



## BEYOND THE LOOP

***EXPLORING THE FUTURE  
OF THE BROADWAY/O'NEIL BRIDGE  
AND NORTH LOOP.***

# How did we get here?

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*Exploring the Future of the  
Broadway/O'Neil Bridge and North Loop*





# Visioning

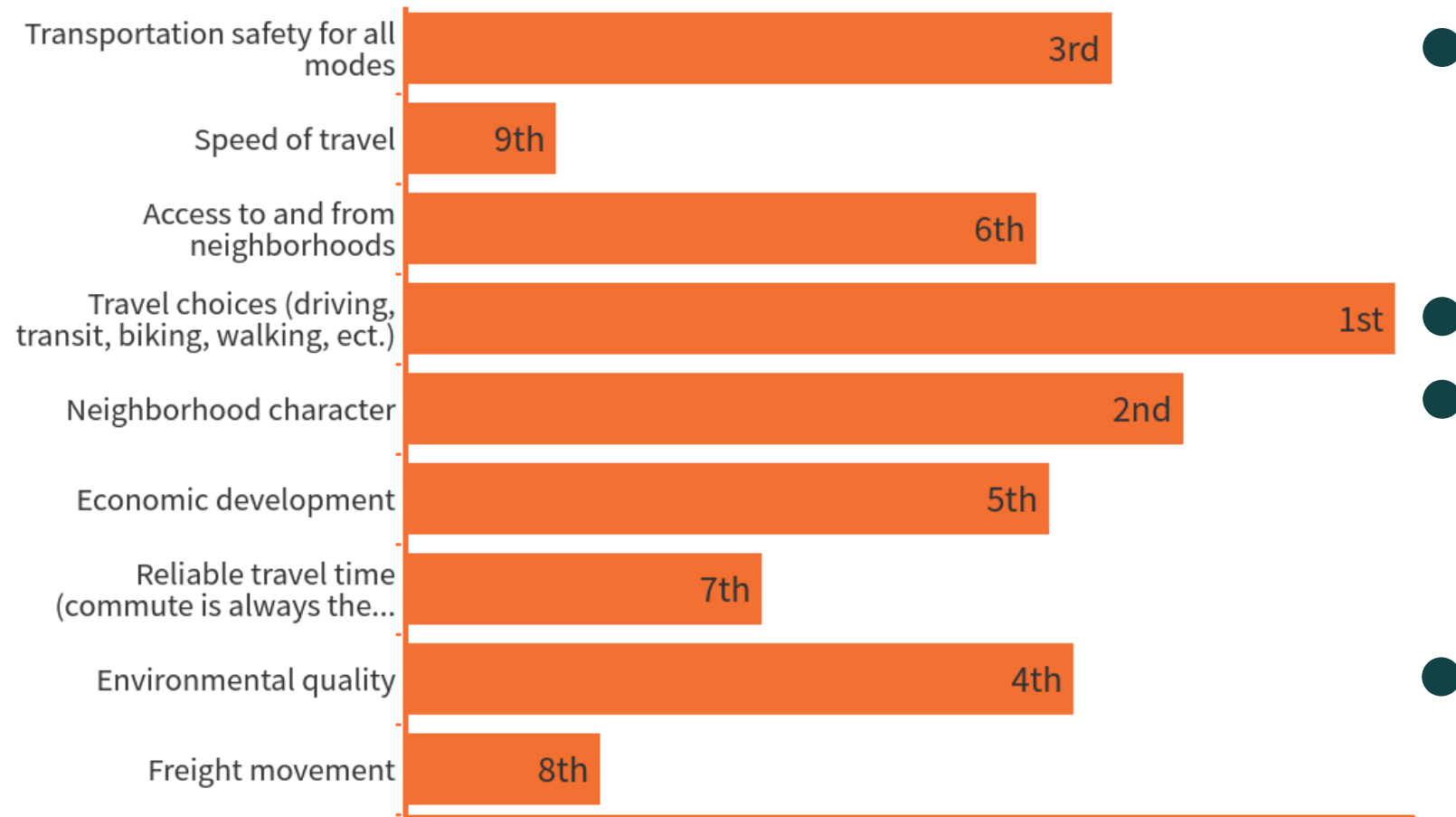
What will our  
region look like 60  
years from now?



# Thinking about the next 60 years, how would you prioritize the following issues in the study area? (High-Low)



When poll is active, respond at [PollEv.com/beyondkdc](https://PollEv.com/beyondkdc)

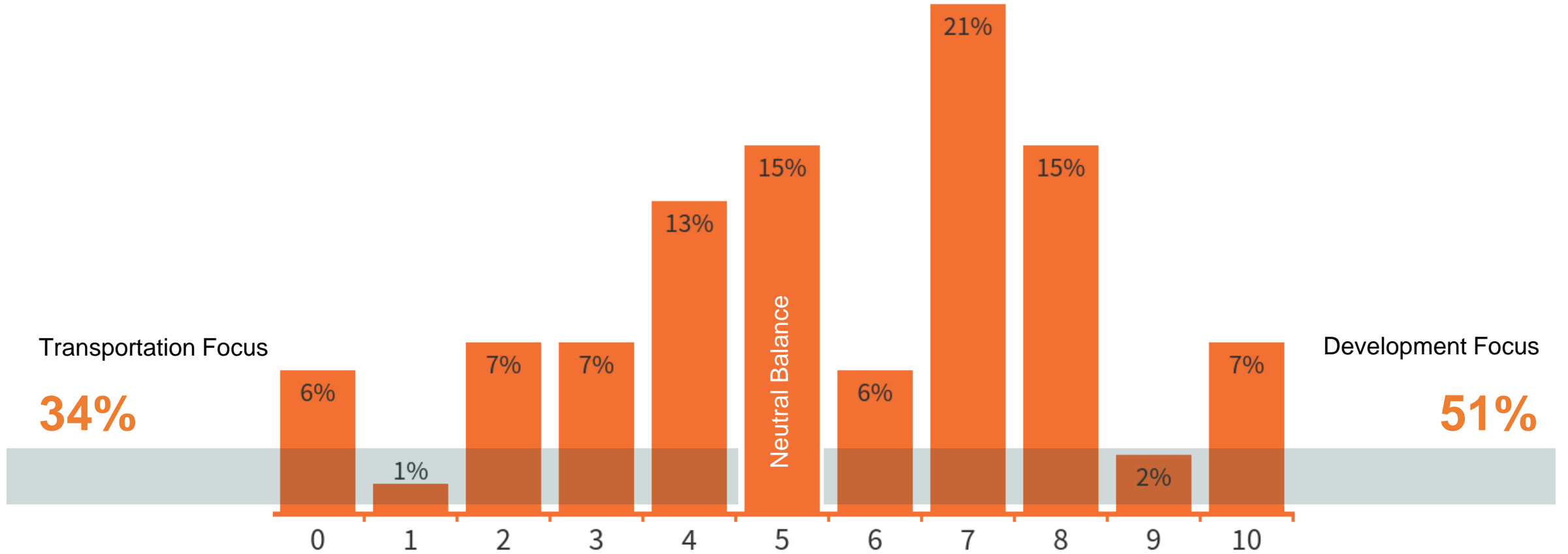


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# Thinking 60 years into the future – what do you hope the planning focuses on now, for both the bridge and corridor:

When poll is active, respond at [PollEv.com/beyondkdc](https://PollEv.com/beyondkdc)

