



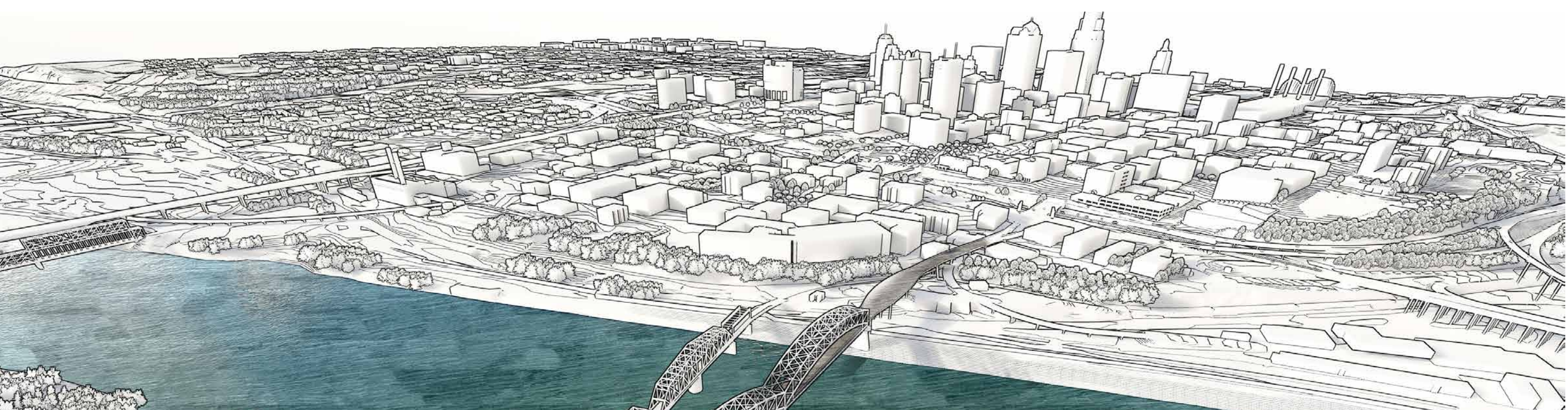
Welcome and thank you for coming!

The Broadway/O'Neil Bridge will need to be rehabilitated or replaced in the coming years and several options have emerged for a re-imagined North Loop in the context of a reconfigured river crossing.

Public input on the changing needs and goals of the region has informed the initial series of strategies you will see today.

We need your input to further narrow the potential options as the planning team moves forward.

Planning partners from the City of Kansas City, Mo., the Missouri Department of Transportation, and the Mid-America Regional Council are available to answer questions and listen to your feedback.



HOW DID WE GET HERE?

STEP 1 PUBLIC IDENTIFIES PROJECT GOALS & NEEDS



Earlier this year, we held a visioning session with the public. The result was three needs and three goals for the project.

NEED 1	GOAL 1
Improve Physical Conditions	Improve Transportation Choices
NEED 2	GOAL 2
Optimize System Performance	Improve Economic Vitality and Placemaking
NEED 3	GOAL 3
Improve Safety and Security	Improve Sustainability

STEP 2 TEAM NARROWS THE UNIVERSE OF ALTERNATIVES



The project team screened a large number of alternatives based on the needs & goals identified by the public.

STEP 3 TODAY

Today, you will review the project team’s assessments & help us narrow the initial alternatives further.

NEXT STEPS

STEP 4 MODEL ALTERNATIVES THE PUBLIC PREFERS

Your input & preferences will be evaluated & the top for or five alternatives will be refined further then modeled to assess regional & local traffic impacts.

The bridge alternatives will also be further refined based on public input.

STEP 5 NATIONAL, REGIONAL, LOCAL MEETINGS TO REVIEW ALTERNATIVES

The week of September 17, 2017, the Urban Land Institute (ULI) will visit Kansas City to learn about & provide input on alternatives.

The project team will then host two working charrettes. One meeting will focus on regional/commuter issues and the other on localized neighborhood issues surrounding the potential project.

STEP 6 PRESENT FINAL ALTERNATIVES TO THE PUBLIC FOR FINAL REVIEW AND COMMENT

Prior to the end of the year, the refined alternative recommendations will be presented to the public for review.

STEP 7 SUBMIT FINAL STUDY DOCUMENT

Early in 2018, the study process will conclude and a final report will be submitted to state and federal agencies.





BEYOND THE LOOP

What are we asking today?

1

GRAB A PACKET OF STICKERS

2

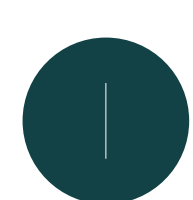
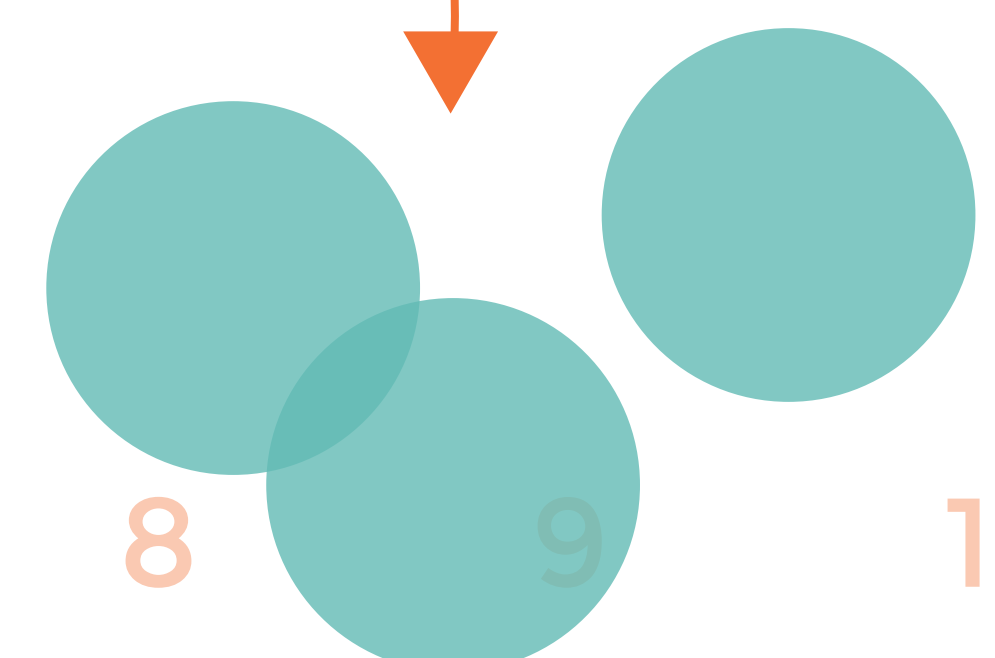
REVIEW THE INFORMATION ON EACH BOARD

3

EVALUATE EACH ALTERNATIVE BY PLACING A STICKER ON THE SCALE OF 1-10.

