



Introduction

The Missouri Department of Transportation (MoDOT) hosted a public meeting for the second round of engagement for the Improve I-70 KC Environmental Impact Study (EIS) re-evaluation from 5-7 p.m. on September 13, 2022, at the Gregg/Klice Community Center, 1600 E. 17th Street, Kansas City, MO 64108. The project team incorporated community feedback from Spring 2022 into the modified Preferred Alternative Concept design to find ways to improve safety, reduce congestion, and reconnect the community.

Overview and Outreach Efforts

Following the first round of public engagement in March 2022, many of the same strategies and tools were repeated for the second round of engagement. Because the project area spans five miles of I-70 from The Paseo to U.S. 40, several factors were taken into consideration to reach a wide-variety of stakeholders, such as:

- Offering materials in multiple formats (print and digital).
- Offering information through a variety of communications channels (social media, news media, postal service, physical locations along the corridor).
- Offering materials in multiple languages (English, Spanish, and Vietnamese).

The information presented at the meeting was made available for those who could not attend on a [video](#) accessible through the project webpage. [Project display boards](#) were also posted to the website.

The goals of the public meeting were to:

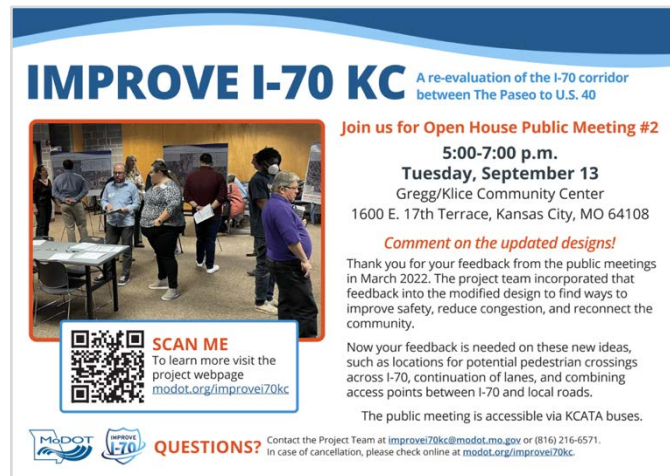
- Present proposed modifications to the Preferred Alternative Concept developed in 2017, based on comments from the public received at the March 2022 public meetings and community engagement following the meetings.
- Offer the public the opportunity to provide feedback on the proposed modifications.
- Elicit feedback on the new modified alternative designs, such as locations for potential pedestrian crossing across I-70, continuation of lanes, and combining access points between I-70 and local roads.

Printed and Mailed Postcard Invitations

Postcard invitations were mailed through the United States Postal Service to approximately **853** property owners, business owners and residents in the immediate project area.

Postcards were also mailed to approximately **360** stakeholders and organizations, including neighborhood leaders, community leaders, resource and social services agencies, state and city elected officials, faith-based institutions, civic organizations, city leadership, state leadership, and addresses collected from stakeholders in past studies for the project area.

Additionally, the printed postcard was translated for Vietnamese – and Spanish-speaking stakeholders and delivered to targeted locations in the corridor.



Email Invitations and Toolkit

Email invitations were emailed to approximately **500** stakeholders including neighborhood leaders, city leadership, state leadership, elected officials, organization leaders, large employers, environmental agencies, resource and social service agencies, community centers, school districts, Native American groups, and email addresses collected from the most recent and past engagement efforts.

Reminder emails were sent to all email addresses associated with the project (**over 500**).

A toolkit of promotional information was emailed to various individuals and agencies so they could share the information with their own constituencies. Those who received the promotional toolkit included: elected officials, civic organizations, Community Advisory Group members (CAG), Neighborhood Association Advisory Group members (NAAG), and City Communications.

The promotional toolkit consisted of materials that could be shared electronically or in print form with organization contacts. It included an invitation graphic with a QR code, introductory content, ready-made social media posts, and a [link to the project webpage](#).

Media Relations and Publications

A media alert and a news release were emailed by MoDOT Communications to news media representatives.

Postcard Drop

The week before the public meetings, stacks of postcards were hand-delivered to the following locations along the corridor. Recipients were able to choose between English, English/Spanish and/or English/Vietnamese postcards to share with their patrons

Postcard Drop Locations

Name	Location
Gregg/Klice Community Center	1600 E 17th Terr
MLB Urban Youth Academy	1622 E 17th Terr
Museums at 18th and Vine (Jazz, Baseball)	
Saint Stephen Baptist Church	1414 E Truman Rd
Clymer Community Center	1301 Vine Street
Morning Star Baptist Church	2411 E 27 th
East Patrol Station	2640 Prospect Ave
Lucile H. Bluford Library Branch	3050 Prospect Ave
Linwood YMCA	3800 Linwood Blvd
Happy Foods Center	4019 E 31st St
Kansas City VA Medical Center	4801 Linwood Blvd
St. Michael Veterans Center	3838 Chelsea
Splitlog Coffee	546 Olive
El Mercado Fresco	2620 Independence Avenue
Northeast Chamber/Independence Avenue CID	2657 Independence Avenue
San Antonio Meat Market	2904 Independence Avenue
Northeast Branch KC Public Library	6000 Wilson
Samuel U. Rodgers	825 Euclid
Rincos De Las Americanas Food Store	
Carniceria El Torito	4901 St. John Ave
La Jarochita	109 Hardesty Ave
El Pulgarcito	4200 E Truman Road
OrderExpress	107 Hardesty Ave
El Mercado Fresco	5117 Independence Ave

Resources and Attendance

The project team prepared educational resources for the public meetings and to post online, [including informational display boards](#), a comment card, a fact sheet, and a hard-copy survey.

Project team members were stationed next to display boards to explain concepts to attendees as they visited each board. There were **24** attendees at the meeting, **12** of whom completed a hard-copy survey.

- To complement the in-person experience and hard copy survey, [a video recap](#) was posted on the project webpage.
- As of November 2022, the Improve I-70 KC Public Meeting #2 video has **51** views.
- A digital survey was posted on the project webpage to provide an opportunity for people who could not attend to submit feedback online. A link to the survey was distributed to the **500+** email recipients of the meeting invitation.
- The online digital survey was open from September 13-30, 2022.
- A promotional toolkit for the survey was distributed to the same recipients who received the promotional toolkit for the public meeting.

Survey Results

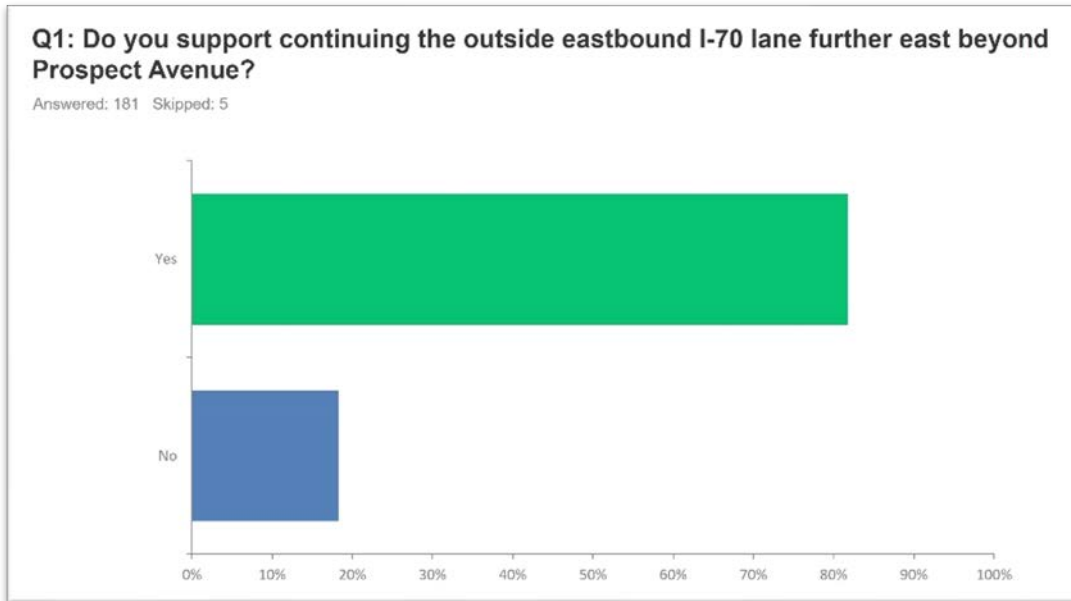
A total of **186** surveys were completed for the second round of public engagement.

