

Welcome

# I-70 First Tier Environmental Impact Statement



## Why We're Here

The Missouri Department of Transportation (MoDOT) is beginning an environmental study of I-70 in Jackson County. The study is a First Tier Environmental Impact Statement (FTEIS) for the future I-70 Kansas City Metro project. It spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470. It also includes all of the Downtown Kansas City Central Business District Freeway Loop. The planning process is anticipated to be completed in 2010 with the Final First Tier Environmental Impact Statement and Record of Decision.

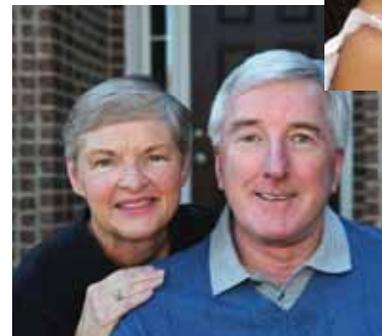
## What You Can Do Today

- ✓ **Learn more** about the project over coffee with MoDOT.
- ✓ **Listen to a short presentation** at 9:15AM and 10:15AM that explains the materials on display this morning.
- ✓ **Use the maps and the markers** placed on the tables in the center of the room to show us what you believe needs to be fixed within the I-70 corridor and where environmental issues are located.
- ✓ **Share your thoughts** with us. Staff from MoDOT and the consultant team are on hand to discuss the project's purpose and need, constraints, and initial concepts with you, so ask questions and tell us what you think.
- ✓ **Fill out a comment card** before you leave.

*Translators available. Look for people with blue name tags.*

*Traductores disponibles. Busque personas con nombre azul etiquetas.*

*Những người dịch sẵn có. Tìm kiếm những người với những nhãn tên xanh.*



## What is the purpose of the study?

- Examine the transportation problems that should be addressed along I-70
- Focus on broad issues, such as mode choice in transportation (automobile, transit, bike and pedestrian)
- Evaluate the improvement concepts developed during the I-70 Major Investment Study (MIS)
- Explore the environmental and land use implications associated with the concepts
- Narrow the list of concepts and create specific strategies based on them
- Evaluate the strategies and recommend a single preferred strategy
- Identify and prioritize sections of independent utility in the corridor for further detailed examination in a second tier study

## Needs to be addressed include:

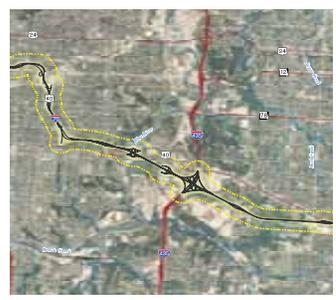
- Improve Safety – Reduce crash rates and crash severity on I-70
- Reduce Congestion – Remove key bottlenecks, improve freeway ramp operations, improve multi-modal travel times in coordination with local and regional agencies
- Restore and Maintain Existing Infrastructure – Improve bridge and pavement conditions on I-70
- Improve Accessibility – Increase safe access across I-70 for non-motorized travel
- Improve Goods Movement – Improve the efficiency of freight movements on I-70



How an Idea  
Becomes Reality

## Overview

The development of transportation improvements involves four phases: planning, environmental, design, and construction. The time necessary to move from phase to phase depends upon available funding and federal, state, and local priorities. Anywhere from a few to many years could be needed to complete the entire process. The study of future I-70 in the Kansas City Metro is in the environmental phase. MoDOT is currently conducting a First Tier Environmental Impact Statement (FTEIS) for it. The remaining step of the environmental phase is contingent upon available funding.



*Translators available. Look for people with blue name tags.*

*Traductores disponibles. Busque personas con nombre azul etiquetas.*

*Những người dịch sẵn có. Tìm kiếm những người với những nhãn tên xanh.*

# FTEIS Process

staying ahead of the curve



## What Is a FTEIS?

The I-70 First Tier Environmental Impact Statement (FTEIS) will follow a tiered environmental documentation process. First Tier documents address overall transportation corridor strategies and issues in an initial, higher level environmental process. More specific proposals and impacts are analyzed in subsequent second tier studies. The second tier studies may be completed on smaller sections of the overall corridor. An Environmental Impact Statement (EIS) details the process through which solutions to transportation problems are developed and provides an evaluation of the environmental affects of those potential solutions.