(One sticker per board per person, please.)

Like this



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

NEEDS & GOALS

ALTERNATIVES SCREENED FOR THREE NEEDS IDENTIFIED BY THE PUBLIC

1

NEED 1: Improve Physical Conditions –

Ensure that existing and new transportation assets in the Study Area better serve the region and are maintained in a state of good repair.

Does it improve the condition of the O’Neil Bridge, the US-169 Corridor, the I-70 North Loop, or the Lewis & Clark Viaduct?

2

NEED 2: Optimize System Performance –

Manage the operations of the existing transportation facilities to achieve reliable and efficient performance.

Does the strategy improve regional connectivity or improve traffic operations?

3

NEED 3: Improve Safety and Security –

Identify reasonable improvements to ensure the safety and security of the affected area.

Does the improvement provide for the safe operation of vehicular traffic, improve safety for bicyclists and pedestrians, or improve emergency response times and provide improved system redundancy?

1

GOAL 1: Improve Transportation Choices –

Provide viable, accessible, multi-modal transportation options.

Does the strategy provide for bicyclist and pedestrian opportunities or improve transit accessibility?

2

GOAL 2: Improve Economic Vitality and Placemaking –

Improve transportation and land-use linkages in the Study Area.

Does the improvement provide for additional economic development opportunities, enhance regional freight movements, or promote quality places?

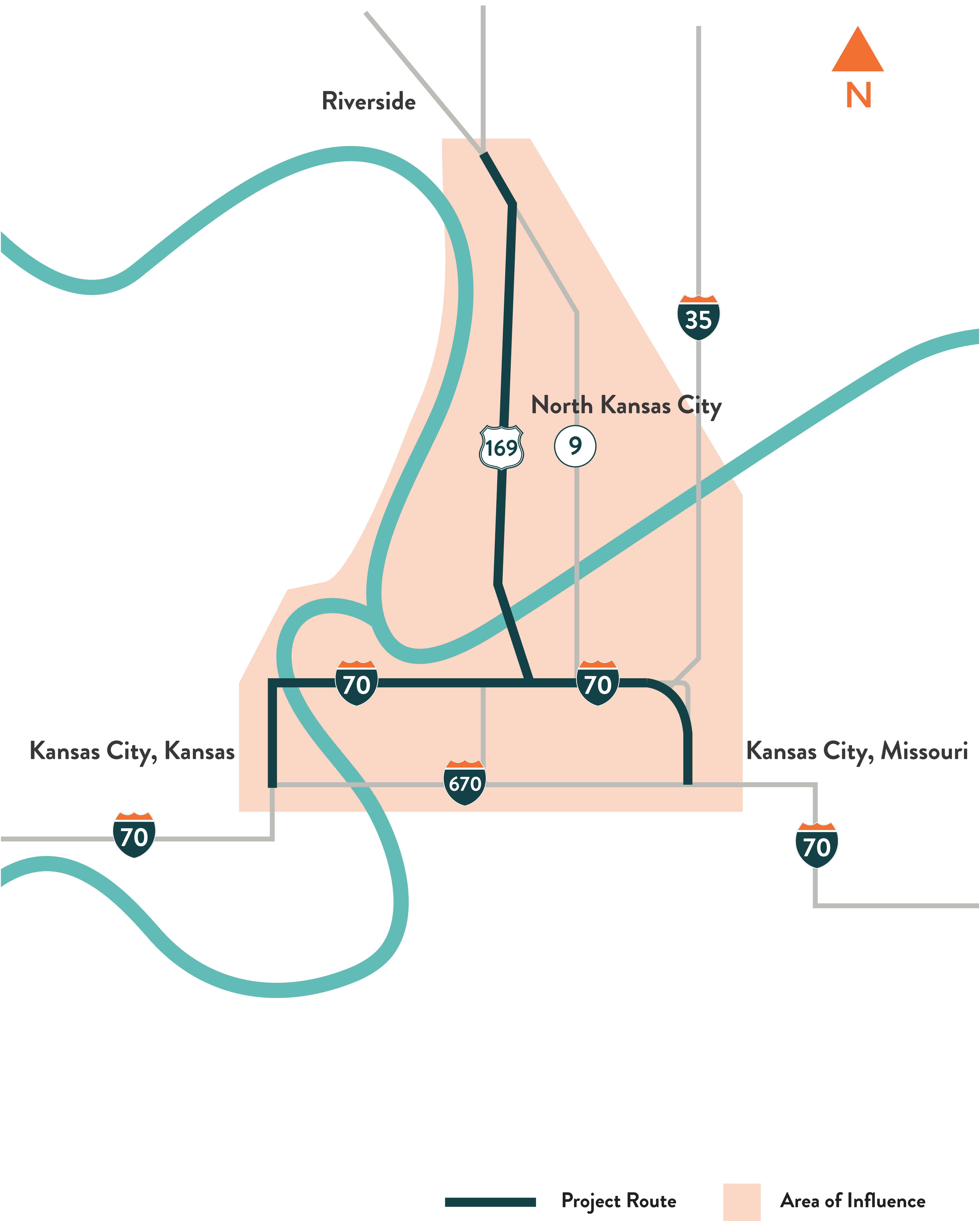
3

GOAL 3: Improve Sustainability –

Protect and enhance the region’s natural, cultural, and social resources. Explore ways to mitigate the adverse impacts of the existing system and proposed alternatives.

Does the improvement promote social equity and neighborhood revitalization, minimize impacts to historical and natural environmental resources, or integrate new transportation technologies?