- **174** people took the digital survey online.
 - Because of the detailed nature of some of the proposed modifications, video explanations were included with survey questions to better describe concepts to constituents.
- **12** people completed a hard-copy survey.
- The digital and hard-copy survey results were combined, and survey responses are on the following pages.

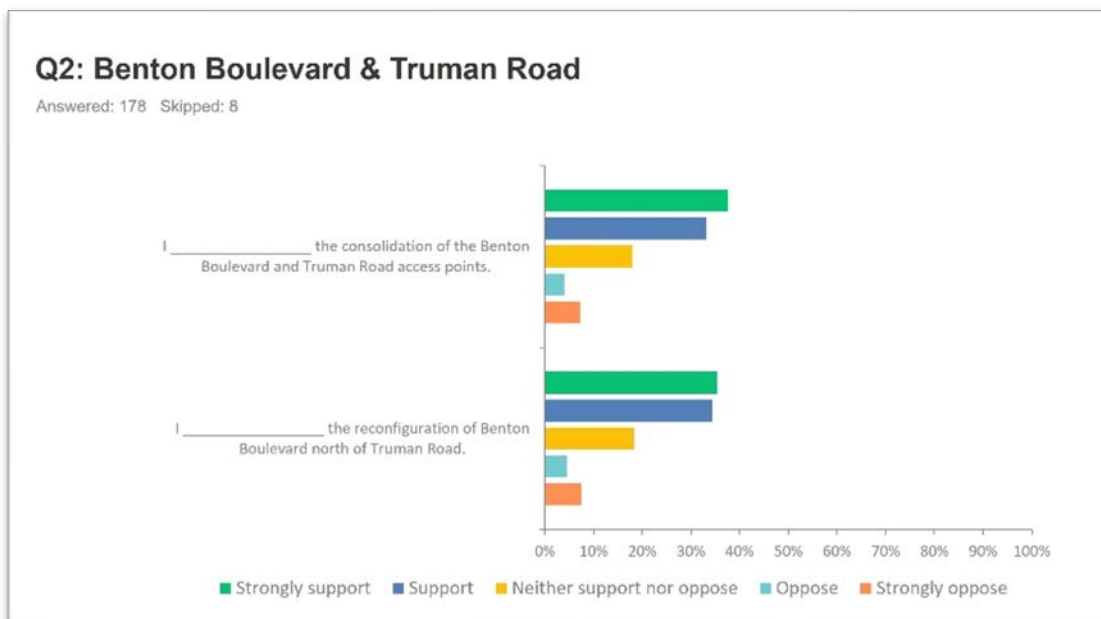
The following concepts have advanced due to public feedback and survey results indicating:

- Support to strong support to extend four lanes eastbound to Manchester Bridge
- Support to strong support for modifications for Benton Boulevard and Truman Road
- Support to strong support for combined exits
- Support to strong support for two-way to outer roadway to I-70
- Support to strong support for pedestrian bridges, but no specific location preference

Q1: Do you support continuing the outside eastbound I-70 lane further east beyond Prospect Avenue? Out of the 181 question responses there were 148 “Yes”, and 33 “No”.

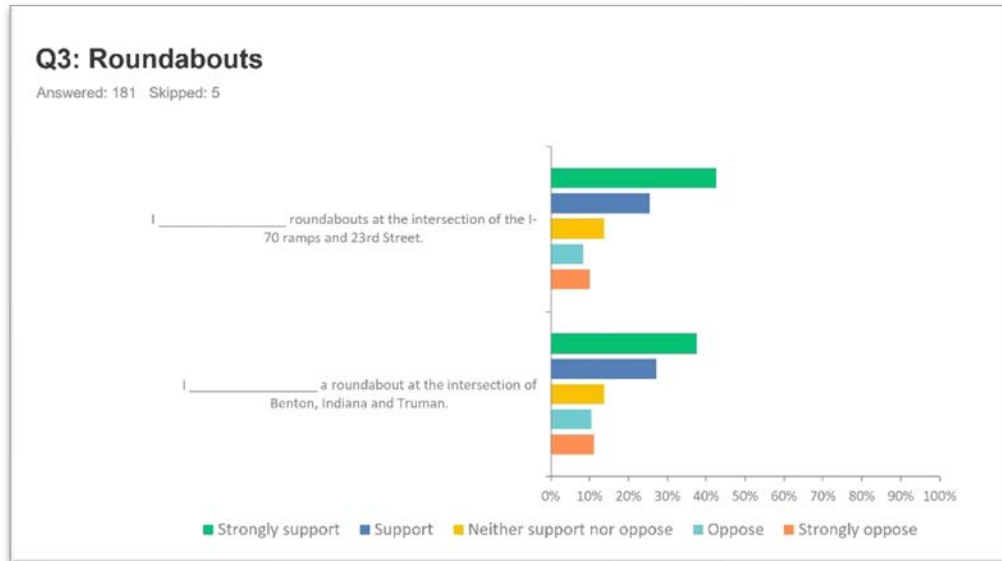


Q2: I ___ the consolidation of the Benton Boulevard and Truman Road access points. Overall, 126 people either strongly support or support, 32 were neutral, and 20 strongly oppose or oppose. **I ___ the reconfiguration of Benton Boulevard north of Truman Road.** Overall, 122 people either strongly support or support, 32 were neutral, and 21 strongly oppose or oppose.



Q3: I ___ roundabouts at the intersection of the I-70 ramps and 23rd Street.

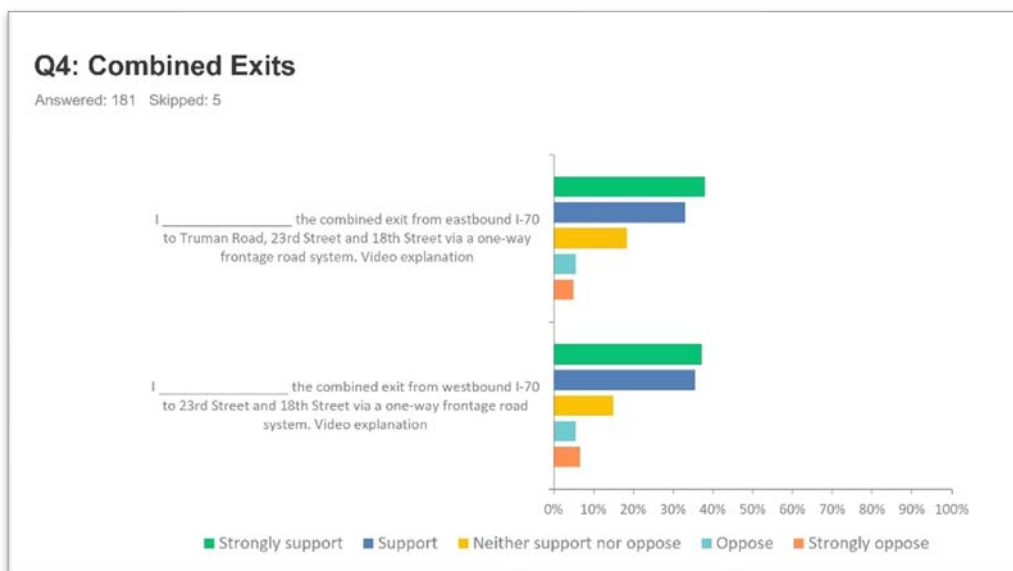
Overall, 123 people either strongly support or support, 25 were neutral, and 33 strongly oppose or oppose. **I ___ a roundabout at the intersection of Benton, Indiana and Truman.** Overall, 117 people either strongly support or support, 25 were neutral, and 39 strongly oppose or oppose.



Q4: I ___ the combined exit from eastbound I-70 to Truman Road, 23rd Street and 18th Street via on-way frontage road system.

