



## **The Loop Board**

**James Roark-Gruender**  
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Passions

**Michele Batye**  
Flooring America

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Dive Bar

**Sara Huaco**  
Carlito's Cabo

**Ryan Euliss**  
Boone Electric

**Jay Rader**  
Bus Loop 70 Properties

**Linda Schust**  
Jabberwocky Studios

July 25, 2022

MODoT Planning Group:

Please see the attached comments from the Board of the Business Loop Community Improvement District regarding the proposals from the I-70 SIU 4 Re-Evaluation.

We realize this is a work in progress and proposals may change with additional input so we look forward to continued conversations about these critical improvements.

If you have any questions, please don't hesitate to contact us at (573) 443-5667 or via email at [carrie@theloopcomo.com](mailto:carrie@theloopcomo.com). Thank you.

Sincerely,

Carrie Gartner, PhD  
Executive Director  
The Business Loop CID  
CoMo Cooks Shared Kitchen

General comments:

- 1) Easy access to and from the Business Loop should be maintained, especially for Rangeline which serves as a gateway into Columbia and a connector for The Loop, Columbia College, and downtown.
- 2) A holistic approach to managing traffic should be taken, including strengthening existing routes so that drivers have multiple options to reaching their destination.
- 3) Long-term solutions should be prioritized over short-term fixes.
- 4) We recognize the need for outer roads on the periphery of the project area for emergency access and other needs. Specifically, the outer roads proposed for the west section. We question the need for outer roads in the Providence/Rangeline area for this use given that Vandiver and Business Loop provide adequate overflow options.
- 5) Pedestrian safety and access should be integral to any solution.

Recommendations (in no particular order):

- 1) Slip ramp at the traffic circle at West and Business Loop would present an increased danger to pedestrians at an intersection flagged by the Community Advisory Group as dangerous to pedestrians and those with disabilities. Until the surrounding area has safe and accessible options for pedestrians, we oppose these changes.
- 2) We would support the addition of the Parker extension and off/on ramp for I-70 (via the outer road), provided it is decoupled from the dual outer road proposals between Providence and Rangeline.
- 3) We do not support the addition of the north and south outer roads between Providence and Rangeline, nor the proposal to limit immediate access from I-70 to Rangeline (or vice versa). We don't believe that drivers should be redirected to the signal at Providence.
- 4) We will continue to review the proposals for the I-70/63 connector but again, we support long-term solutions here as well as strengthening other existing alternatives in order to relieve traffic along I-70. We would support an option that required removal of the left offramp from I-70, especially if the Parker addition was an option.
- 5) St. Charles/Lake of the Woods interchange should be improved and coupled with a plan to complete the extension of Stadium Blvd from its existing terminus at Hwy 63 to the improved St. Charles/Lake of the Woods interchange. This alternative provides the most effective way to relieve traffic at the I70/Hwy 63 intersection.