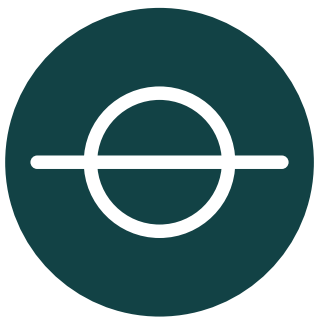
STUDY AREA





THE OPTIONS

NORTH LOOP ALTERNATIVES



NO BUILD
ALTERNATIVE



SAFETY ADJUSTMENTS
ALTERNATIVE



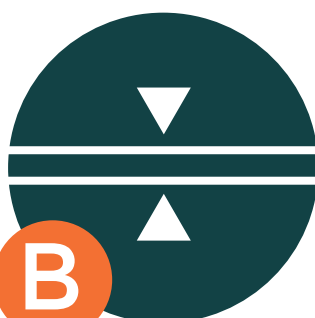
NORTH ALIGNMENT
COMPRESSED



SOUTH ALIGNMENT
COMPRESSED



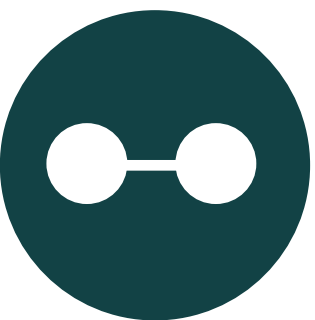
CENTER ALIGNMENT
COMPRESSED OPTION A



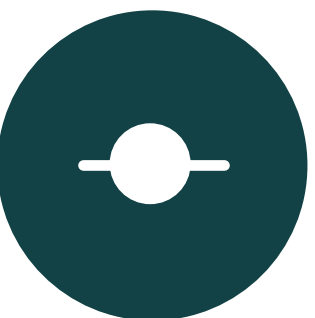
CENTER ALIGNMENT
COMPRESSED OPTION B



FULL REMOVAL
ALTERNATIVE



CONNECTION CHOICES
EDGES OF LOOP



CONNECTION CHOICES
NEAR CENTER

BRIDGE ALTERNATIVES



REHAB OLD BRIDGE OR
BUILD NEW



NEW BRIDGE
CONSTRAINTS



NEW BRIDGE
ALIGNMENT ALTERNATIVES

BIKE/PED CONNECTIONS

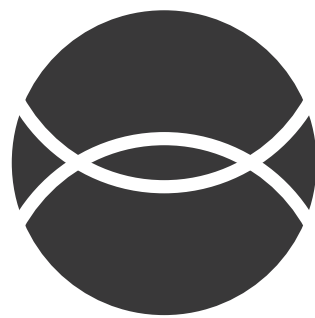