Overall, 127 people either strongly support or support, 33 were neutral, and 19 strongly oppose or oppose. **I ___ the combined exit from westbound I-70 to 23rd Street and 18th Street via one-way frontage road system.**

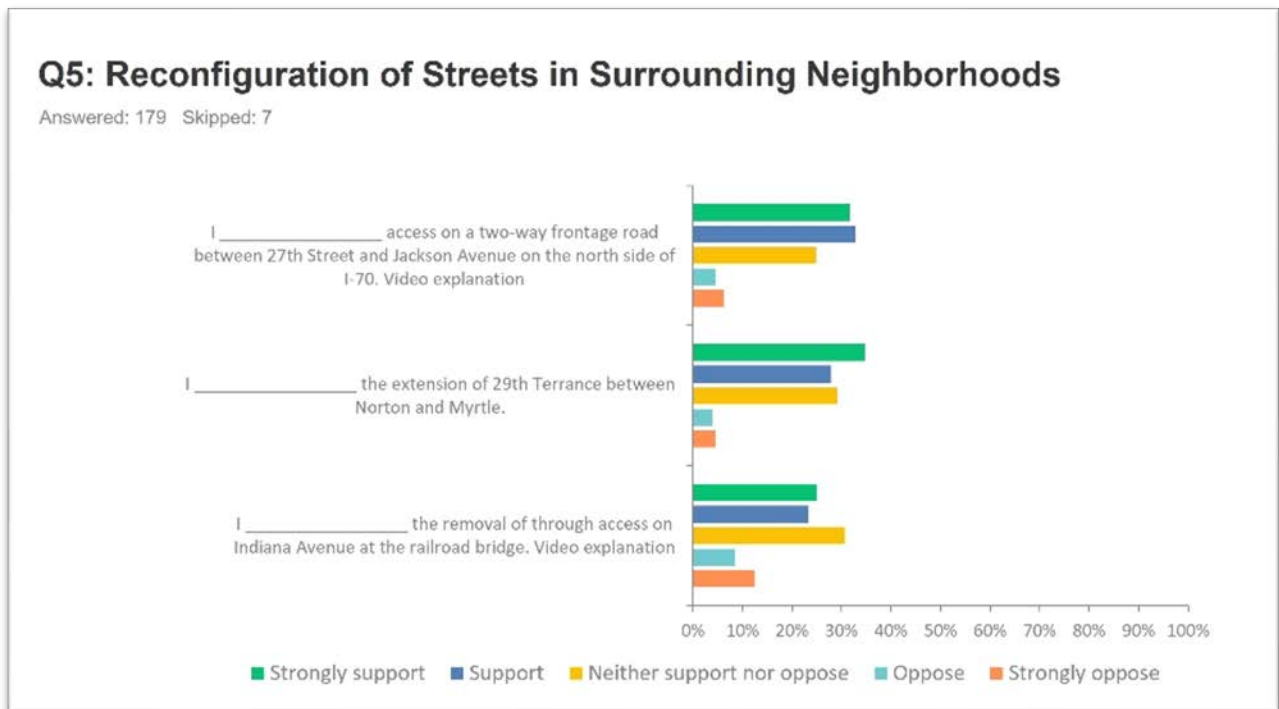
Overall, 131 people either strongly support or support, 27 are neutral, and 22 strongly oppose or oppose.



Q5: I ___ access on a two-way frontage road between 27th Street and Jackson Avenue on the north side of I-70. Overall, 114 people either strongly support or support, 44 were neutral, and 19 strongly oppose or oppose.

I ___ the extension of 29th Terrace between Norton and Myrtle. Overall, 112 people either strongly support or support, 52 are neutral, and 15 strongly oppose or oppose.

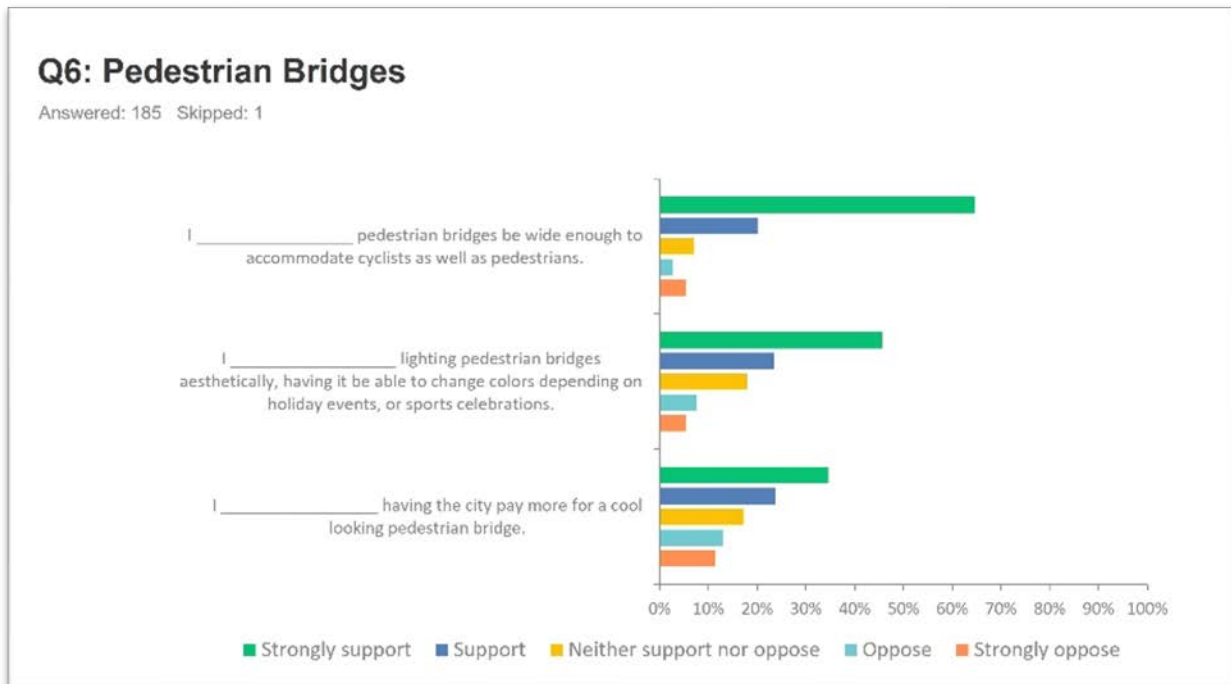
I ___ the removal of through access on Indiana Avenue at the railroad bridge. Overall, 85 people either strongly support or support, 54 are neutral, and 37 strongly oppose or oppose.



Q6: I ___ pedestrian bridges be wide enough to accommodate cyclists as well as pedestrians. Overall, 156 people either strongly support or support, 13 were neutral, and 15 strongly oppose or oppose.

I ___ lighting pedestrian bridges aesthetically, having it be able to change colors depending on holiday events, or sports celebrations. Overall, 127 people either strongly support or support, 33 are neutral, and 24 strongly oppose or oppose.

I ___ having the city pay more for a cool looking pedestrian bridge. Overall, 108 people either strongly support or support, 32 are neutral, and 45 strongly oppose or oppose.