Text **BEYONDKC** to **22333** once to join



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The  
Future  
We want



The  
Infrastructure  
To support that future

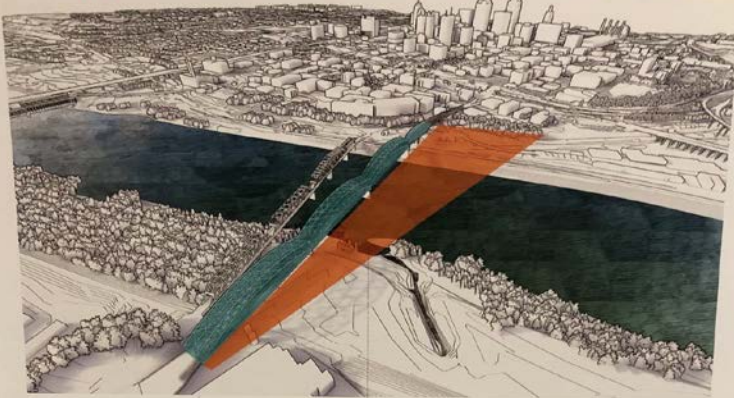
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Narrowing





**NO BUILD: RETAIN EXISTING BRIDGE** **A**

- ▶ The current Broadway/Buck O'Neil Bridge could be completely rehabilitated for approximately \$50 million.
- ▶ The rehabilitation would extend the life of the bridge another 35 years.
- ▶ The bridge would substantially function how it does today.
- ▶ The bridge connection interchange at 5th Street could be slightly improved under this option.
- ▶ Lanes would be narrowed to add a 6-foot pedestrian walkway as part of the rehabilitation.
- ▶ The bridge would need to be shut down for approximately two years to facilitate the complete rehabilitation.

**CONSTRUCT A NEW BRIDGE** **B**

- ▶ A new bridge could cost nearly \$200 million. It would last 75-100 years.
- ▶ The new bridge could substantially improve the function of the river crossing and connections.
- ▶ More direct connections to I-35 could help congestion and back ups, particularly in the morning and evening rush hours.
- ▶ Full bike and pedestrian accommodations could be added.
- ▶ The current bridge would continue to carry traffic while the new bridge is built. A new bridge would require limited shut down of the crossing.

**IT'S YOUR TURN: WHICH DO YOU PREFER?**



Place a dot to tell us what you think of this option.

STUDY TEAM INITIAL EVALUATION

COST \$\$\$\$\$



**NEED 1**  
Improve Physical Conditions



**NEED 2**  
Optimize System Performance



**NEED 3**  
Improve Safety and Security



**GOAL 1**  
Improve Transportation Choices



**GOAL 2**  
Improve Economic Vitality and Placemaking



**GOAL 3**  
Improve Sustainability



DOES NOT ACHIEVE CRITERIA



MEETS CRITERIA COMPLETELY

**IT'S YOUR TURN:**  
HOW WOULD YOU RATE THIS OPTION?



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**Urban Land  
Institute**

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LOCAL

# Should KC get rid of I-70 on north side of the downtown loop? Your thoughts are wanted



BY ROBERT A. CRONKLETON  
[bcronkleton@kcstar.com](mailto:bcronkleton@kcstar.com)



NOVEMBER 28, 2017 12:16 PM



UPDATED NOVEMBER 28, 2017 02:24 PM



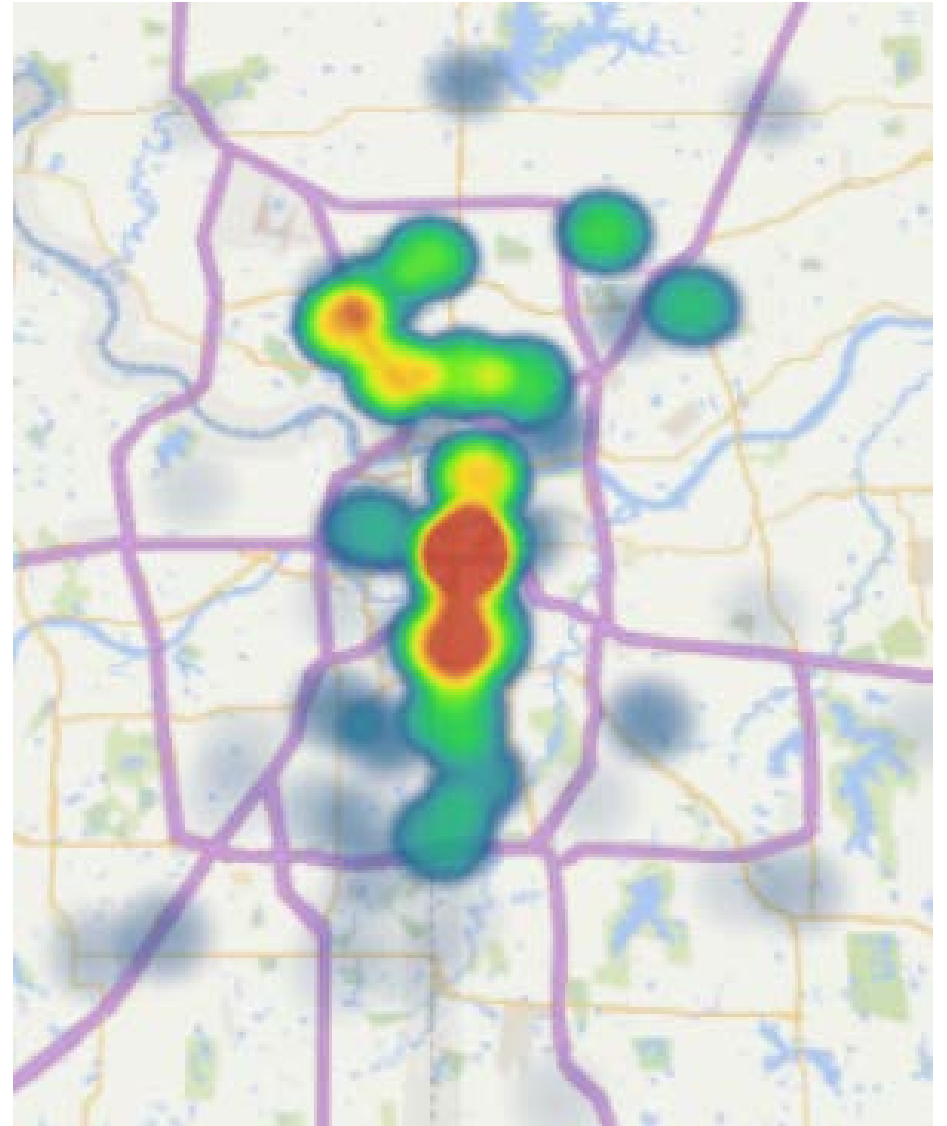
As Kansas City looks to its future, your thoughts are wanted on what changes should be made to the Buck O'Neil Bridge and Interstate 70 on the north side of the downtown loop.

Your answers will help determine what is done with the six-lane highway that separates Kansas City's Central Business District from the River Market and Columbus Park neighborhoods.