POSSIBLE BIKE/PED
ACCOMMODATIONS

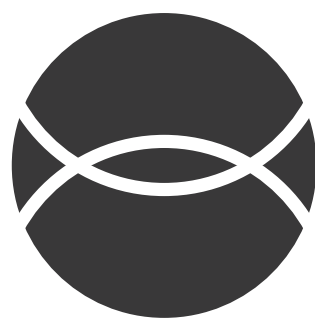


BIKE/PED
CONNECTION OPTIONS

NEIGHBORHOOD CONNECTIONS



CURRENT HIGHWAY 9
CONDITIONS









ALIGNMENT OF DEVELOPMENT
ALONG AT-GRADE HIGHWAY 9






NORTH LOOP ALTERNATIVES





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



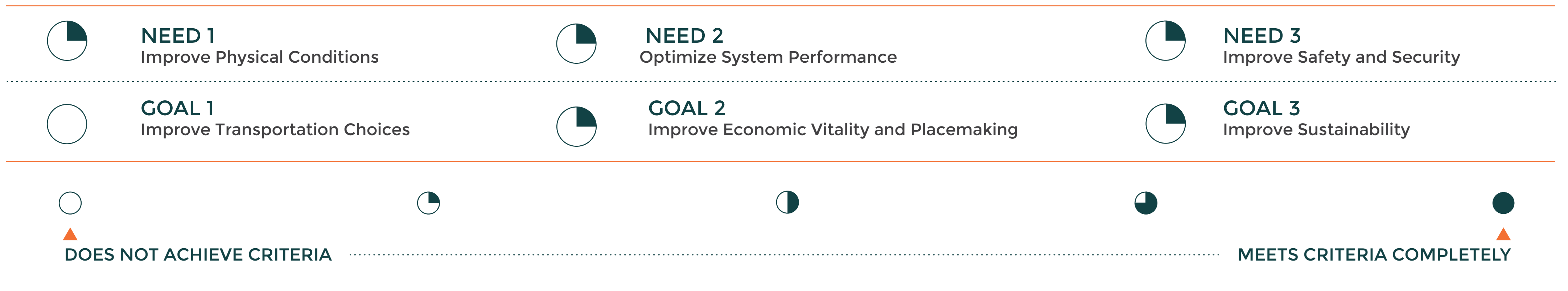
— +

▲ I DO NOT LIKE THIS OPTION I REALLY LIKE THIS OPTION ▲

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



COST \$\$\$\$\$\$



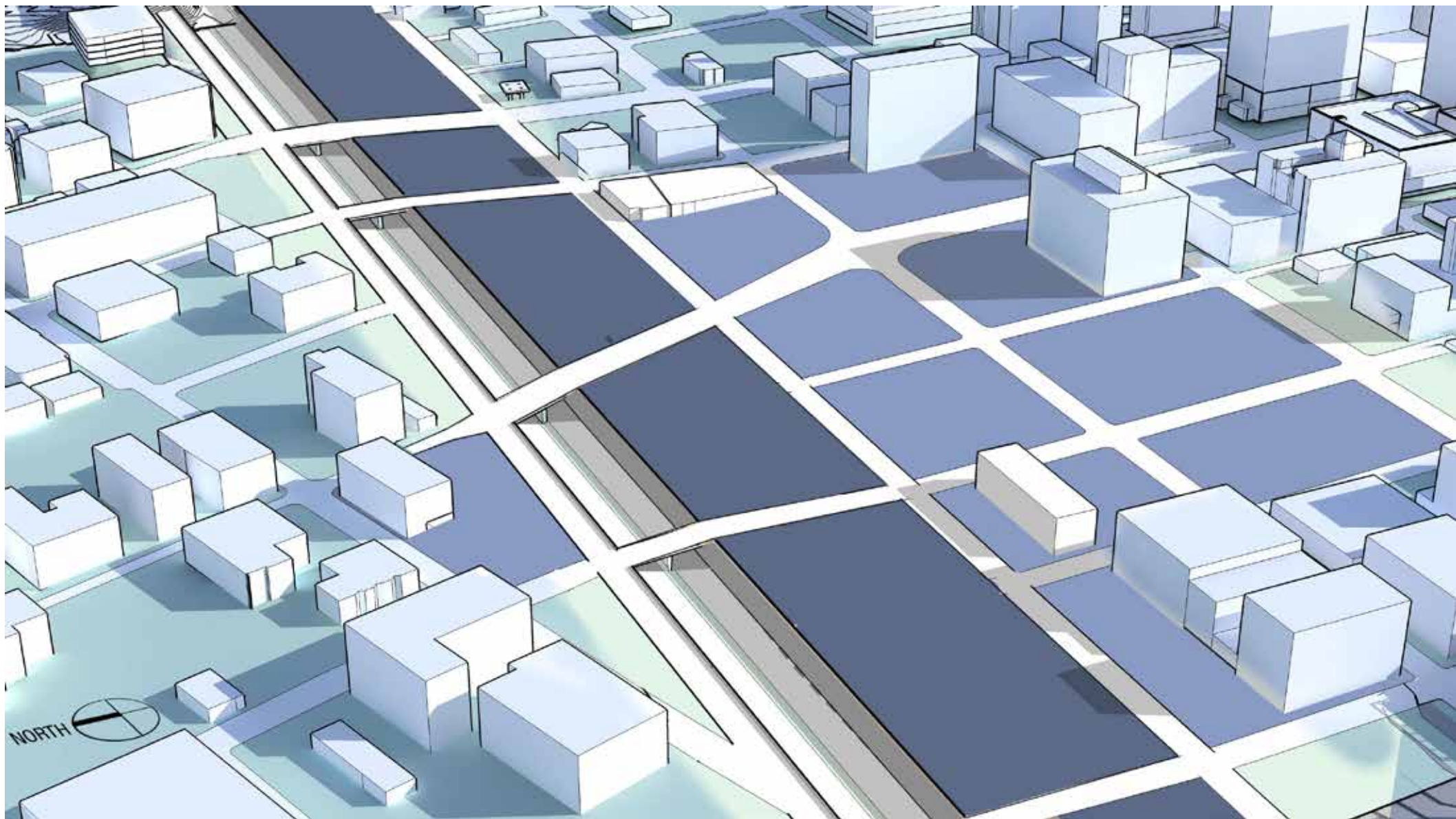
1 2 3 4 5 6 7 8 9 10



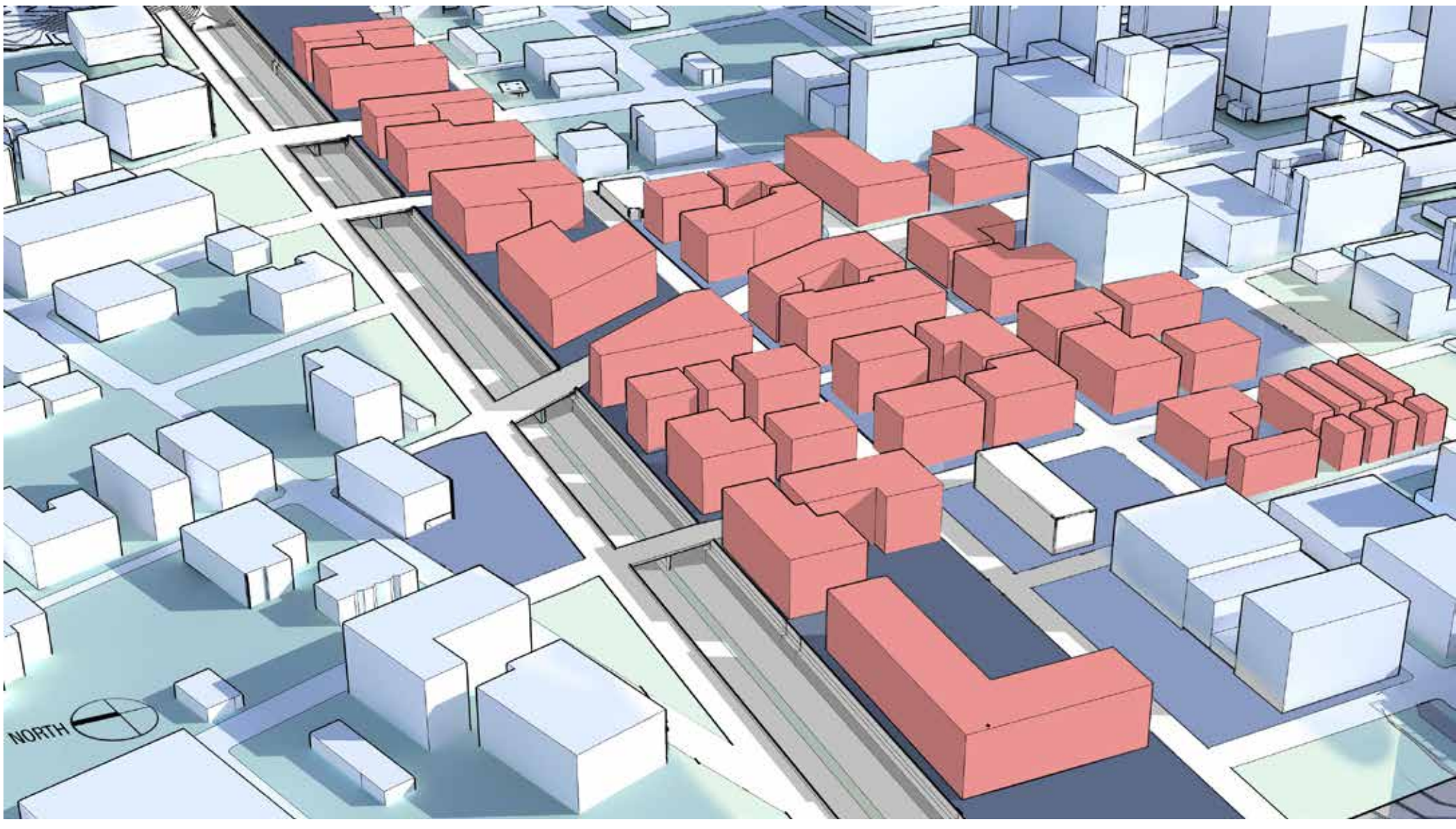
Place a dot to tell us what you think of this option.