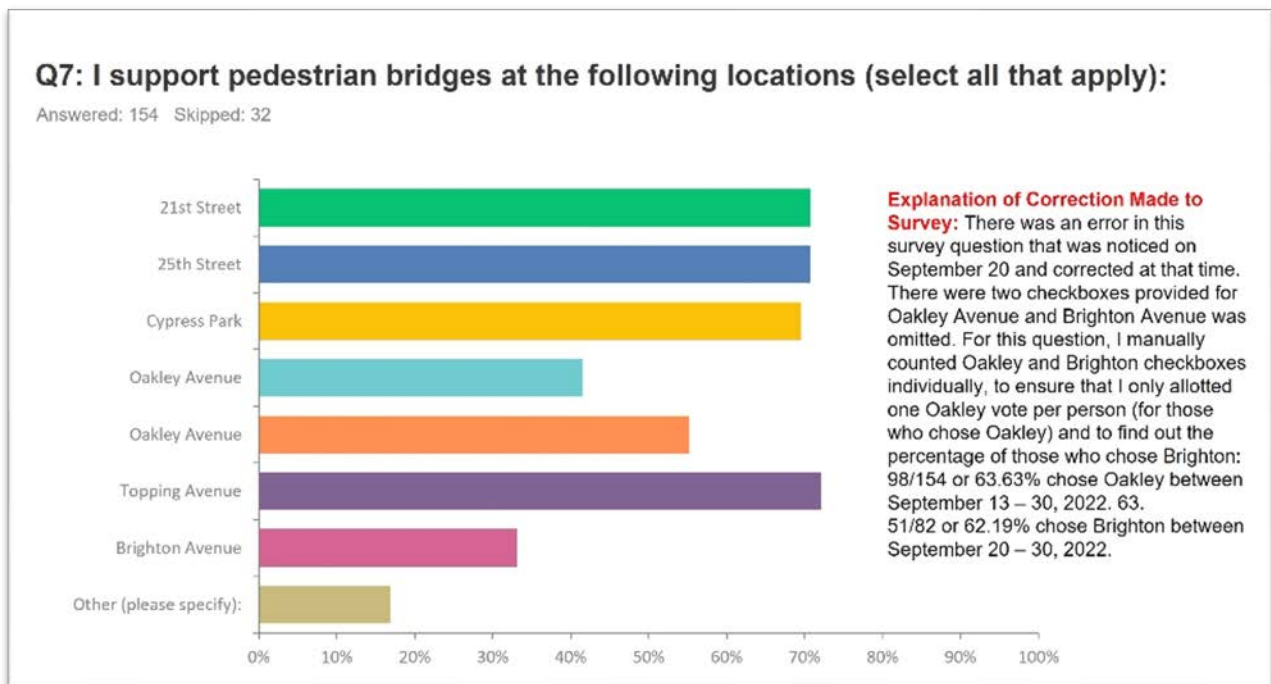
Q7: I support pedestrian bridges at the following locations (select all that apply):

Results out of 154 question responses:

- 21st Street (109)
- 25th Street (109)
- Cypress Park (107)
- Oakley Avenue (98/154)
- Topping Avenue (111)
- Brighton Avenue (51/82)
- Other (26)

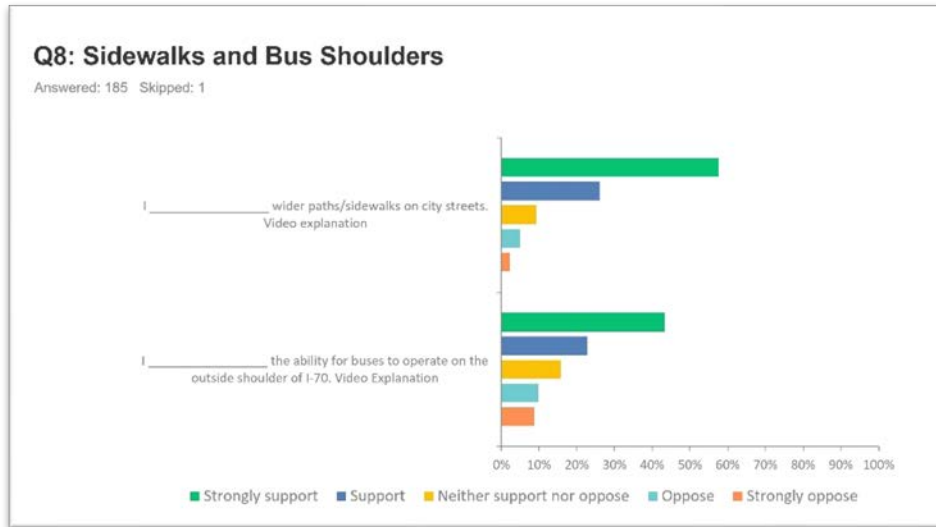
Explanation of Correction Made to Survey: There was an error in this survey question that was noticed on September 20, 2022, and corrected at that time. There were two checkboxes provided for Oakley Avenue and Brighton Avenue was omitted. For this question, I manually counted Oakley and Brighton checkboxes individually, to ensure that I only allotted one Oakley vote per person (for those who chose Oakley) and to find out the percentage of those who chose Brighton:

- 98/154 or 63.63% chose Oakley between September 13 –30, 2022
- 51/82 or 62.19% chose Brighton between September 20 –30, 2022



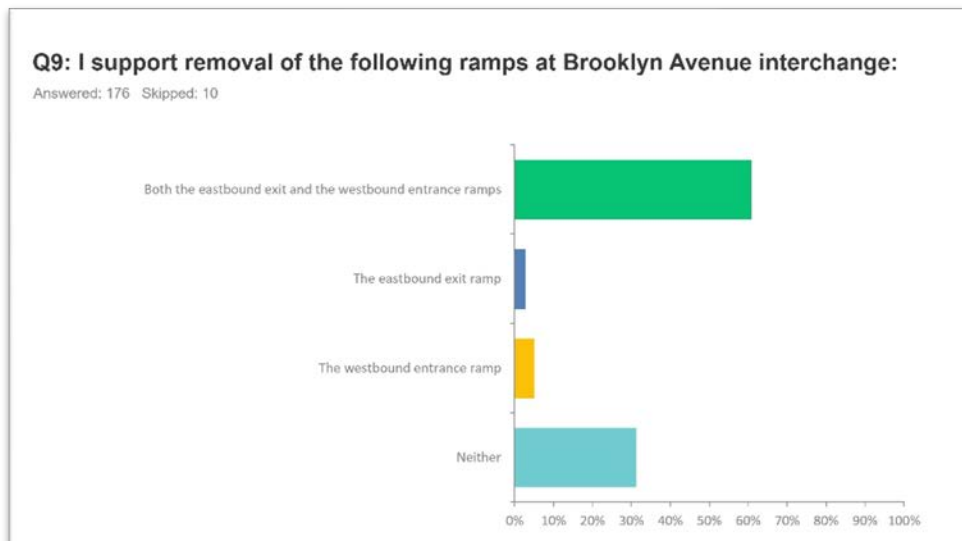
Q8: I ___ wider paths/sidewalks on city streets. Overall, 154 people either strongly support or support, 17 were neutral, and 13 strongly oppose or oppose.

I ___ the ability for buses to operate on the outside shoulder of I-70. Overall, 122 people either strongly support or support, 29 are neutral, and 34 strongly oppose or oppose.



Q9: I support removal of the following ramps at Brooklyn Avenue interchange: Results out of 176 question responses:

- Both the eastbound exit and the westbound entrance ramps (107)
- The eastbound exit ramp (5)
- The westbound entrance ramp (9)
- Neither (55)