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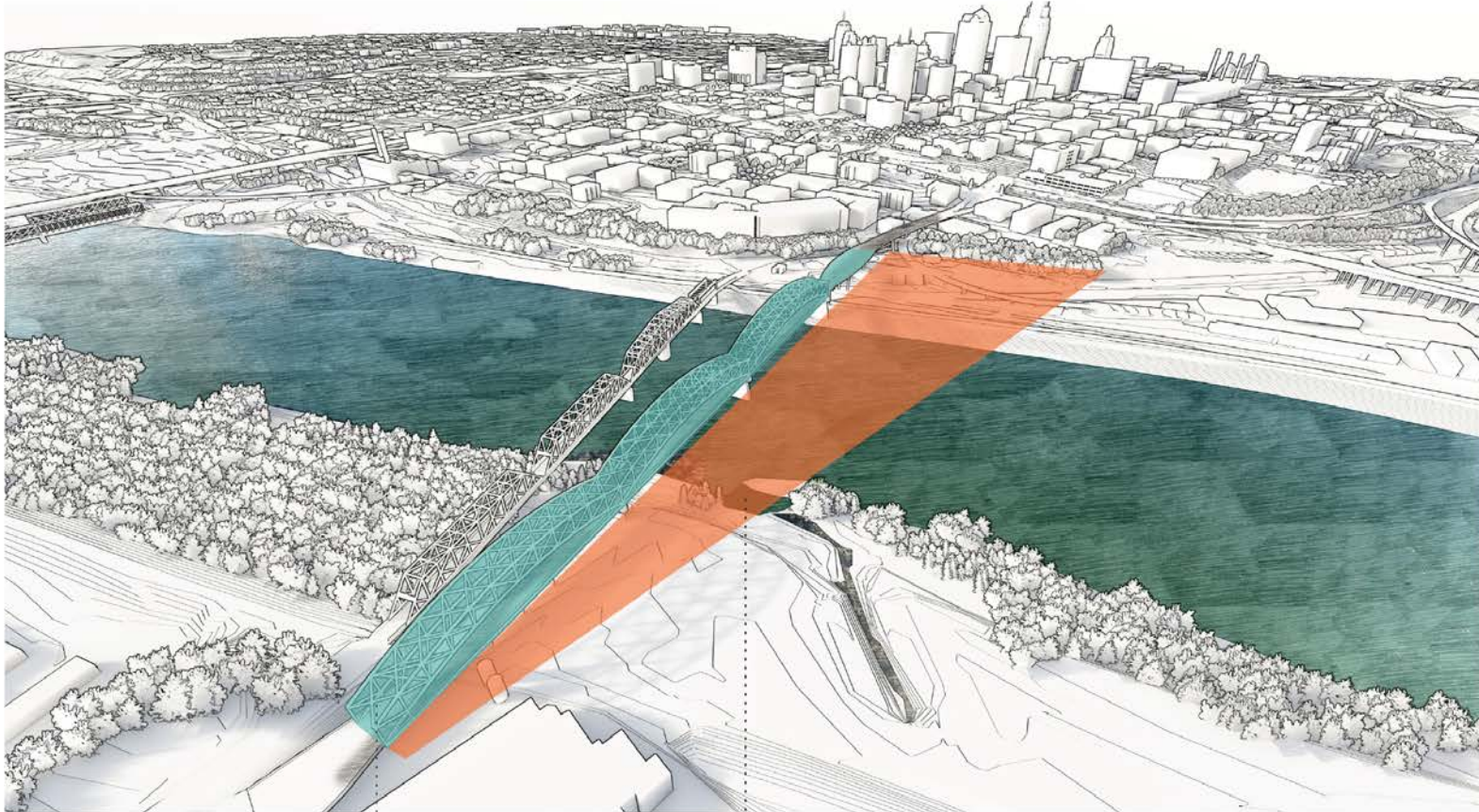
1,683