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.



Potential right-of-way and surface parking lot development potential.



Potential use of new land available in 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		DOES NOT ACHIEVE CRITERIA

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

12345678910

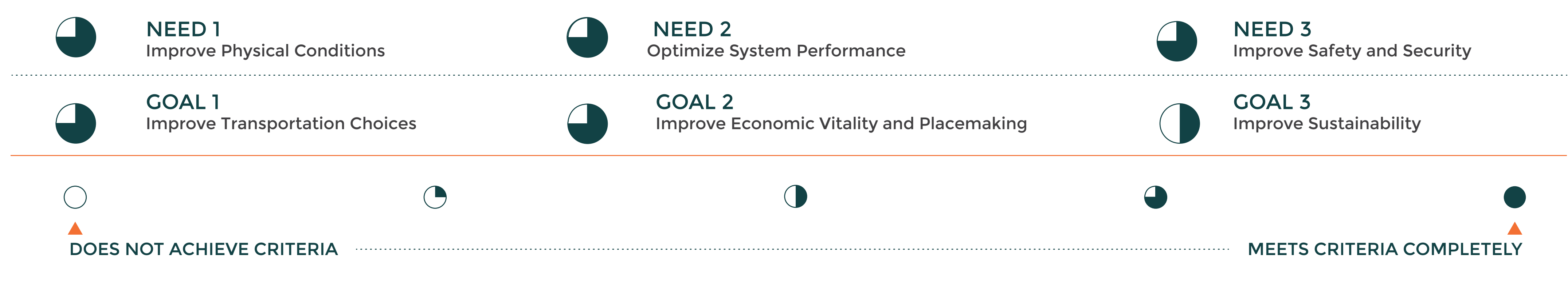
I DO NOT LIKE THIS OPTION I REALLY LIKE THIS OPTION

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



Potential use of new land available in this option.

COST \$\$\$\$



IT'S YOUR TURN:

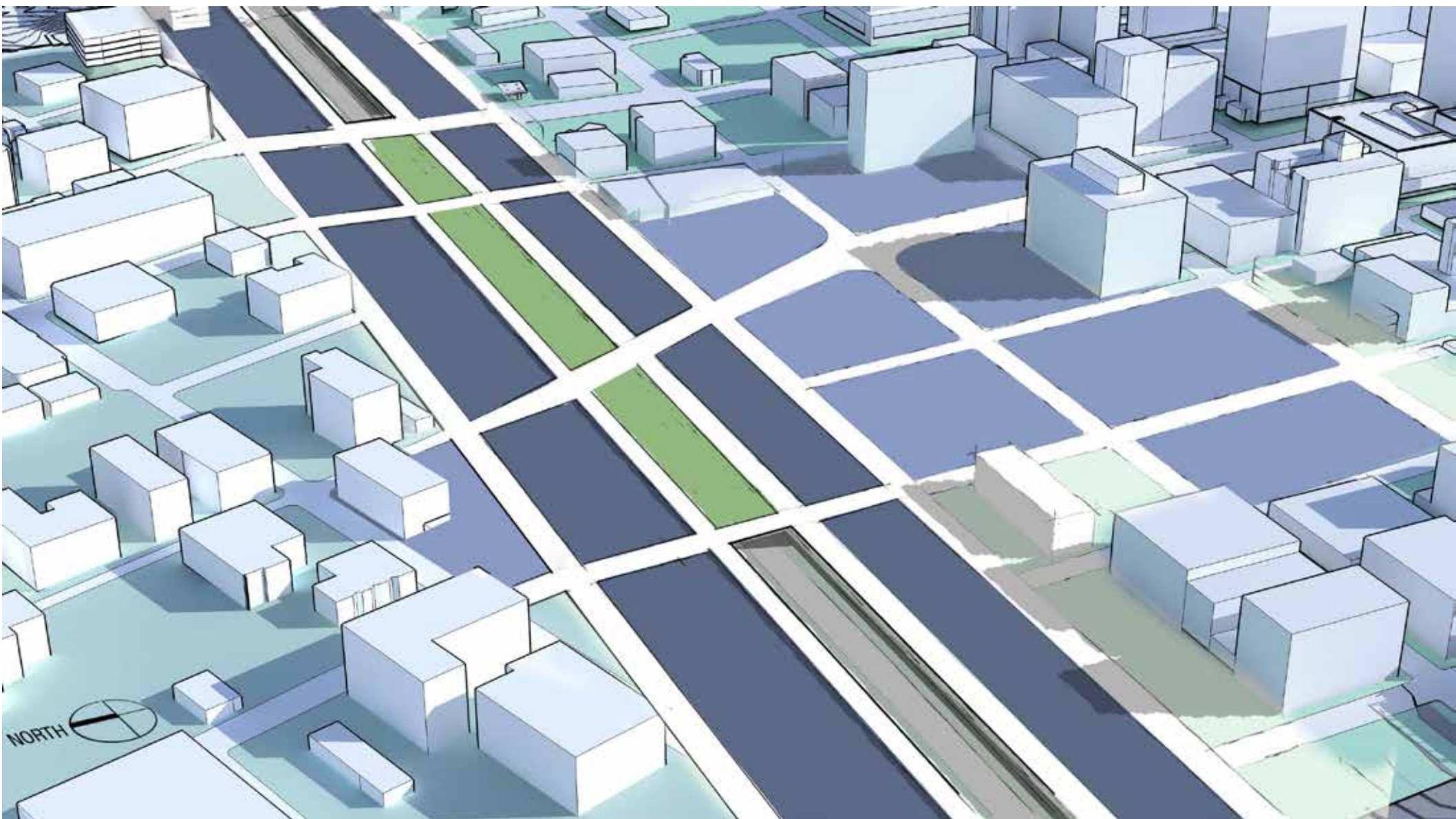
HOW WOULD YOU RATE THIS OPTION?