## Initial Steps

As an I-70 stakeholder you may have participated in the I-70 Major Investment Study (MIS), which was completed in 2004. An examination of concepts developed during the I-70 MIS will be part of the current FTEIS project. In fact during Step 2 of the I-70 FTEIS process, the Study Team will build on data from the I-70 MIS to define why improvements are needed along I-70.

*Translators available. Look for people with blue name tags.*

*Traductores disponibles. Busque personas con nombre azul etiquetas.*

*Những người dịch sẵn có. Tìm kiếm những người với những nhãn tên xanh.*

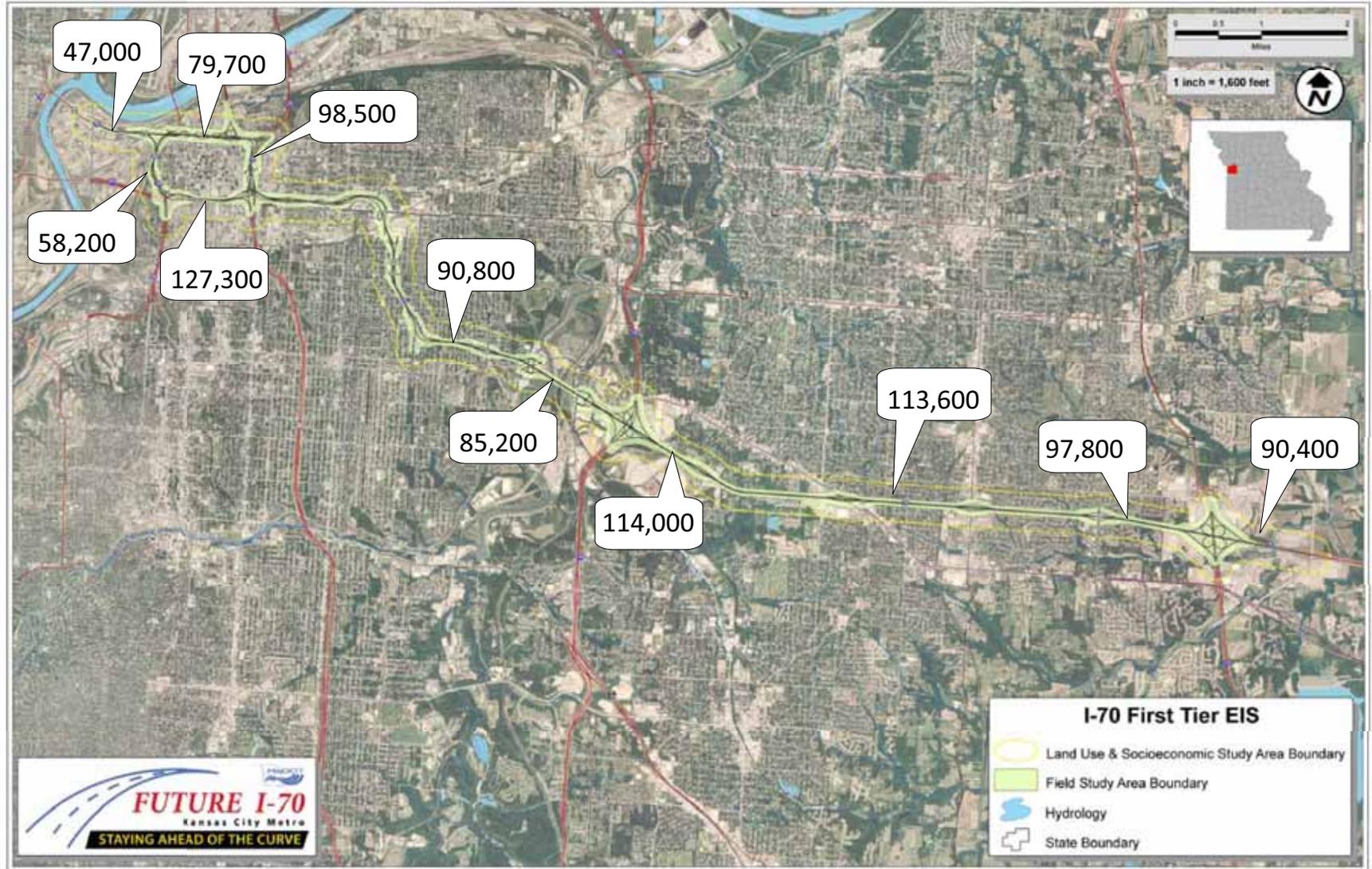


# Study Area



Existing Traffic

## Both directions on an Average Day



2005 Actual Counts

# No-Build Concept



## What is a No-Build Concept?

The No-Build concept consists of minimal improvements to address the major safety and maintenance issues. Improvements under the No-Build concept consist of maintenance and currently committed projects only.