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MEDIAN  
10



NO BUILD:  
RETAIN EXISTING  
BRIDGE

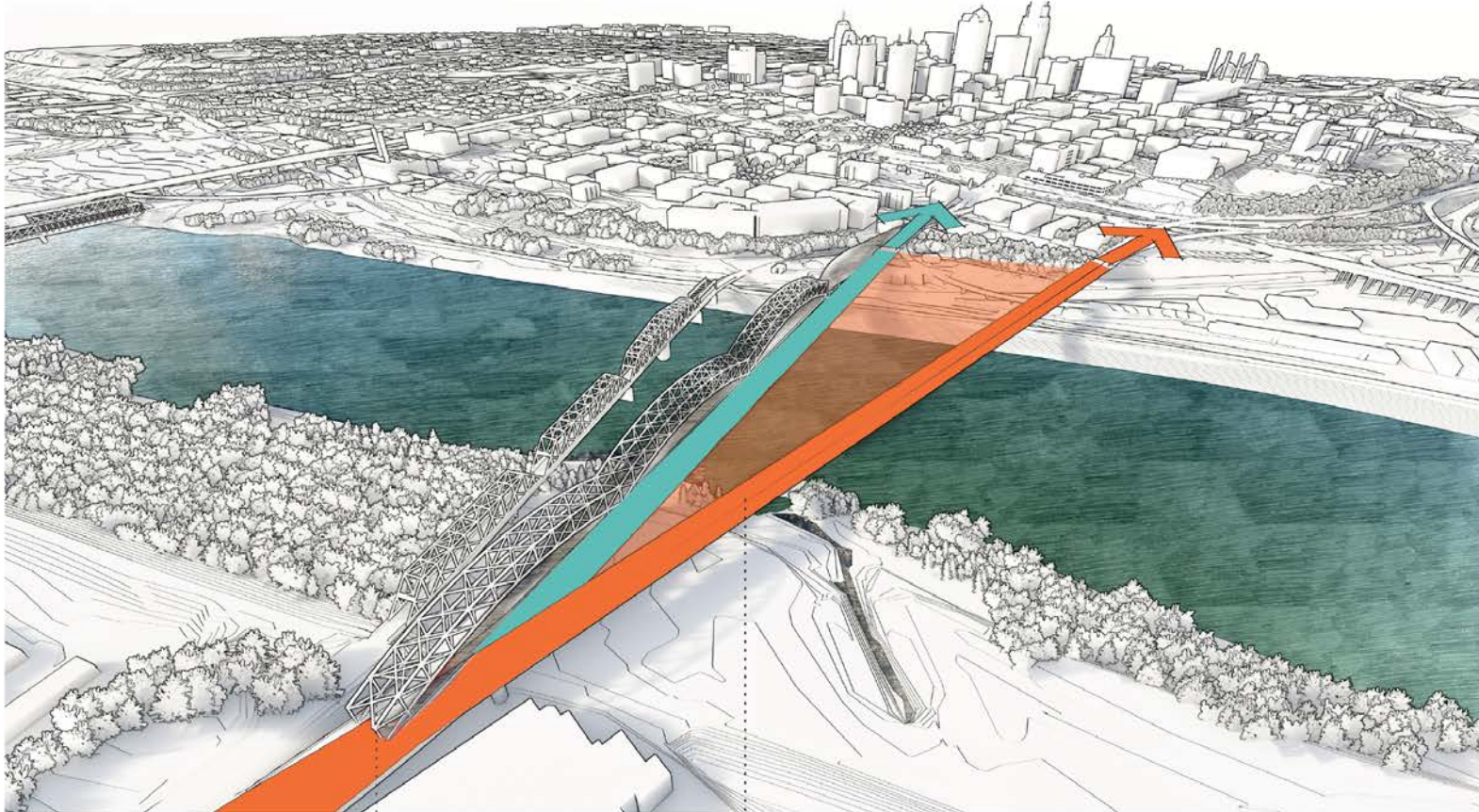


CONSTRUCT  
A NEW BRIDGE





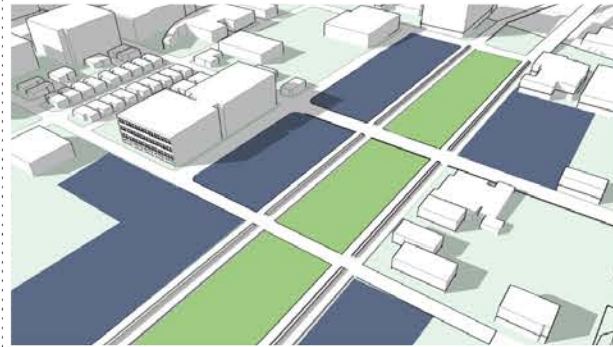
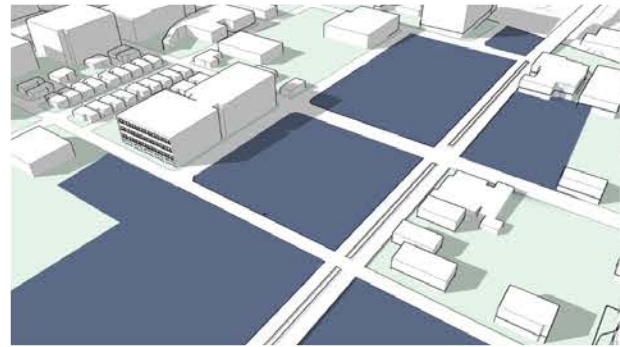
MEDIAN  
8



NEW BRIDGE  
CLOSER TO  
DOWNTOWN  A

 B NEW BRIDGE  
MORE DIRECT  
TO I-35

MEDIAN  
9



EAST CONCENTRATION ◀ ◉

◉ ▶ WEST CONCENTRATION



MEDIAN  
1







SAFETY ADJUSTMENTS  
ALTERNATIVE

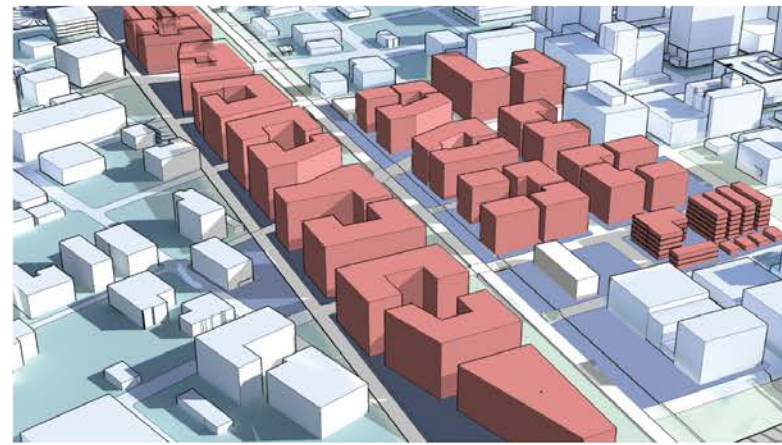
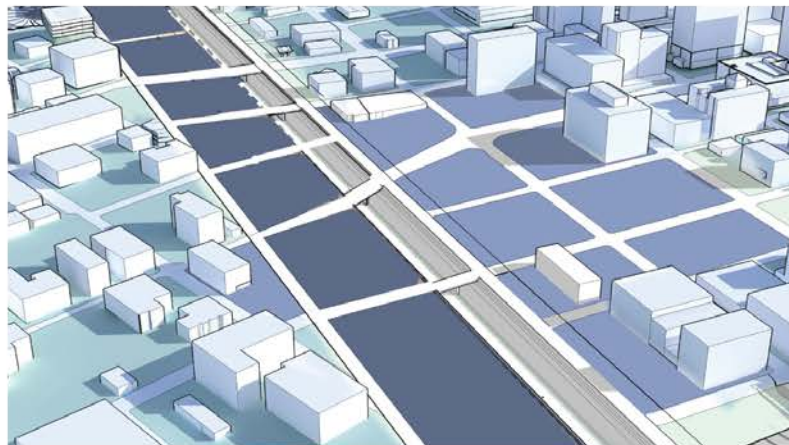


MEDIAN  
2



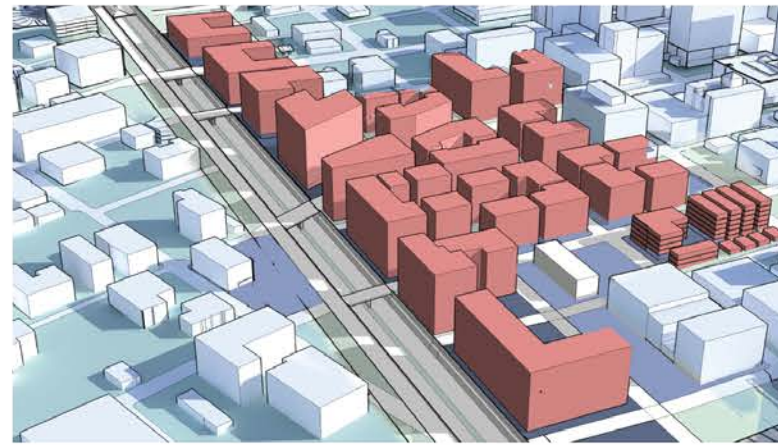
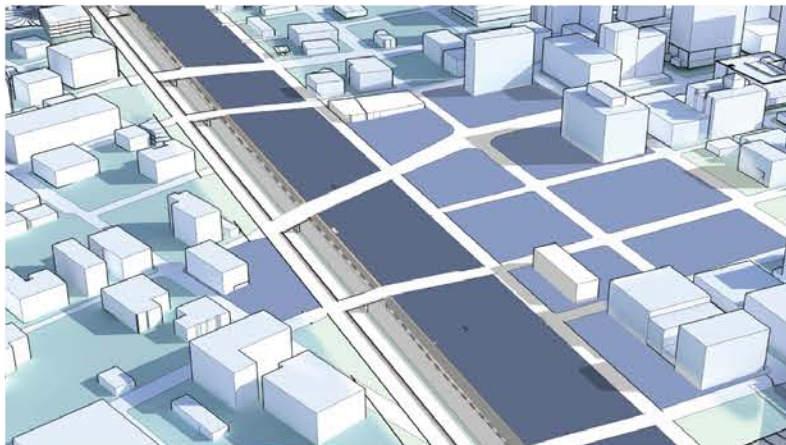
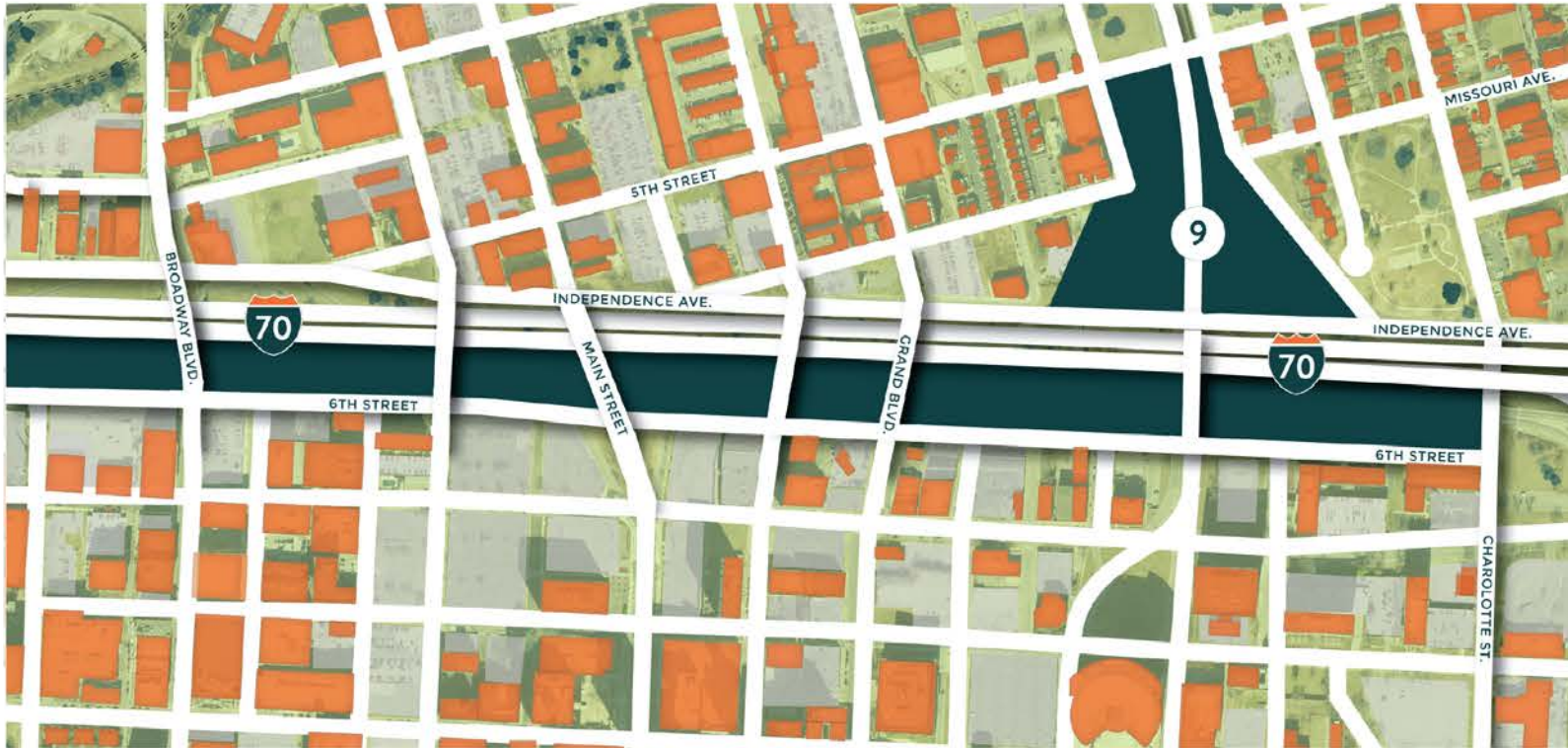