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



This option would center I-70 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. A partial lid over I-70 would provide for development opportunities on both sides of I-70.



Potential right-of-way and surface parking lot development potential.



Potential use of new land available in 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?

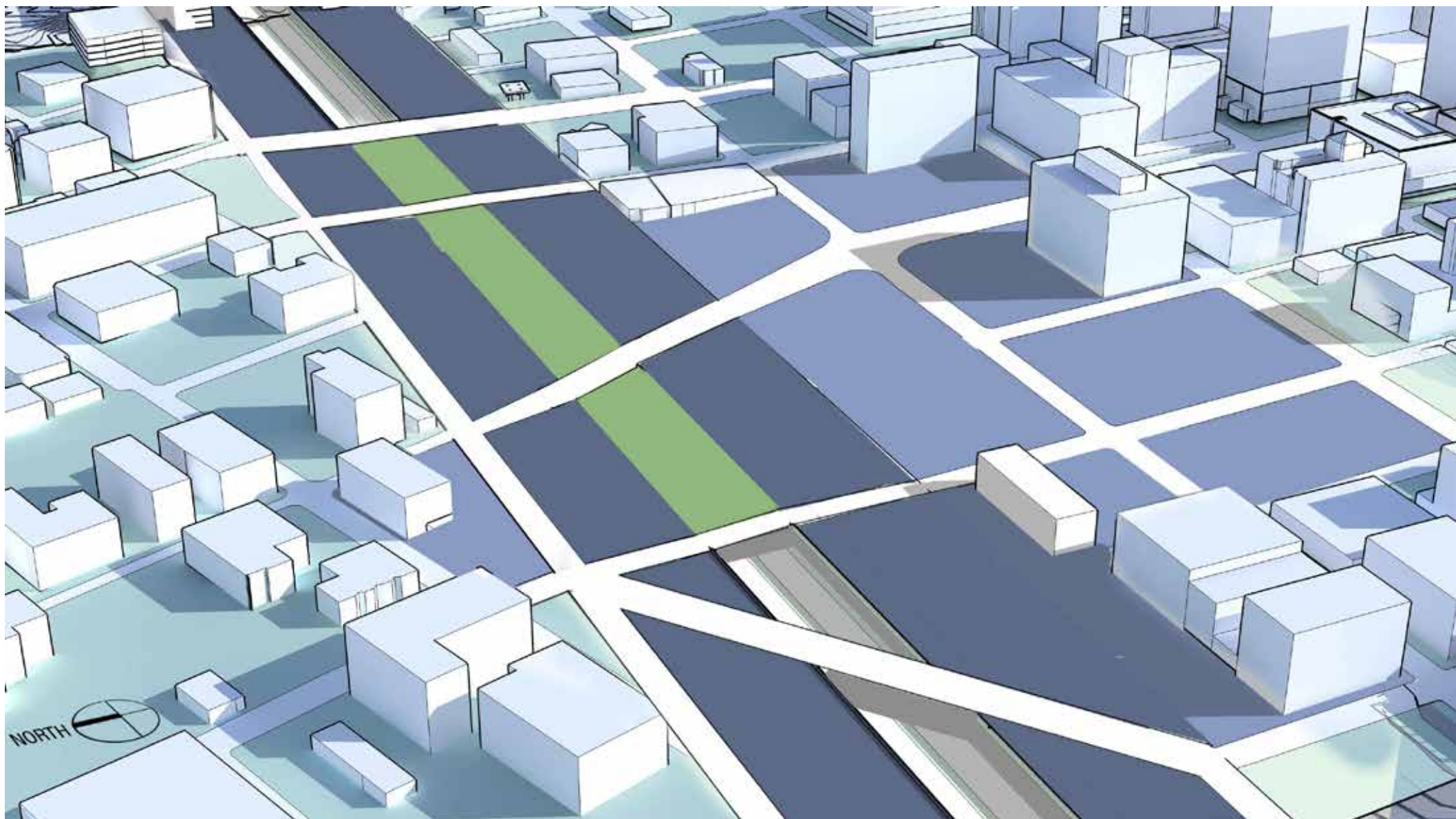
12345678910

I DO NOT LIKE THIS OPTION I REALLY LIKE THIS OPTION

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



This alternative would center I-70 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. A partial lid over I-70 would provide for development opportunities on both sides of I-70. Sixth Street would be substantially removed to facilitate development and a bridge would be constructed to connect across to Independence Ave.



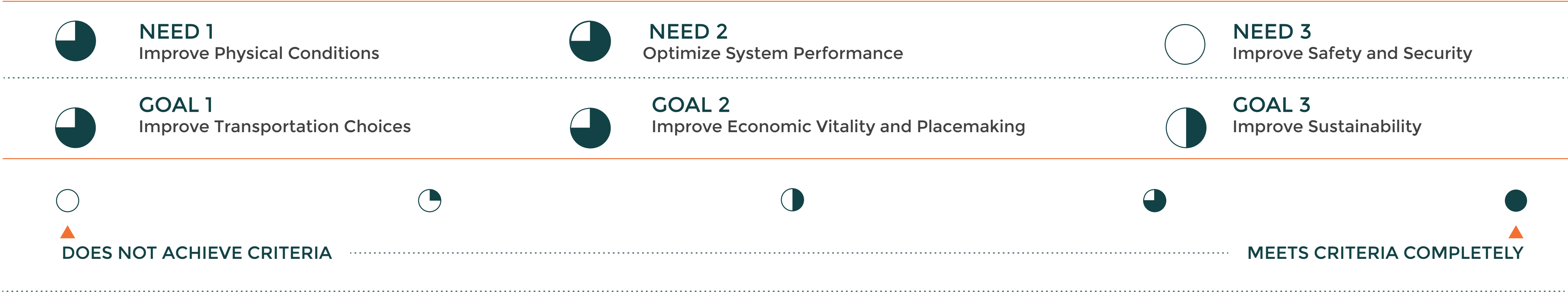
Potential right-of-way and surface parking lot development potential.