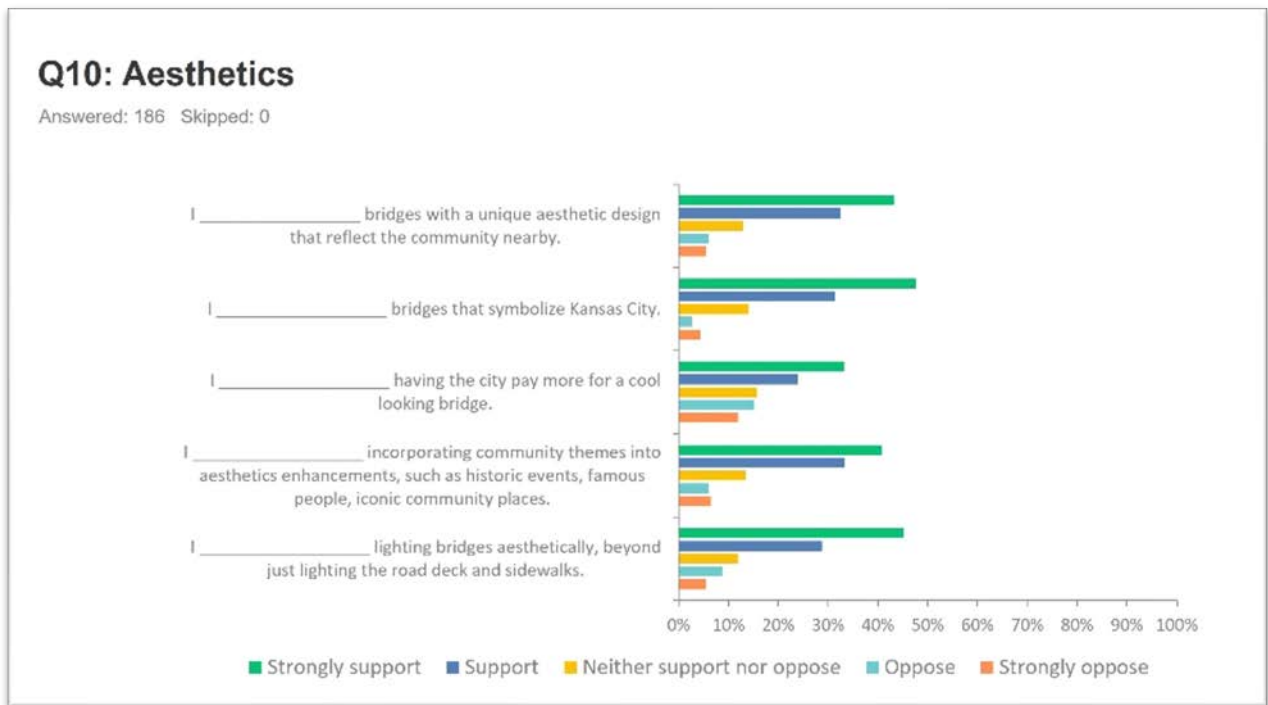
Q10: I ___ bridges with a unique aesthetic design that reflect the community nearby. Overall, 140 people either strongly support or support, 24 were neutral, and 21 strongly oppose or oppose.

I ___ bridges that symbolize Kansas City. Overall, 146 people either strongly support or support, 26 are neutral, and 13 strongly oppose or oppose.

I ___ having the city pay more for a cool looking bridge. Overall, 105 people either strongly support or support, 29 are neutral, and 50 strongly oppose or oppose.

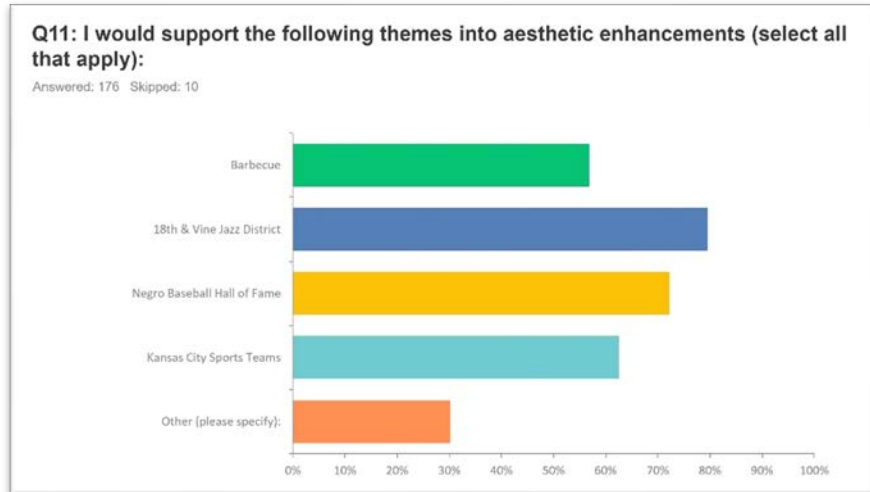
I ___ incorporating community themes into aesthetics enhancements, such as historic events, famous people, iconic community places. Overall, 138 people either strongly support or support, 25 are neutral, and 23 strongly oppose or oppose.

I ___ lighting bridges aesthetically, beyond just lighting the road deck and sidewalks. Overall, 136 people either strongly support or support, 22 are neutral, and 26 strongly oppose or oppose.



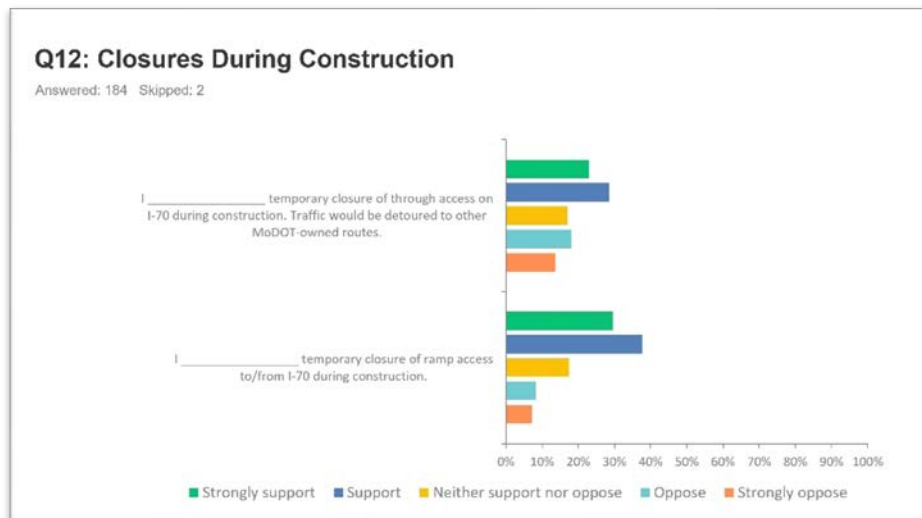
Q11: I would support the following themes into aesthetic enhancements (select all that apply): Results out of 176 question responses:

- Barbecue (100)
- 18th & Vine Jazz District (140)
- Negro Baseball Hall of Fame (127)
- Kansas City Sports Teams (110)
- Other (please specify): (53)



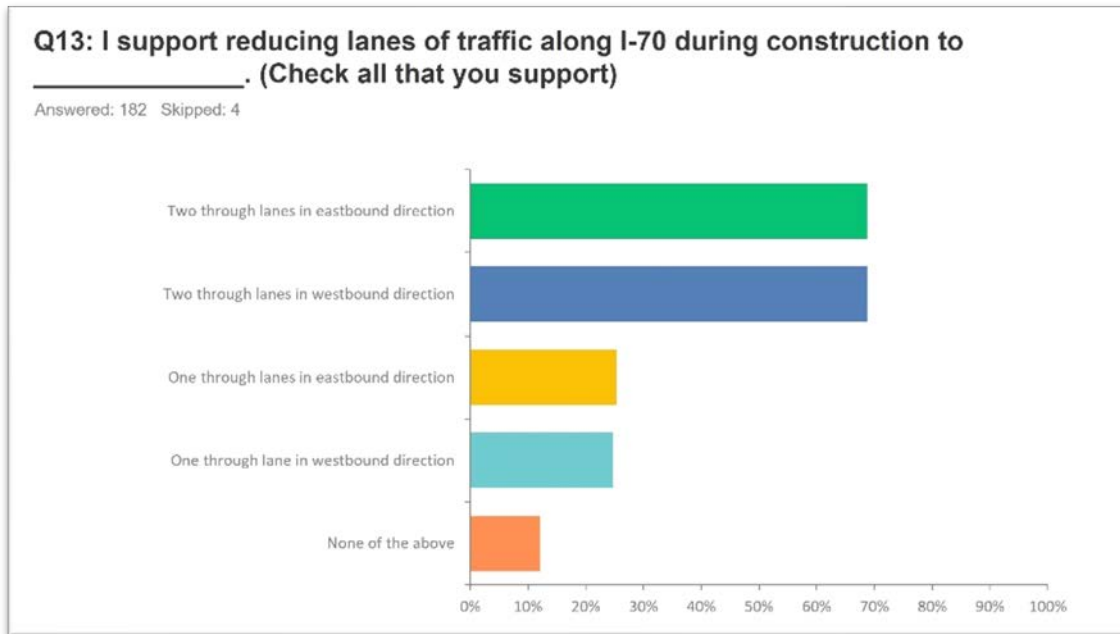
Q12: I ___ temporary closure of through access on I-70 during construction. Traffic would be detoured to other MoDOT-owned route. Overall, 94 people either strongly support or support, 31 were neutral, and 58 strongly oppose or oppose.