MEDIAN  
3





MEDIAN  
4







CENTER ALIGNMENT  
COMPRESSED OPTION A



MEDIAN  
5





MEDIAN  
5



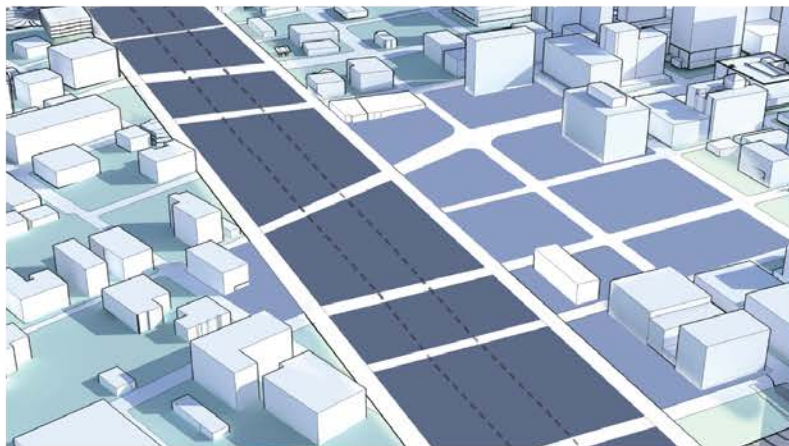
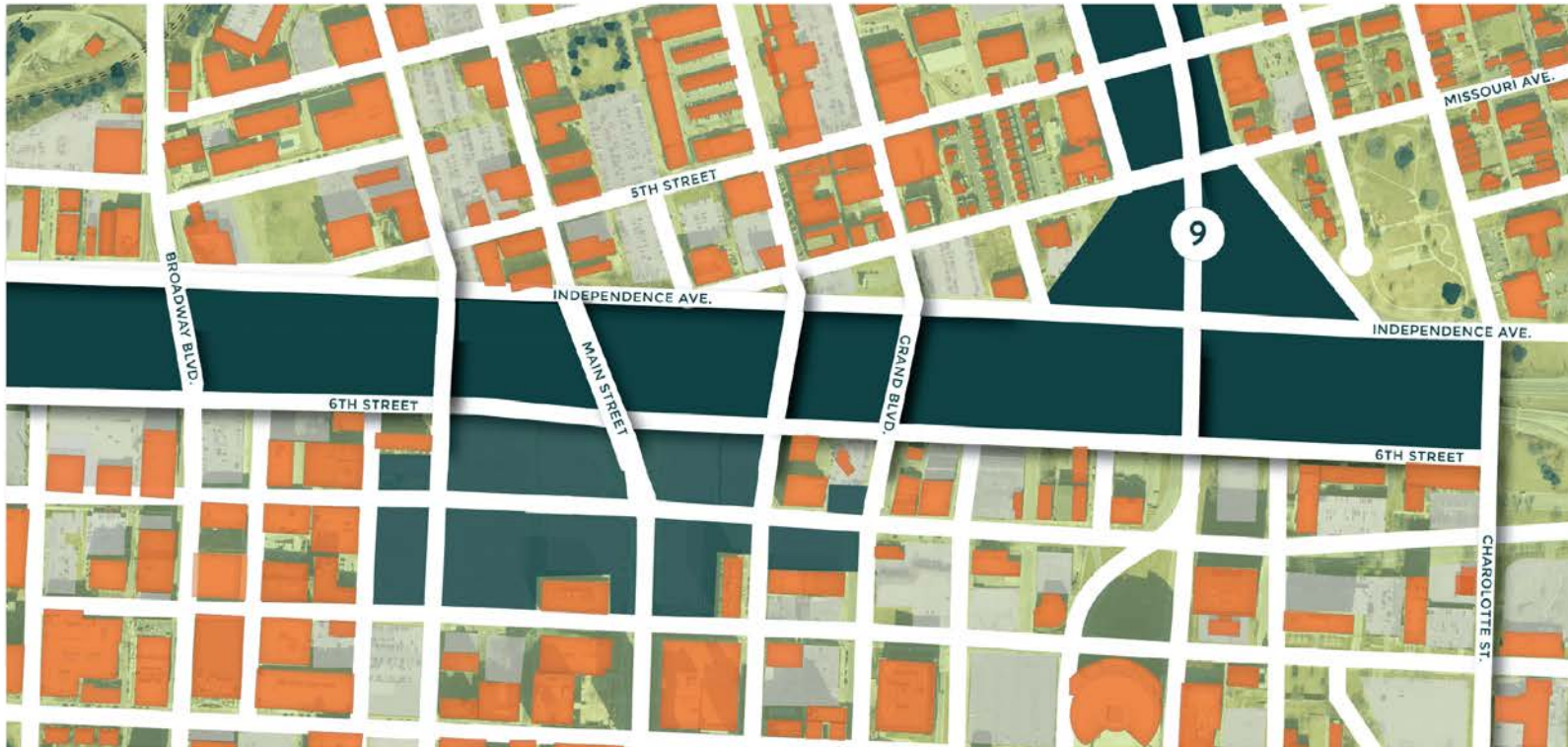




FULL REMOVAL  
ALTERNATIVE



MEDIAN  
7



No alternative  
expands the  
interstate.