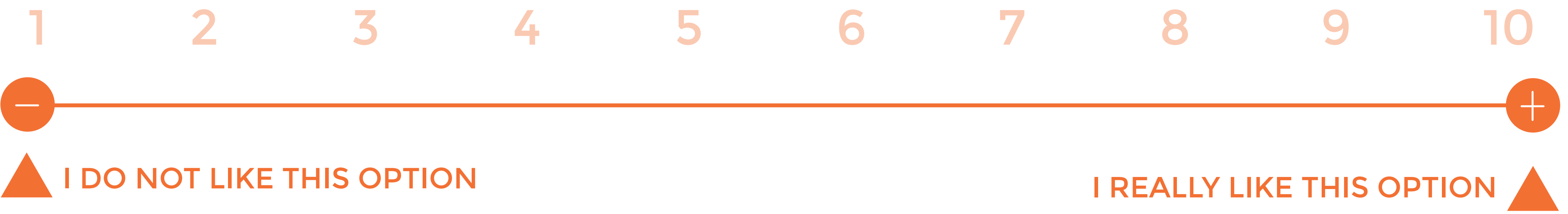
Potential use of new land available in this option.

STUDY TEAM INITIAL EVALUATION

COST \$\$\$\$



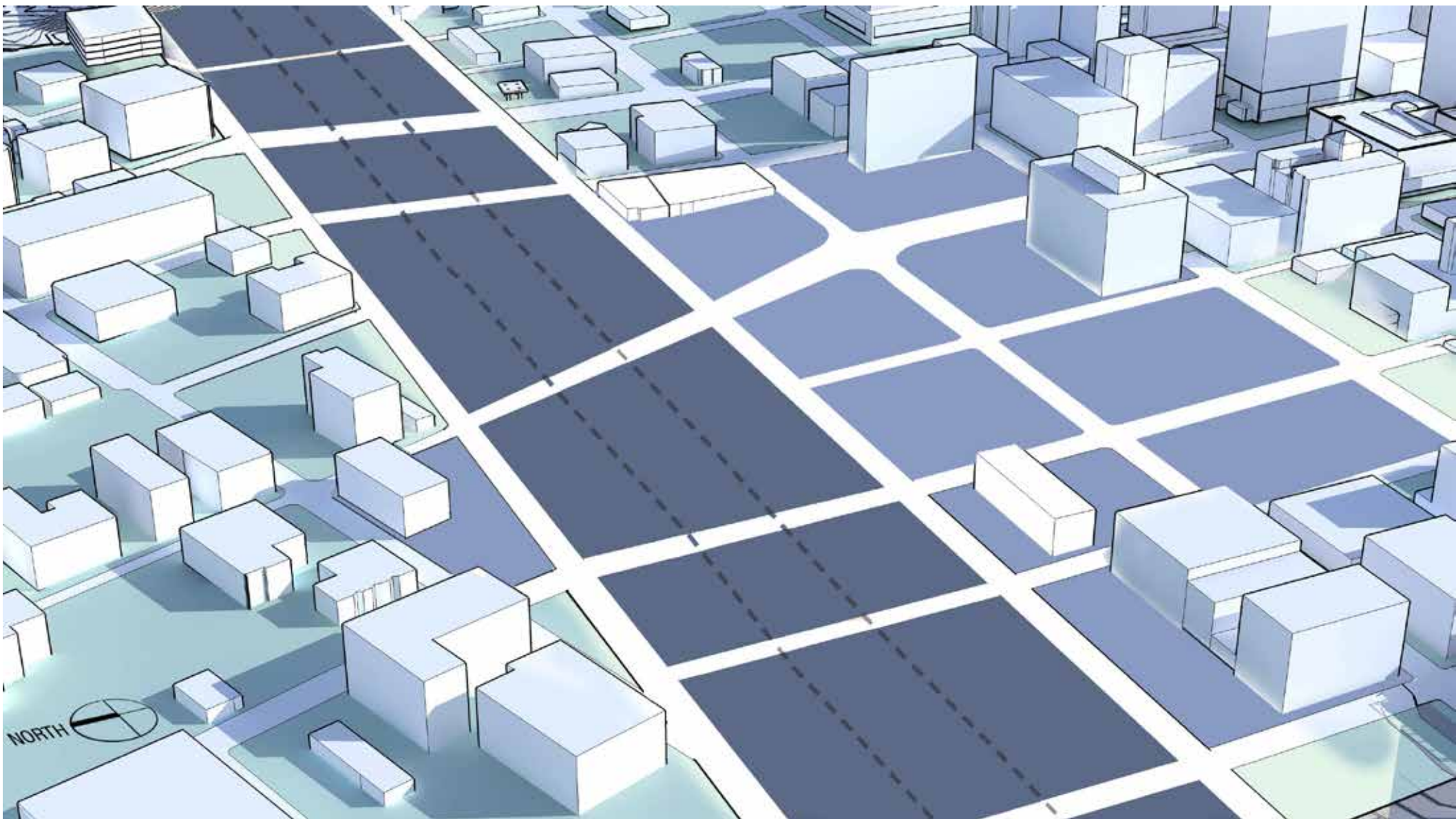
IT'S YOUR TURN:
HOW WOULD YOU RATE THIS ALTERNATIVE