**The Study Team will develop initial strategies by picking and grouping logical items from this board and the other three concept boards.**

**Replace Bridges** – Replace and repair bridges as needed to provide a safe transportation corridor

**Repave I-70** – Replace and repair pavement as needed to provide a safe transportation corridor

**Maintain Existing Bus Service** – Continue existing bus service in the I-70 corridor

**Park and Ride** – Expand and promote park and ride opportunities

**Transportation Demand Management (TDM)** – Reduce the use of the I-70 corridor by encouraging alternative work hours, telecommuting, ridesharing, or preferential carpool parking

**Transportation System Management (TSM)** – Improve I-70 corridor efficiency by enhancing incident management, ITS, ramp metering, KC Scout activities, Operation Green Light, etc.

**kcICON** – Improves lane configurations in the northeast corner of the loop

**Planned I-435 Interchange (phase I)** – Construct a half diamond interchange at I-435 and U.S. 40, improve merging for eastbound I-70 between I-435 and Blue Ridge Boulevard, and enhance access at U.S. 40 west

# Improve Bottlenecks Concepts



## What is a bottleneck?

A bottleneck is a section of a road where movement of traffic is limited by the road design. This is often a section of road with a fewer number of lanes, a sharp curve, or access points where traffic is entering or exiting the road. A bottleneck is the most vulnerable point for congestion in a road network and is also referred to as a chokepoint.

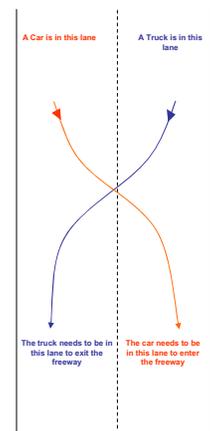
The Study Team will develop initial strategies by picking and grouping logical items from this board and the other three concept boards.

## Fix the Following:

- **Reduced Speed Curves** – Reduce locations where vehicles must reduce speed to safely drive curves
- **Poor Lane Balance** – Eliminate the locations where the number of through lanes on the highway changes through an interchange, usually as a result of a lane drop
- **Short Acceleration/Deceleration Lanes** – Lengthen ramps that do not allow vehicles to enter or exit the road at a reasonable speed compared to the main flow of through traffic
- **Short Weave Areas** –

Lengthen the areas where on-ramps continue and become off-ramps or provide a separate lane for those movements to occur

What is a weaving section?



The car and truck must cross the other traffic to get to the lane they want to be in.

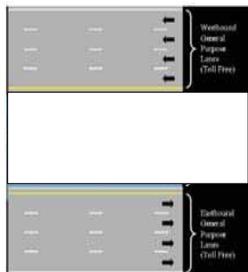
# Concepts that Change Capacity



- **Add General Purpose Lanes** – widen I-70 by one, two, or three lanes in each direction
- **Loop Master Plan** – implement the Loop Master Plan by incorporating the I-29/I-35 EIS improvements, provide two lanes for each loop to loop movement except the southwest corner, consolidate access points, improve connectivity on the north and south sides of the loop
- **Tunnel** – construct a six lane tunnel on existing alignment, between the northeast corner of the loop to the Benton Curve, or in the loop
- **Elevated Lanes** – expand corridor capacity with elevated or stacked lanes
- **Bike and Pedestrian** – improve, expand, and enhance the ability of non-motorized modes to safely cross I-70
- **Reduce Lanes** – remove one lane in each direction and create a Parkway for all or portions of the corridor



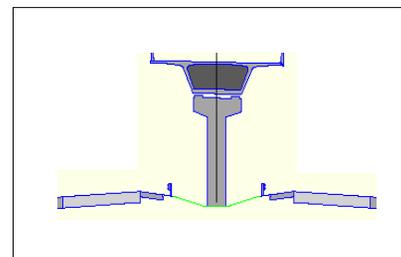
**Add Lanes Options**



**Add Lanes with Tunnel**



**Elevated Lanes**



**Improve Bike/Pedestrian Access**



The Study Team will develop initial strategies by picking and grouping logical items from this board and the other three concept boards.