Traffic Lights Reason Big Million Potential Mass Transit Future

Extremely Problematic Kansas City Entire Downtown

Broadway Bridge Reduce 70 North Loop

Good Work Development Walking New Bridge

Public Transportation Green Space Good Luck Survey Creates Major

Sense Peak Exciting Buck O'Neil Bridge

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# 46 meetings









Including: Downtown Council – Northland Neighborhoods – UG Commission – KDOT – Northland Chamber – Downtown Neighborhood Association – KC Chamber – Centurions – DTC Infrastructure – KC City Council – South KC Chamber – KC Transportation Committee - KC EDC – KC Port Authority – River Market Association – Columbus Park Neighborhood Association – KC Chamber Transportation – KC ULI – TRB - DTC Task Force

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# I-70 NORTH LOOP STRATEGY EVALUATION MATRIX

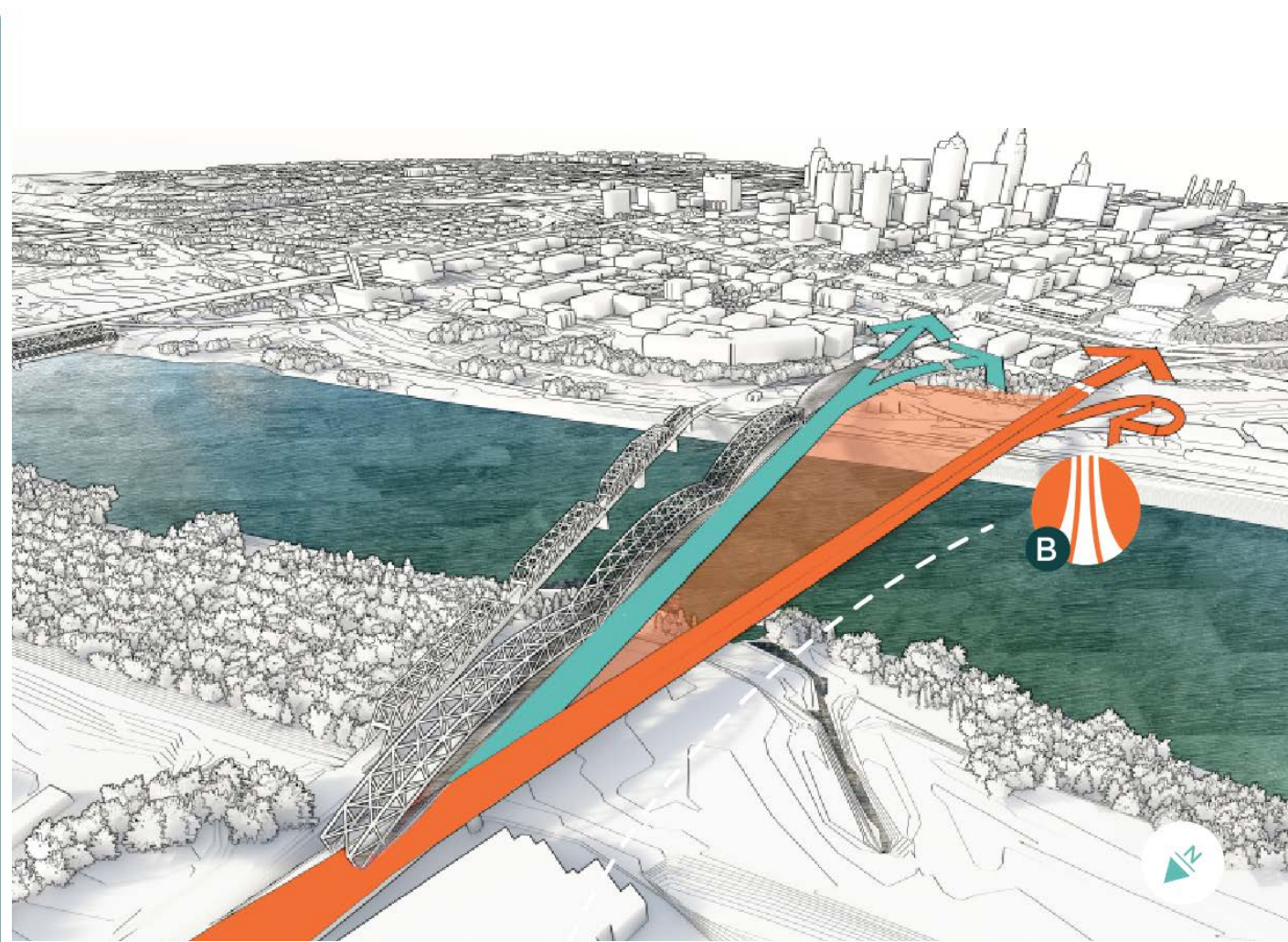
	 NO BUILD ALTERNATIVE	 ACCESS CONSOLIDATION	 SOUTH ALIGNMENT COMPRESSED	 NORTH ALIGNMENT COMPRESSED	 CENTER ALIGNMENT COMPRESSED	 FULL REMOVAL ALTERNATIVE
<b>NEED 1</b> Improve Physical Conditions						
<b>NEED 2</b> Optimize System Performance						
<b>NEED 3</b> Improve Safety and Security						
<b>GOAL 1</b> Improve Transportation Choices						
<b>GOAL 2</b> Improve Economic Vitality and Placemaking						
<b>GOAL 3</b> Improve Sustainability						
<b>COST</b>	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$
<b>INITIAL PUBLIC ASSESSMENT</b> 1= Do not like 10= Really Like	1	2	3	4	5	7

# What's Next?

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- ▲ Northbound
- ▼ Southbound
- ▶ Eastbound
- ◀ Westbound

## Bridge Connections





This option would shift I-70 to the north and reduce it from three lanes to two lanes in each direction. Highway 9 would be brought down to grade and connect with the street grid. Increased development opportunities would be available on the Central Business District side.



**HIGHLIGHTS**

- A reconnected Independence Ave. would be configured as a 2-way complete street with protected cycle track.
- This configuration is estimated to cost \$54 Million.
- The compressed footprint would free up 7.2 acres of land valued at \$22 Million.
- The compressed alignment generally increases highway speed and decreases delay - However, it will increase traffic on the local street network

**STUDY TEAM INITIAL EVALUATION**

**COST** \$\$\$\$\$



**IT'S YOUR TURN:**  
HOW WOULD YOU RATE THIS OPTION?



Place a dot to tell us what you think of this option.