I ___ temporary closure of ramp access to/from I-70 during construction. Overall, 123 people either strongly support or support, 32 are neutral, and 28 strongly oppose or oppose.



Q13: I support reducing lanes of traffic along I-70 during construction to _____. (Check all that you support) Results out of 182 question responses:

- Two through lanes in eastbound direction (125)
- Two through lanes in westbound direction (125)
- One through lanes in eastbound direction (46)
- One through lane in westbound direction (45)
- None of the above (22)

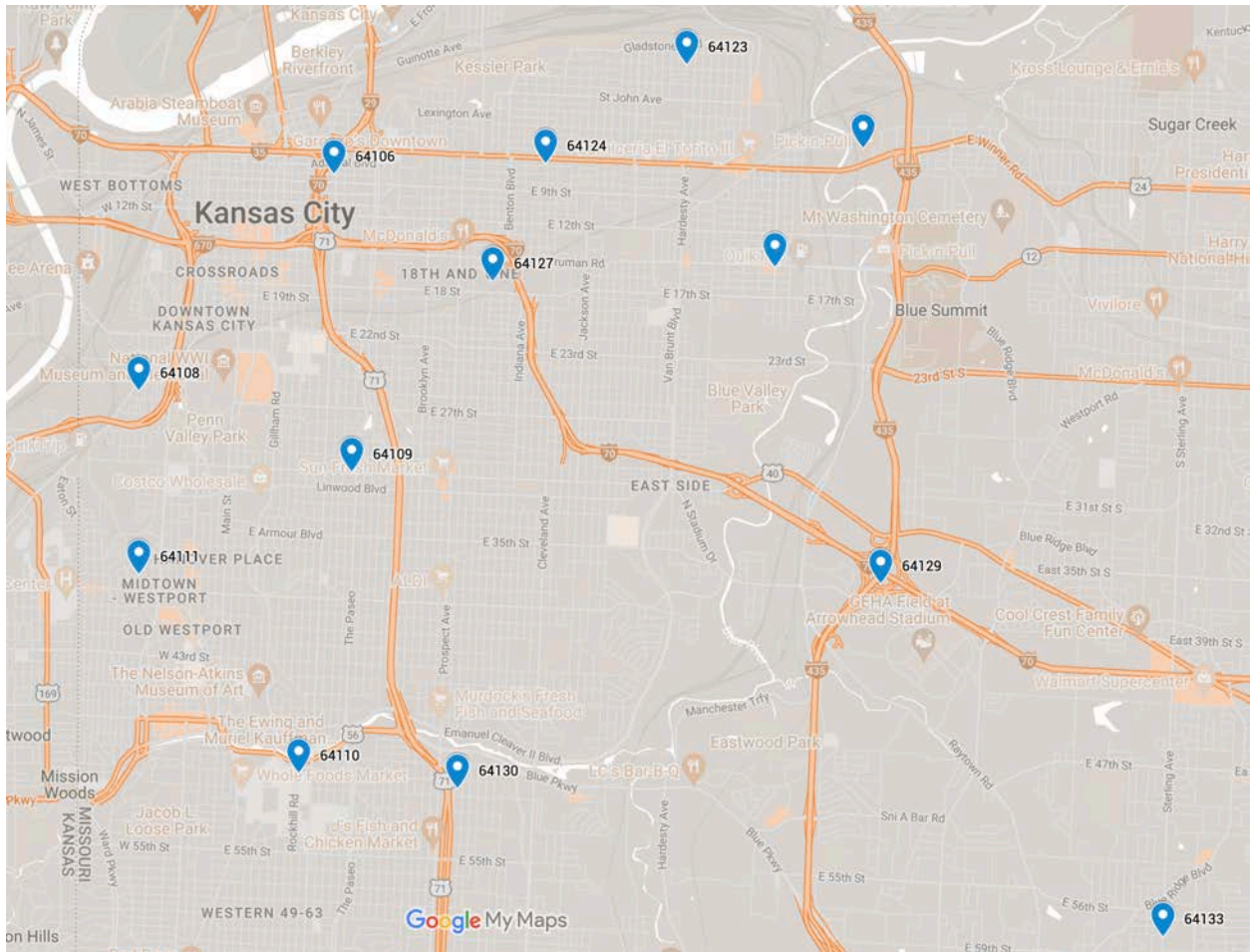


Q14: What is your Zip Code of residence:

64014	2	64108	8	64129	3	64165	1
64015	2	64109	5	64130	2	64504	1
64029	2	64110	8	64131	6	66106	2
64030	1	64111	3	64132	3	66205	1
64055	5	64112	4	64133	7	66208	1
64057	1	64113	4	64136	1	66212	1
64063	1	64114	13	64137	2	66215	1
64064	1	64116	2	64138	1	66216	1
64068	2	64118	4	64139	1	66218	1
64075	2	64119	1	64151	4	N/A	11
64081	1	64123	5	64152	3		
64081	1	64124	6	64154	3		
64082	1	64125	2	64155	4		
64105	5	64126	1	64157	4		
64106	1	64127	9	64158	1		

The following are those who participated in survey who reside within five miles of the project (also pictured below on the map):

64105	5
64106	1
64108	8
64109	5
64110	8
64111	3
64123	5
64124	6
64125	2
64126	1
64127	9
64129	3
64130	2
64133	7



Verbatim explanations to survey question responses are as follows:

Q1: Do you support continuing the outside eastbound I-70 lane further east beyond Prospect Avenue?

- I think extending a 4th lane all the way to 40 Hwy is a great idea!!!
- There is too much traffic here to not justify an added lane, during peak hours all the merging becomes dangerous.
- Sounds like a good idea
- Too congested
- It's needed to reduce congestion
- This will allow for more lanes to be opened and exit at the 79 hwy interchange as I70 enters downtown.
- It's a bottleneck ending the 4th lane where it ends
- The extra lane would but the exit and on ramps from prospect to 40hwy would be a concern.
- With commuter traffic reduced due to more remote work, congestion on east bound I-70 is greatly reduced, and the tangible benefits of this proposed change are also reduced.
- exiting I-70 and getting on I-70 in this area can be extremely difficult due to heavy congestion during periods of heavy traffic every day.
- spend the money on transit instead
- Eliminate stop and go traffic
- Helps with panic merging.
- Always some congestion here
- more highway is bad
- Continuing a fourth lane past Prospect Ave. will help out immensely. That bottleneck has been a problem since I was a child in the 90s. Thinking big picture, there is so much merging and lack of lane continuity from the downtown loop (as far west as when I-670 enters the loop under Bartle Hall) that pushing the 4th lane through at Prospect will help out so much. 100% in favor, yes!
- This would help with evening rush hour traffic.
- More motorists want to exit on 40 HWY than on Prospect so it would be a better place to terminate the lane.
- The ending lane of traffic is always a nightmare.
- that curve is extremely dangerous and stressful to drive thru, anything to reduce erratic movements is welcomed
- More capacity and longer on-ramps should improve flow
- This will just induce more congestion further east on I-70
- More lanes are needed to handle the traffic volume
- There is too much traffic for the current lane configuration

- More lanes move more traffic
- Adding lanes only increases traffic
- Irrelevant as there is no persistent congestion in this area.
- Allow a longer merge opp.
- If there weren't so many on ramps, the lane would not be needed.
- I do not think adding lanes helps capacity. Traffic "appears" again after more lanes are added and congestion never leaves. Congestion > slower traffic >> less severe and fatal crashes.
- Eliminating Myrtle exit should lessen accidents.
- Over the years I've watched the traffic try to move over to the next lane!
- It would facilitate the east bound PM peak movement better.
- Yes, but only if it does not take any homes.
- Needed
- No because looking at your plans, it would mean that people could not enter I-70 from Prospect going eastbound. That is the best long entry ramp on the corridor. If the entry ramp to eastbound I-70 from Prospect is taken out, then people would have to enter the highway from Indiana to I-70 eastbound on that terrible entry ramp. That is the worst entry ramp along I-70
- More lanes farther out provide better options for drivers to get through congestion from downtown
- not a particular concern for me
- We need better urban planning that attracts fewer cars to the city and encouraged safe, bike and pedestrian friendly infrastructure. More highway lanes are a bad use of my tax dollars.
- Yes because It would help alleviate a lot of traffic
- I-70 needs more lanes on both sides of the highway from downtown to 291.
- Highways are loud and ugly. I support alternative means of transportation as the city grows
- Reduce congestion
- Anything that will help improve safety of drivers is a plus.
- Any changes to highways that increase neighborhood connectivity and pedestrian safety, especially for children and people with mobility issues, should be prioritized over highways, which are unsafe, polluting, noisy, and divide communities.
- Works as is without congestion or confusion
- Its ridiculous how much money is spent south of the river when there are MANY of us paying a disproportionate amount of KC etax and seeing ZERO benefits in the Northland
- Improves traffic flow which encourages sprawl
- The reasons listed in the video are valid.
- Would improve traffic
- Traffic becomes more congested at the prospect exit. It can be a struggle for drivers to merge left quickly.