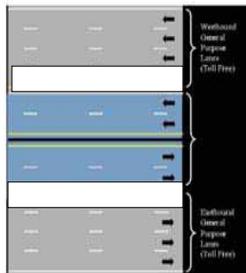
# Specialty/Managed Lanes Concepts



- **HOV/HOT** - exclusive lanes for High Occupancy Vehicles and Buses or High Occupancy Toll which would also allow single occupant vehicles to use the exclusive lanes for a toll
- **Reversible Lanes** – exclusive reversible lanes for westbound travel towards downtown during the morning peak and eastbound travel away from downtown during the afternoon peak
- **Bus Rapid Transit Corridor** – exclusive lanes for buses only
- **Light Rail/Commuter Rail** – exclusive corridor for Light Rail or Commuter Rail options
- **One-Way Downtown Loop** – redirect traffic in a counter clockwise direction on all legs of the downtown loop



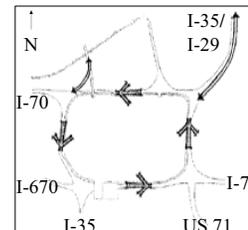
**General Concept**



**Reversible Lane**



**One-Way Downtown Loop**



The Study Team will develop initial strategies by picking and grouping logical items from this board and the other three concept boards.

What is a Concept  
and a Strategy?

**A Concept is** a single idea for solving a transportation issue in the I-70 corridor.  
The next four boards show various improvement concepts in four categories.

**A Strategy is** a series of potential improvement concepts and may include new lanes, specialized lanes, transit options, changes in the layout or access at interchanges, and improvements to make driving through the corridor safer and easier. An example of a strategy is package 2A from the I-70 Major Investment Study:

- Upgrade I-435 Interchange
- Upgrade Loop's northeast corner
- Rebuild I-70
- Build low-cost Operational Improvements
- Upgrade I-70 Interchanges
- Increase Commuter Express Bus Service
- Consolidate Loop Access Points
- Expand Freeway Service Patrol (Motorist Assist)

**The Study Team will** develop initial strategies by picking and grouping logical combinations of the various concepts shown on the next four boards.

## Study will Screen Initial Strategies

- Seven MIS Strategies
- Additional Strategies will be developed based on Initial Concepts
- Will Identify four First Tier Strategies for more detailed evaluation
- Will determine a Preferred Strategy



# Evaluation of Strategies

**The Study Team will evaluate strategies based on:**

## **Purpose and Need of the Study**

- Improve Safety
- Reduce Congestion
- Restore and Maintain Existing Infrastructure
- Improve Accessibility
- Improve Goods Movement

## **Environmental Impacts**

- Social Impacts (e.g. neighborhoods, homes, businesses, community resources)
- Natural Environmental Impacts (e.g. streams, wetlands, air quality)

## **Engineering Issues**

- Geometric Improvements – Horizontal Curves, Vertical Curves, Cross Section
- Operational Improvements – Lane Continuity, Lane Balance, Ramp Lengths, Access Points
- Performance Measures – Level of Congestion, Crash Rates, Transit Service Levels



Getting Involved

# Thank you for attending the I-70 FTEIS Community Coffee



To continue your participation . . .

## Come to the Next Meeting

Identical Coffees are scheduled for September as shown below. You can choose the one you want to attend. Additional meetings will be held in December 2008.

### Saturday, September 13, 2008

9:00 AM – 11:00 AM  
Central High School Cafeteria  
3221 Indiana Avenue  
Kansas City, Missouri 64128

### Saturday, September 27, 2008

9:00 AM – 11:00 AM  
Don Bosco Senior Center Cafeteria  
580 Campbell  
Kansas City, Missouri 64106



## Contact MoDOT

Any Questions or Comments? Please feel free to:

### Visit our website at:

[www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

### Contact the project manager:

Allan Zafft  
1-888-ASK-MODOT  
[allan.zafft@modot.mo.gov](mailto:allan.zafft@modot.mo.gov)

### Write us at:

600 NE Colbern Road  
Lee's Summit, MO 64086

## Remember to fill out a comment card!

We want to hear from you! Please comment on what you have seen today or what you would like to see in the future. Answer the questions provided and hand your card to a MoDOT staff member. If you have any questions or need assistance do not hesitate to ask. Just look for people with pre-printed name tags and they will be happy to help you.

*Translators available. Look for people with blue name tags.*

*Traductores disponibles. Busque personas con nombre azul etiquetas.*

*Những người dịch sẵn có. Tìm kiếm những người với những nhãn tên xanh.*