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STUDY TEAM INITIAL EVALUATION

COST \$\$\$\$\$



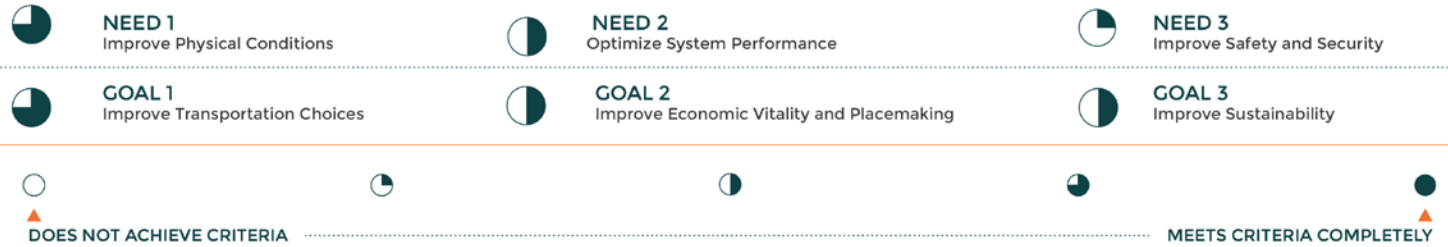
IT'S YOUR TURN:  
HOW WOULD YOU RATE THIS OPTION?



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STUDY TEAM INITIAL EVALUATION

COST \$\$\$\$\$



IT'S YOUR TURN:  
HOW WOULD YOU RATE THIS OPTION?



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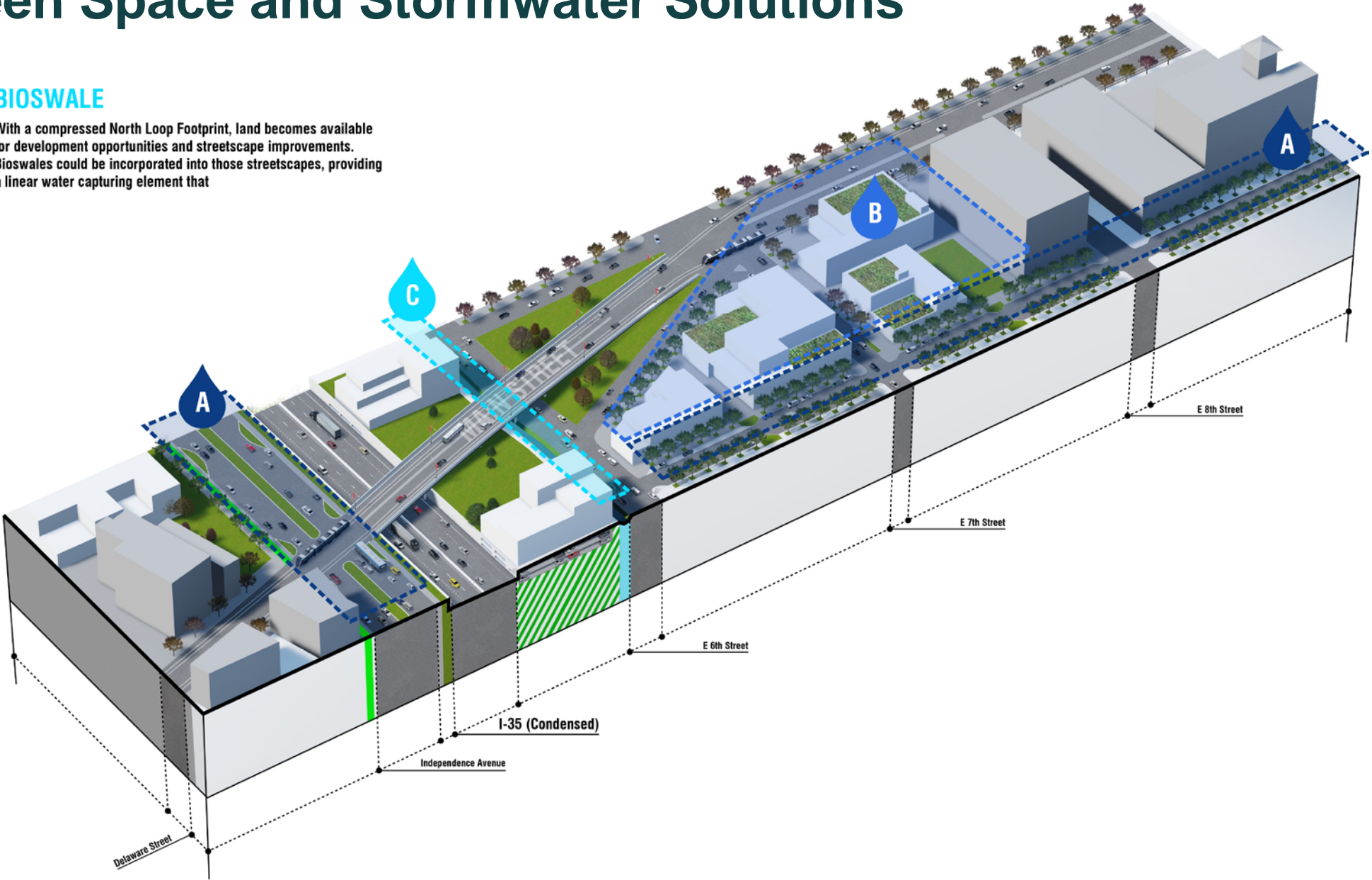


