

September 19, 2022

Re: Interstate 70 Corridor evaluation through Columbia

Dear Members of MoDOT's Community Advisory Group:

The City of Columbia City Council discussed the above referenced evaluation and has the following comments. The city supports this evaluation and, as a long standing collaborative partner of the Missouri Department of Transportation (MoDOT), is committed to assisting with its success. Of note, we are aware that other projects with MoDOT in our region might advance in the near future.

The City of Columbia is committed to a complete streets design model to serve all modes of transportation. We request that MoDOT follow both the Federal Highway Administration's "Moving to a Complete Streets Design Model" document and MoDOT's own Safer Assessment for Every Roadway (SAFER) document as part of this evaluation. This approach is crucial to the City's Climate Action and Adaption Plan (CAAP), the City's Strategic Plan, and most importantly, the City's Vision, Mission, and Values. These safety improvements are also consistent with the City's Vision Zero initiative. We do not support additional risk to safety for improved "average delays."

Please also consider the following recommendations on the proposals presented to our community:

Scott Boulevard and Stadium Boulevard interchanges

1. All proposals to date from MoDOT have appeared to specifically avoid any possibility of construction of any aspect of the Scott Boulevard interchange. The City has an Federal Highway Administration (FHWA) approved Access Justification Report (AJR) for the interchange. Providing another connection across Perche Creek is critical for long term emergency response for both the County and City. The City is prepared for further discussions to facilitate these connections.
2. Crashes along outer roadways due to lane departure are significant and should be specifically examined to determine systematic improvements to reduce lane departures. An improved width shoulder or other proven countermeasures should be explored.

Business Loop 70 West

1. For this specific location it has not been made clear that a right turn slip lane is needed or preferable. Extreme caution should be used prior to pursuing this added lane.

Providence Road / Range Line Street / Parker Street

1. While what is proposed is consistent with access management best practices used in the federal highway system, we do not see the additional collector and distributor roads being needed due to the proximity to Vandiver Drive and the Business Loop.
2. All proposed iterations at the Range Line location do not adequately address poor non-motorized travel accommodations along Range Line under I-70. Previous vehicular improvements made at the location decreased non-motorized accessibility. While the use of roundabouts was a better choice than signalization, specific re-evaluation of conflict points for entries to the roundabouts is needed. Entry and exit angles, especially for both bypass lanes south of I-70, are too oblique and appear to contribute to crashes at the location, especially for the eastbound ramp. Sight distance for the

eastbound movement to the north is limited. Significant weight should be given as to how to improve the level of service of non-motorized travel to better than existing and at least as good as prior to the roundabout improvements. Columbia Public Works has a project identified, with funds available, to improve non-motorized transportation through this intersection. However, until the full scope of MoDOT's project is known, that project is on hold.

3. We do not see the need for a new interchange at Parker Street due to proximity to other interchanges and other projects that should take priority.

I-70/US 63 Connector

1. We request a robust and holistic design analysis of the I-70/US 63 connector specifically to include the Hinkson Creek Trail extension. This is a critical piece of non-motorized transportation to connect Columbia citizens on the north and south sides of I-70 and may no longer be viable depending on the selected plan for roadway improvements. We request involvement in planning discussions to achieve aforementioned transportation goals. We further urge MoDOT to consider opportunities to improve traffic flow in all directions through the interchange. This includes critical freight traffic from the growing Route B/Paris Road manufacturing corridor that needs to access I-70 safely and efficiently to transport products throughout the United States.

St. Charles / Lake of the Woods

1. The East Columbia Environmental Impact Statement (EIS) needs to be updated before any recommendations can be made. Columbia / Boone County is experiencing growth in this area and long term solutions need to be designed today.

Furthermore, the City requests that MoDOT take into account and/or update the following two documents as part of this evaluation:

1. The FHWA approved Access Justification Report (AJR) for a Scott Boulevard interchange. This provides a critical additional crossing over the Perche Creek for emergency service response and is on MoDOT's current Tier 3 Unfunded Needs list.
2. The East Columbia EIS which will help determine long term transportation needs east of US 63, including major interchange and overpass improvements for Interstate 70. Funding for a portion of the extension of Stadium Boulevard (US 63 to Route WW) is included in MoDOT's Tier 3 Unfunded Needs list.

Interstate 70 is the most important transportation corridor in the State of Missouri serving as an engine for economic growth and prosperity. The City's Public Works Department stands ready to assist with this important process.

Sincerely,

Barbara Buffaloe, Mayor