- The current configuration makes traffic very messy due to the lane that now ends at 71 north.
- It's needed this city has grown if you haven't noticed since that road was first built
- It's an unnecessary expansion and waste of limited funds.
- It is needlessly terminated since it is added back in one block later.
- Alleviate traffic
- Drivers in this stretch frequently ignore traffic laws and fail to yield to existing traffic as they merge onto the highway. It seems the short on ramps cause them to be overly aggressive entering the highway.
- not necessary
- This would reduce the shuffling that occurs with the multiple exit-only lanes coming out of downtown.
- Yes, but only because it is routinely backed up. I do not like that we are further eroding neighborhoods (and always poor ones) to move cars.
- I-70 already cuts an unnecessary divide into east kc damaging the integrity of that part of the Kansas City community. Finding alternative routes, utilizing public transit, underground tunneling, below grade cover, or other items should be priority.
- Focus on reducing impacts to adjacent land uses. Limit widening.
- Adding another lane will NOT fix any problems. Save the money and invest it in public transit instead of failed urban highways.
- Current design creates needless congestion and unsafe conditions
- It should help move traffic out of the city
- Money should not be spent on building anything new when we can barely maintenance what we have. Use this money to do some mantianace projects or pay your staff more.
- Adding lanes contributes to induced demand
- need to reduce congestion and improve flow
- this will improve traffic congestion on I-70.
- Traffic is still heavy
- Traffic gets very congested in that area. we need another lane.
- Example

Q7: I support pedestrian bridges at the following locations (select all that apply).

- Wherever these communities have expressed the need.
- No opinion
- None, pedestrian beidges will only increase violent crime for pedestrian using those bridges as they will not be in a low crime area
- To replace the existing Benton Blvd bridge, if the configuration of Benton is changed
- no opinion
- NONE

- As needed but no opinion
- everywhere - kc is NOT walkable
- Pedestrian Bridges should be put all along I-70 & current bridges should have the surface redesigned to make it Pedestrian friendly.
- None - waste of money
- Any spots along that section of I-70
- But they need maintained better than Cypress.
- Indiana underpass
- It doesn't matter to me
- I don't know that there's any actual demand for pedestrian bridges
- Pedestrian bridges suck for accessibility. They never feel safe. They are a worse solution than fixing our highway problem.
- None
- Please prioritize pedestrian safety and bike traffic everywhere possible!!
- Don't know which
- Blue ridge cutoff
- No preference
- none
- Opposed
- Bridges are fine but capping i-70 with developments and green decks would be preferable
- None there aren't many pedestrians. Also make it easier for children to throw rocks at vehicles.
- I don't have an opinion on the locations

Q11: I would support the following themes into aesthetic enhancements (select all that apply).

- Community heroes
- Community specific
- No opinion
- Indigenous tribes of area
- Current jazz musicians
- river heritage
- Music and Arts
- None, just make them smooth to drive on
- None
- Pride, Hispanic Heritage, Native American Heritage (NO CHIEFS #changethename)
- This is the city of fountains and also the city of boulevards. Bruce R Watkins also serves as an example.
- Kansas City labor history
- No themes just architecture.
- "Prohibition" or lack thereof in KC
- Real faces of the community that I-70 cuts apart
- NONE - Waste of MONEY
- American Royal, Stock Yard

- Neighborhood culture specific
- Hispanic culture of the Historic Northeast
- Famous KC people
- Theme of Fountains should be used
- Historic City Market; WWI Memorial; Union Station; American Royal
- Performing Arts
- Kansas City Schools
- City of fountains
- KCMO African American heritage Sites
- None
- Kansas City's rich classic architecture, specifically linking back to the New Deal era.
- WWI museum/power and light/steamboat Arabia
- Three trails, stockyards
- KC art and architecture
- LGBTQIA+
- This money can be spent on improvements in the north where they are needed. We dont need more 'cool' expensive expenses when there are entire highways running through housing area in northland with no sidewalks
- NO on Chiefs as their management is not committed to KC
- None
- Walt Disney, Hallmark, State Flower/Flag, Other Historic Figures
- Public service employees
- Westward Expansion and Cattle
- I support increased spending for improved look and feel but not exorbitant spending for artistic additions.
- City of Fountains
- Fountains
- None
- none, waste of taxpayer money
- Riverboats and Trains, key aspects of Kansas Cities physical history as well as its history as a pro-union city during the civil war
- none of the above, you don't need people looking at bridges who are driving. Seriously.
- Neighborhood Placemaking
- Other minority groups to show diversity. BIPOC, LGBTQ+, etc. The city should use our diversity to its advantage.
- I don't support this!
- Local Artists
- National WWI memorial / Liberty Memorial
- Entrepreneurs
- None
- Commission local artists and let them create without a "theme"

If you have additional comments to share about the Improve I-70 project from The Paseo to U.S. 40, please share them with us:

- "Q#2 - Benton Blvd. & Truman Road - Only if you are preserving the column or entrance into Historic Northeast @ Benton and just south of 13th.
- Q#3 - Roundabouts - If you consider moving those columns from Benton/13th to here, I strongly recommend meeting with Historic Northeast & Preservation folks.
- Q#8 - [removal of ramps at Brooklyn Avenue interchange] Neither - this will place more demand on Prospect. Can't get onto the 635/35 ramps when entering from The Paseo."
- "Q#2 Benton Blvd. Gateway is important to our community. I'm open to [reconfiguration of Benton Blvd. north of Truman Road] if the gateway remains.
- Q#4 - Combined Exits - This is an amazing idea! [combined exit from EB I-70 to Truman Road, 23rd Street and 18th Street via one-way frontage road system].
- Q#6 - [Lighting pedestrian bridges aesthetically] - only if solar powered. [Cool looking bridge] - historical theme.
- Q#8 - I love bus path idea!
- Q#10 - Aesthetic lighting isn't that important, just make it solar powered.
- Q#12 - Closures During Construction - I will defer to you all's expertise.
- "
- New blacktop and striping too please
- Leave 13th street intact from Prospect to Cleveland.
- Please consider adding reflective road markings. They make a big difference in visibility during rain. This is a much needed improvement all over Kansas City.
- I am concerned about Prospect being the only on ramp to I-70 West from the Historic Northeast. That intersection is already congested. Closing the Benton Avenue on-ramp to 70 West does not make sense to me as it is also a very busy ramp. Traveling these roads daily, I see much more congestion in the downtown loop than in any of these areas on 70. It feels like these improvements are an attempt to make it more difficult for residents of the Historic Northeast to have access to I-70.
- Roundabouts can be very confusing. Everyone that I have talked to about them hates the roundabouts.
- Environmentally friendly and low maintenance landscaping native to Missouri should be used. 71 was beautiful when it was first designed, but now is beginning to look unkept.
- Please keep this as cheap as possible with little impacts on the nearby residents
- "I travel the project area frequently at work for the fire department in an ambulance. The ramps can be greatly consolidated to allow for better flow in the through lanes.