# Green Space and Stormwater Solutions



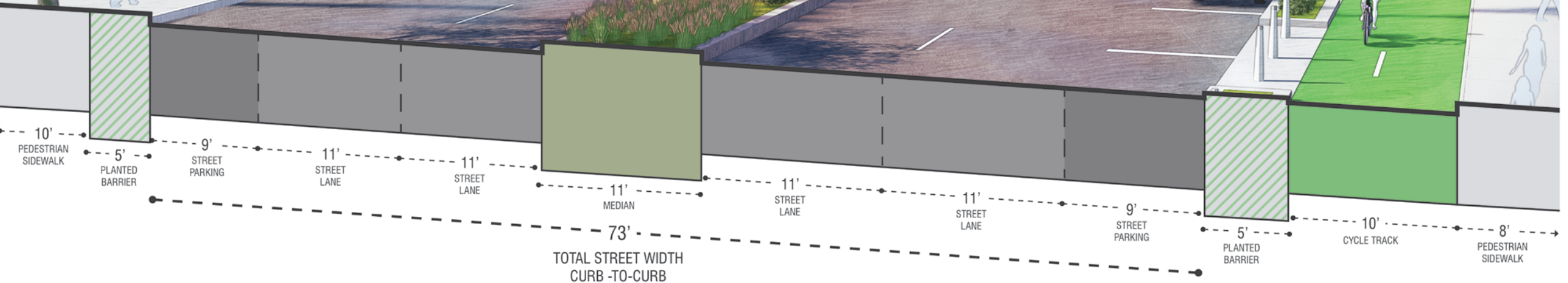
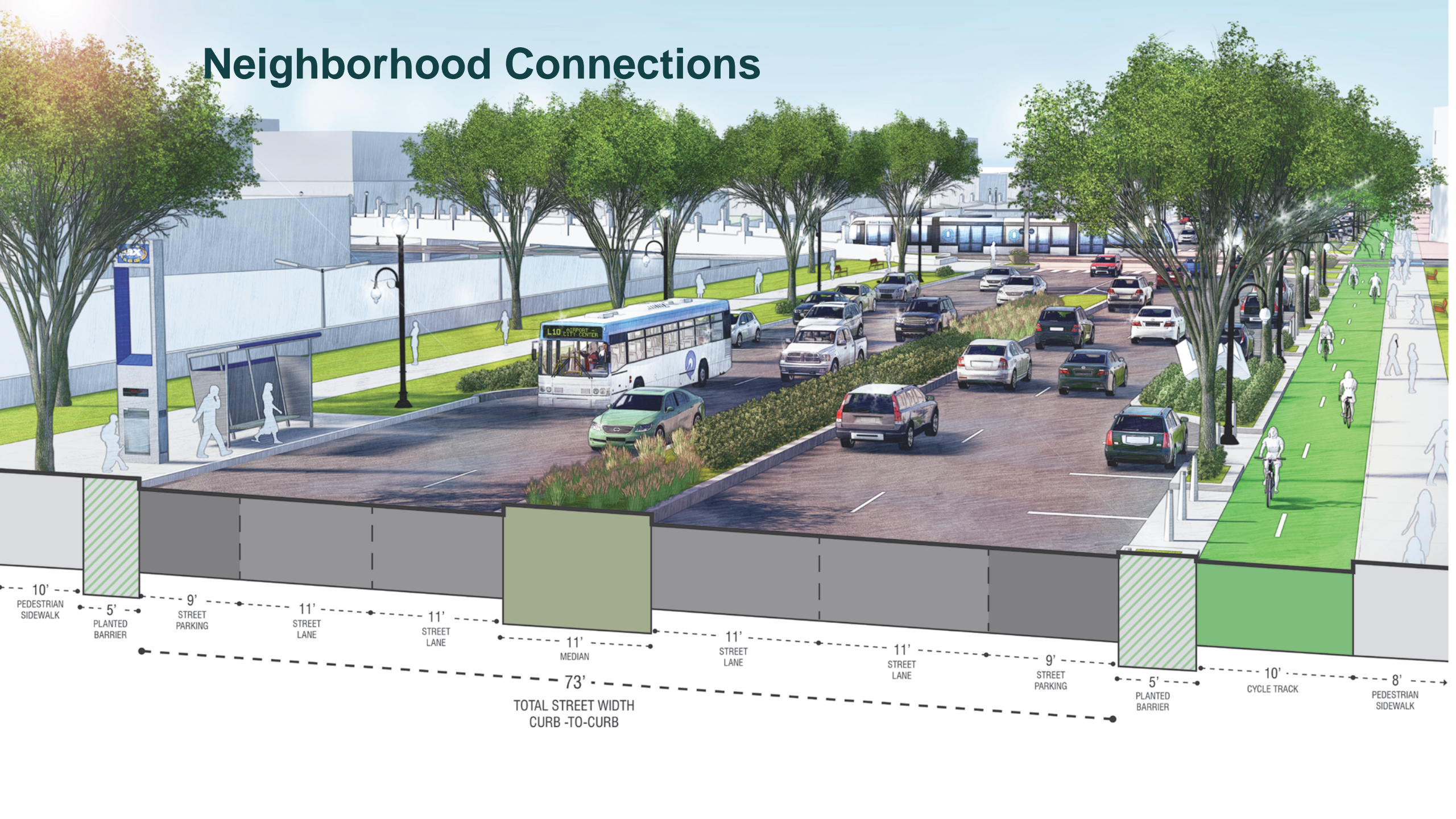
## BIOSWALE

With a compressed North Loop Footprint, land becomes available for development opportunities and streetscape improvements. Bioswales could be incorporated into those streetscapes, providing a linear water capturing element that



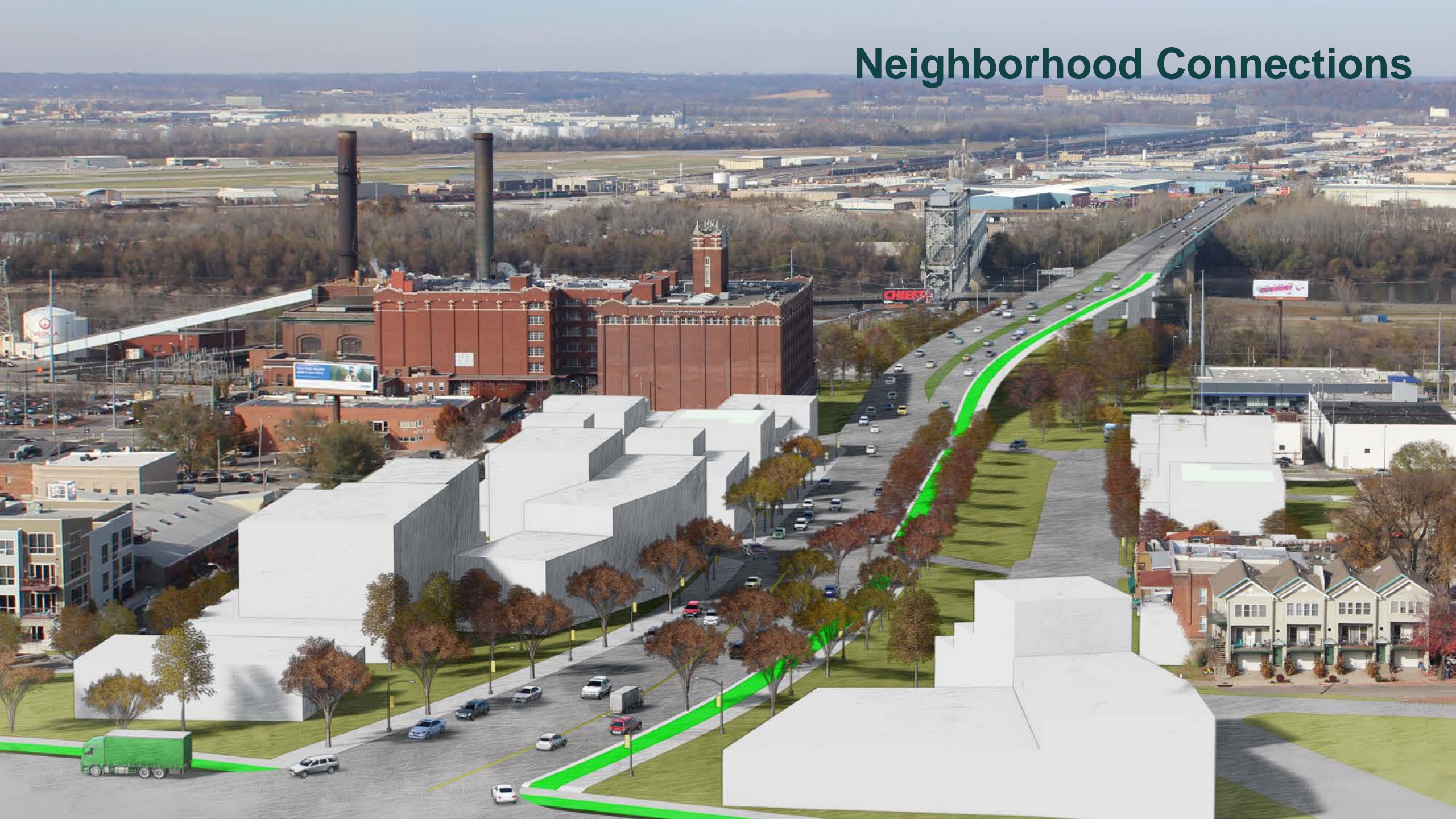


# Neighborhood Connections





# Neighborhood Connections





BEYOND THE LOOP

**BeyondTheLoopKC.com**

**Mid-March**

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