whether it was being considered. Jim Van Wormer said that the goal is to maintain at least the same number of lanes through construction as what is currently out there. Steve Hamadi asked whether any of the bridge types being looked at would allow for additional widening at a future date. Tom said that only a bridge similar to the Heart of America would allow for that. It would be difficult to widen the structure after it is built.

cc: participants  
or name, firm

Authored by: J. Johnson



## MEETING DOCUMENTATION

**HNTB**

HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

### Public Involvement

Betty Burry spoke about the public involvement process for the project. She spoke about the large number of affected individuals and businesses and the importance of making project-related information available. There will be a public meeting for the project along with other stakeholder meetings. The MIS did let people know this project would be coming in the future, however most of the interaction at that point was with public officials. The effort related to the EIS will be more grassroots. Any questions about the project should be directed to Clyde Prem.

### Schedule

Gretchen Gaines spoke about the schedule for the EIS. A draft of the Purpose and Need has been reviewed by MoDOT at this time. It is anticipated that the draft will be signed by July 2005 and that the ROD will be completed by June 2006.

The question was raised whether the document would be available on the internet. There will be a meeting the week of the 17<sup>th</sup> to discuss the public involvement aspects of the project. At the meeting this issue will be discussed as it has not been decided whether the document will be available on the internet at this point. Steve Noble asked whether he could access to the scope for the project. Lee Ann Kell said that she has the scope and copies could be gotten through MoDOT. Mark Kross pointed out that the Purpose and Need could still change if the project changes or evolves during the environmental document process.

### Q & A

There was a question about how noise barriers, pollution and real estate values were being addressed. In terms of noise impacts, work will be done to determine the receptors and the current noise levels and then determine the impact of the project. If mitigation is warranted the document will identify the options available. In terms of pollution and more specifically air quality, EPA sets standards and monitors the air quality. The Long-Range Transportation Plan (LRTP) meets these standards. The I-29/35 project is included in the LRTP so it meets the standards set by EPA. There may be some microanalysis at specific locations if necessary. In relation to real estate values, the EIS will look at land use impacts in a more holistic manner. The document will look at improving mobility and access to the existing neighborhoods and businesses. The impacts to individual pieces of property will be looked at but otherwise the effects on value are not looked at individually. Commercially, a lot of land is being held for redevelopment so these plans will be considered in the document. There may be some loss to the tax base and some increase because of better mobility.

cc: participants  
or name, firm

Authored by: J. Johnson



## MEETING DOCUMENTATION

**HNTB**

HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

Steve Noble asked about the construction impacts on commercial properties. The visibility and aesthetics will be examined to see how they can be integrated with the improvements. Once the improvements have been determined, aesthetic treatments will be looked at.

Bob Reeder asked if there was strong local support for the project? At this time, the group was unaware of anyone opposed to the project. The completion of the MIS was a positive step but this coordination was mainly at the public official level. There could be some local opposition by individuals affected by the project. Steve Noble noted that Columbus Park does have some concerns about the impact on the neighborhood.

One question was about the anticipated cost of the project. Jerry said that right now there is not a good handle on the price range because the study is not at that point yet and because of the number of options for the Paseo Bridge. There could also be differences between right of way acquisition and retaining walls. The range of costs will be presented in the Draft EIS.

Steve Noble asked that truck access at the interchanges in the study corridor be looked at carefully.

There was a question about whether it was anticipated that the project would stay within the existing right of way. There will be areas where it is not possible to stay within the existing right of way but there are options, such as retaining walls.

Todd Ashby asked whether there were any discussions about the railroads getting an additional crossing with a new structure. He thought this had been discussed previously with the Burlington Northern railroad. This had not come up recently to the group's knowledge.

Toni Prawl asked whether the western portion of the north end of the loop was now connected with the rest of the project as it had been separate at one time. Part of the history of the project is to improve the connection with Broadway so the whole corridor has been connected.

It was brought up that there needs to be close coordination with the two levee districts. Jerry was given the contact information for these.

The meeting was adjourned and the attendees were given the opportunity to participate in a tour of the study corridor.

cc: participants  
or name, firm

Authored by: J. Johnson



## MEETING AGENDA

**HNTB**

HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4086

---

**DATE:** Wednesday, May 12, 2004

**TIME:** 10:00 AM to 11:30 AM

**SUBJECT:** I-29/I-35 EIS  
Scoping Meeting

**LOCATION:** North Kansas City Community  
Center

---

### Agenda Items:

- **I-29/I-35 Paseo Bridge Project Overview**
  - Project History
  - Proposed Action
  - Summary of Major Investment Studies
  - Overview of Environmental Constraints
  - Preliminary Concepts
  
- **Communication Plan**
  
- **Schedule**
  
- **Open Discussion**

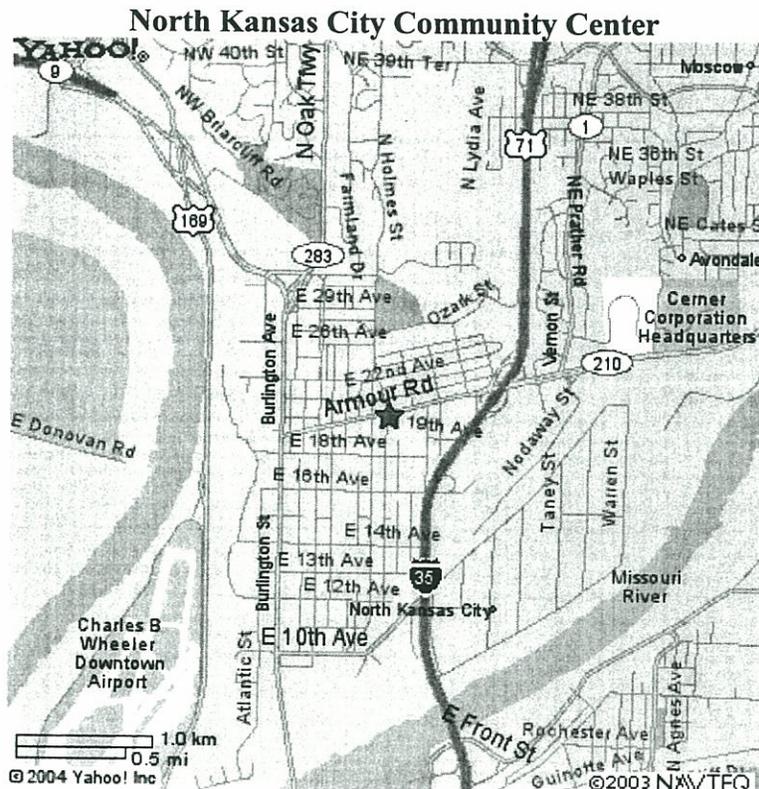


**I-29/35 Environmental Impact Statement  
SCOPING MEETING AND SITE FIELD VISIT  
ITINERARY  
May 12, 2004**

**Wednesday – May 12, 2004 (Kansas City, Missouri)**

- 10:00 a.m. Convene for Scoping Meeting (see attached Agenda)  
North Kansas City Community Center,  
1999 Iron Street (Intersection of Iron and Armour Road),  
North Kansas City, Missouri 64116
- 11:30 a.m. Lunch (Optional)
- 12:30 p.m. to 1:30 p.m. Field Tour (Optional)

Please RSVP to Betty Burry of HNTB Corporation by May 7 at (816) 527-2679 or [bburry@hntb.com](mailto:bburry@hntb.com).





LEGEND

-  Study Corridor
-  Potential Impact Area
-  City Limits
-  Parcels
-  County Boundaries

# Study Area

