BEYOND THE LOOP

EXPLORING THE FUTURE
OF THE BROADWAY/O’NEIL BRIDGE
AND NORTH LOOP.
How did we get here?
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)

- Transportation safety for all modes: 3rd
- Speed of travel: 9th
- Access to and from neighborhoods: 6th
- Travel choices (driving, transit, biking, walking, etc.): 1st
- Neighborhood character: 2nd
- Economic development: 5th
- Reliable travel time (commute is always the...): 7th
- Environmental quality: 4th
- Freight movement: 8th

When poll is active, respond at PollEv.com/beyondkc

Exploring the Future of the Broadway/O’Neil Bridge and North Loop
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/beyondkc
Text BEYONDKC to 22333 once to join

Exploring the Future of the Broadway/O’Neil Bridge and North Loop
The Future
We want
The Infrastructure
To support that future
Narrowing
### Study Team Initial Evaluation

<table>
<thead>
<tr>
<th>NEED 1</th>
<th>NEED 2</th>
<th>NEED 3</th>
<th>GOAL 1</th>
<th>GOAL 2</th>
<th>GOAL 3</th>
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<tbody>
<tr>
<td>Improve Physical Conditions</td>
<td>Optimize System Performance</td>
<td>Improve Safety and Security</td>
<td>Improve Transportation Choices</td>
<td>Improve Economic Vitality and Placemaking</td>
<td>Improve Sustainability</td>
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**Cost**

<table>
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<th>MEETS CRITERIA COMPLETELY</th>
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</table>

### It's Your Turn: How Would You Rate This Option?

1 2 3 4 5 6 7 8 9 10

- [ ] I do not like this option
- [ ] I really like this option

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

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

By Robert A. Cronkleton
rcronkleton@kcstar.com
November 20, 2017 12:46 PM
Updated November 20, 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.
POSSIBLE NEW BRIDGE ALIGNMENTS

NEW BRIDGE CLOSER TO DOWNTOWN A

NEW BRIDGE MORE DIRECT TO I-35 B
3
No alternative expands the interstate.
Exploring the Future of the Broadway/O’Neil Bridge and North Loop
46 meetings


Exploring the Future of the Broadway/O’Neil Bridge and North Loop
<table>
<thead>
<tr>
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<th>GOAL 1</th>
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<th>COST</th>
<th>INITIAL PUBLIC ASSESSMENT</th>
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1= Do not like
10= Really Like
What’s Next?
Bridge Connections
This option would shift I-70 to the north and reduce it from three lanes to two lanes in each direction. Highway 6 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 reconstructed Independence Ave. would be configured as a 2-way complete street with pedestrian lanes.
- This configuration is estimated to cost $34 million.
- The compressed footprint would free up 7.3 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

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

Choose a rating:
1  2  3  4  5  6  7  8  9  10

I DO NOT LIKE THIS OPTION
I REALLY LIKE THIS OPTION

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

Exploring the Future of the Broadway/O’Neil Bridge and North Loop
This option would shift I-35E to the north and reduce it from three lanes to two lanes in each direction. Highway 6 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 reconstructed Independence Ave. would be configured as a 3-way complete street with protected bike lanes.
- This configuration is estimated to cost $54 million.
- The compressed footprint would free up 7.5 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

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

1 2 3 4 5 6 7 8 9 10

I DO NOT LIKE THIS OPTION
I REALLY LIKE THIS OPTION

Exploring the Future of the Broadway/O’Neil Bridge and North Loop
This option would shift I-394 to the north and reduce it from three lanes to two lanes in each direction. Highway 6 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 3-way complete street with pedestrian, cycle track.
- The configuration is estimated to need $36 million.
- The compressed footprint would free up 2.5 acres of land valued at $32 million.
- The compressed alignment generally increases highway speed and decreases delay. However, it will increase traffic on the local street network.

IT’S YOUR TURN:
HOW WILL YOU RATE THIS OPTION?

1 2 3 4 5 6 7 8 9 10

I DO NOT LIKE THIS OPTION

I REALLY LIKE THIS OPTION
BIOSWALE
With a compressed North Loop footprint, land becomes available for development opportunities and streetscape improvements. Bioswales could be incorporated into these streetscapes, providing a linear water capturing element that
Mid-March