- As Kansas City grows I am encouraged by the turn towards public transportation. This is a great opportunity to ensure the project area is rebuilt ready for future transit needs such as express bus lanes.
- Lastly, the downtown loop needs to be reconfigured. This is a chance to align through lanes for that project in the future. "
- No roundabouts
- I-70 should be 4 lanes each direction from downtown to I-435. The number of exits and entrances to and from I-70 should be minimized by combining exits and entrances that are in close proximity to each other. The center concrete wall should be higher and thicker to prevent head on cross over accidents.
- Longer entrance ramps would help so cars would not stop on the on ramps if some of the other improvements dont happen.
- I am extremely concerned about the proposed removal of the Benton Blvd bridge without the addition of an equivalent route for pedestrians and cyclists. This plan prioritizes highway expansion, which has already has a deleterious effect on the neighborhood, over neighborhood walkability and connectivity.
- remove i-70 north loop
- No thank you but a couple of the videos could be improved.
- Roundabouts and this new drive on the left are stupid ideas. They are confusing and in actual practice they do not aid in traffic flow. Actual empirical observation. I have several times encountered excessive speed vehicles as I approached the roundabout.
- None
- "Thank you for this meeting. It very much appears that comments from the previous meeting were incorporated and seriously considered for this next round.
- Lastly, please ensure final design is compatible with any future improvements. If there is any chance a fourth westbound lane will be added, then make sure the bridge span is sufficient to accommodate a wider WB 70 cross section. If 22nd/23rd streets is projected to handle more traffic as it connects to Crown Center, please make sure the 23rd street bridge over i70 is wide enough. If KC's east side will ever see future new development at the interchanges that will generate traffic, please make sure the ROW acquisition happens now to accommodate wider offramps. "
- Please take out the severe curves at Benton and Jackson BLVDs, which slow down traffic.
- Looking forward to the enhancements.
- Shrink the size of the on/off ramps & frontage road. Helping keep people from speeding through these areas & speeding towards a stop sign or intersection.
- this project is long long long overdue!
- Na
- Please do not shut I-70 at the same time that US 71 is being improved. That'd leave me with no construction-less alternative to get home

- That section needs at least 4 lanes 4 lanes in each direction, with distributor & collector roads as needed.
- None
- !
- Wider shoulders for law enforcement
- Need space for commuter rail down the middle
- Please make things more wheelchair friendly
- "This area of town could use significant re-investment. Typically cultural and pedestrian enhancements get ""cut"" first and I'd like to see the city use this as an opportunity to re-invest in the area.
- Q5: 27th & Jackson - add sidewalk next to it
- Q6: MoDOT should pay for cool looking pedestrian bridge (rather than city)
- Q7: They need to be maintained better than Cyprus.
- Q8: Bus only lanes - Do they currently go on I-70?
- Q10: MoDOT to pay more for cool looking bridge (rather than city)
- Q12: Git'r'done
- "
- Q10 - [crossed out "cool" looking bridge and added "respectable"]
- "Good job.
- Q3 - 23rd Street: not sure westbound 23rd St grade would accommodate a roundabout, otherwise, yes.
- Q5 - removal of through access on Indiana Avenue at the railroad bridge - Leave as a pedestrian underpass
- Q8 - paths/sidewalks - Don't take more ROW to achieve this."
- MoDOT should pay more for a cool looking pedestrian bridge (not city).
MoDOT should pay more for cool looking aesthetics (not city).
- Strongly oppose
- no
- closures of I-70 during construction should be minimized as much as possible and communicated well
- None
- Wide shoulders to allow for people to safely pull over and for emergency vehicles. We would like to see a police presence enforcing the laws on i-70 more. Having a safer way to do so may increase that chance.
- N/A
- Add an access ramp from hwy 40 to southbound 435
- There should not be a freeway bisecting our city.
- You need to fix the South and East side of the loop going both directions. Having a major N/S highway bottleneck like it is currently is asinine. MORE LANES ARE NEEDED especially if you're putting the stadium downtown. Straighten Truman road near Myrtle while you're at it on the East side work. I drive these streets 8 hours a day every day.

- Please find ways to make highway traffic quieter including using a different type of surface that isn't as loud when tires cross
- Post speed limits often to avoid crash points when speed decreases
- I don't believe that Kansas City, MO should spend any funds on anything having to do with I-70.
- None
- Stop wasting tax dollars on this crap.
- "If I'm traveling to the east part of the metro from my home in
- waldo I purposely use I-470 instead of I-435 and I-70 because the drivers on 435 and 70 are much more careless and drive fafaster endangering other motorists. "
- Clean up the roadways, especially on I-70 under the bridges. What a disgrace and eyesore for those entering or leaving our city. A true mess.
- The focus of the improvements should always center PEDESTRIAN SAFETY, not VEHICLE EFFICIENCY. And please consider other forms of transit besides vehicles (e.g. bikes, streetcar). Thank you — really inspiring plans!
- I-70 E is a nightmare just East of Broadway exit and continuing until 29 N exit. This is crazy stupid. don't do any construction on I 70 until this is fixed. Please fix this. it is super dangerous.
- Just fix it please
- Shutting down I70 during construction would be disasterous. Reroute interstate traffic to Independence Ave or Truman Road? Sounds awful.
- Whatever this community can do to improve walkability in neighborhoods and allow safer and more bicycle traffic will be steps in the right direction. And if we're going to make improvements, let's take the time and spend the dollars to do it right. Aesthetics matter. Local neighborhoods matter.
- Please install on ramp to 71 south !!!
- Exit painting on the roadway is very helpful. Please continue and add to it.
- 4 lanes in both directions would be a plus!
- As much as possible, prioritize crossings and maintenance of facilities for people who walk and bike in the area.
- I strongly support spending more to incorporate lighting and modern architectural styles. But I do not support significantly increased spending for community-specific artistic additions. Lighting, yes, and possibly some form of abstract art, but not bbq or negro leagues or anything cringe like that.
- Bridge deck at US-40 is a skating rink in snow and ice.
- Do not build what cannot be maintained
- The curves are not reduced enough. More ramps and access roads should be eliminated in order to better straighten the interstate to improve safety and allow for higher speed traffic.
- No
- Make inner lanes HOV from 35 to the Truman Sports Complex
- N/a

- On a regular basis, clear the homeless out from under the bridges. It looks nasty, they burn them up at taxpayer expense, lots of trash and filth.
- Reducing the amount of exit in this corridor will help traffic flow and the continual shuffling of cars that occur because of this.
- How can we do better at cleaning trash, mowing, and removing graffiti near our roadways? To me, it's very embarrassing to drive through these conditions and does not do anything to help our city by looking so poorly maintained.
- It should be the policy of this city to push for transit alternatives such as bus, bikes, streetcars and light rails. I-70 is a scar that divides an integral part of the city and should be mitigated with other transit options, development and green capping. The city should begin prioritizing transit over highway expansion. I dare say that most of the I-70 and loop corridors are necessary and can be consolidated to not only improve traffic but all for new developments to take the place of these asphalt canyons. We have the World Cup coming in 2026. The eyes of the world will be on Kansas City and it would be a disservice to our visitors and locals to have to journey solely by car and underutilized buses. Light rail and Bus Rapid Transit must be taken into consideration for any future traffic plans.
- Pay overtime to workers to get it done quickly
- Reduce the overall footprint and neighborhood impacts of freeway wherever possible.
- "Improve the look of the medians and make much taller to prevent light pollution for oncoming traffic. Make sure signs are Large print and informative for out of town drivers.
- "
- This highway should not be running through the city, period. Bridges will only be a weak bandage "solution" that fails to address a greater issue. Highways are destinations, not through fares. Highways only divide communities and create high speed points of conflict to pedestrians and cyclists, while lowering the quality of life of those immediately by the highways, all for the convenience of those who do not live in the city itself. Remove the segments in question. .
- N/A
- The biggest improvement would be "Pick up all the TRASH & maintain the roads & sidewalks we currently have"! Building new is NOT going to solve any issues if the city doesn't maintain them. Sidewalks & roads that are not maintained are useless and a hazard!
- Restore access to All major NE neighborhoods.
- If the Royals move downtown, have plans
- Needed Improvements