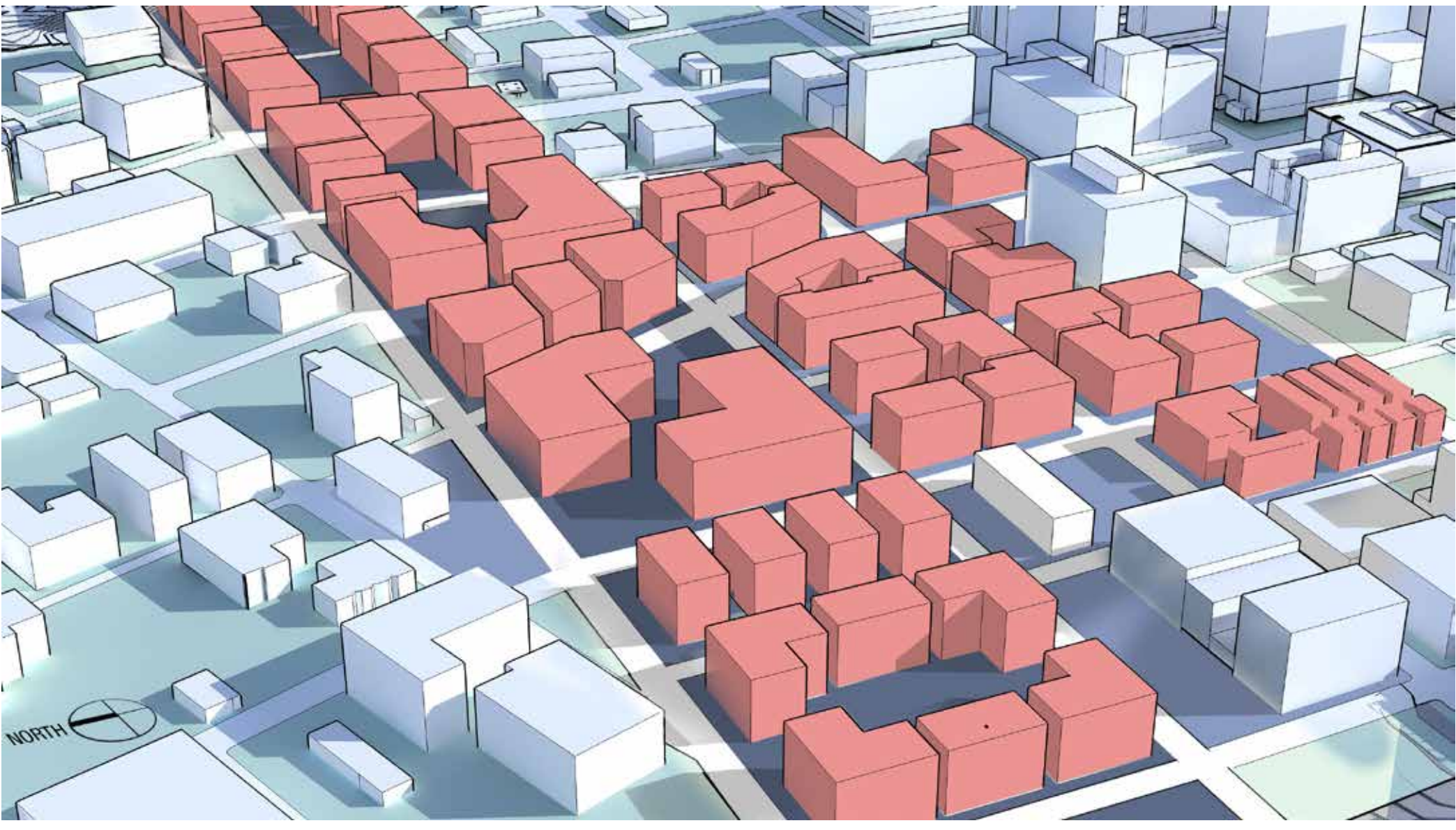
Place a dot to tell us what you think of this option.



This alternative would remove the highway and re-designate I-670 as the new I-70. Highway 9 would be brought down to grade and connect with the street grid. Sixth Street and Independence Ave. would serve as the primary replacements for east/west connections through the north side of downtown. Development opportunities would be at grade and continuous from the Central Business District to River Market.



Potential right-of-way and surface parking lot development potential.



Potential use of new land available in 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 ALTERNATIVE?

1

2

3

4

5

6

7

8

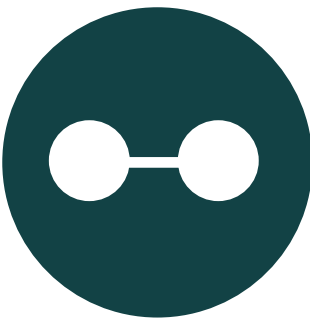
9

10

I DO NOT LIKE THIS OPTION

I REALLY LIKE THIS OPTION

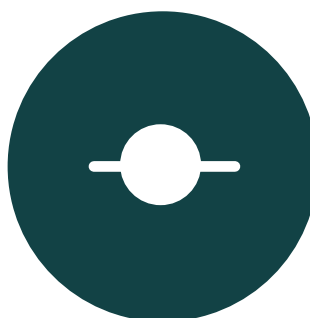
Place a dot to tell us what you think of this option.



CONNECTION CHOICES
EDGES OF LOOP

▲ Increased development potential

▼ Decrease in direct roadway connectivity



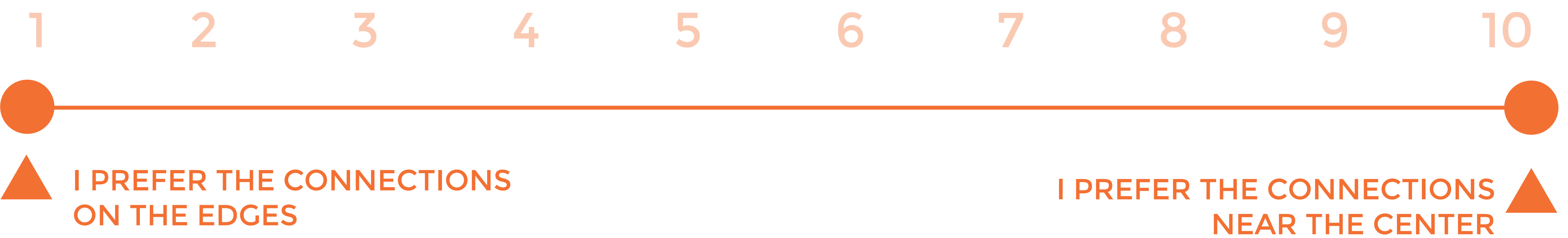
CONNECTION CHOICES
NEAR CENTER

▼ Decreased development potential

▲ Increase in direct roadway connectivity

The position of ramps and other connections to and from the highways and street grid in the North Loop present a tradeoff of priorities. Moving the connections to the edges increases the amount of possible development options. Concentrating the connections near the center increases the roadway connectivity.

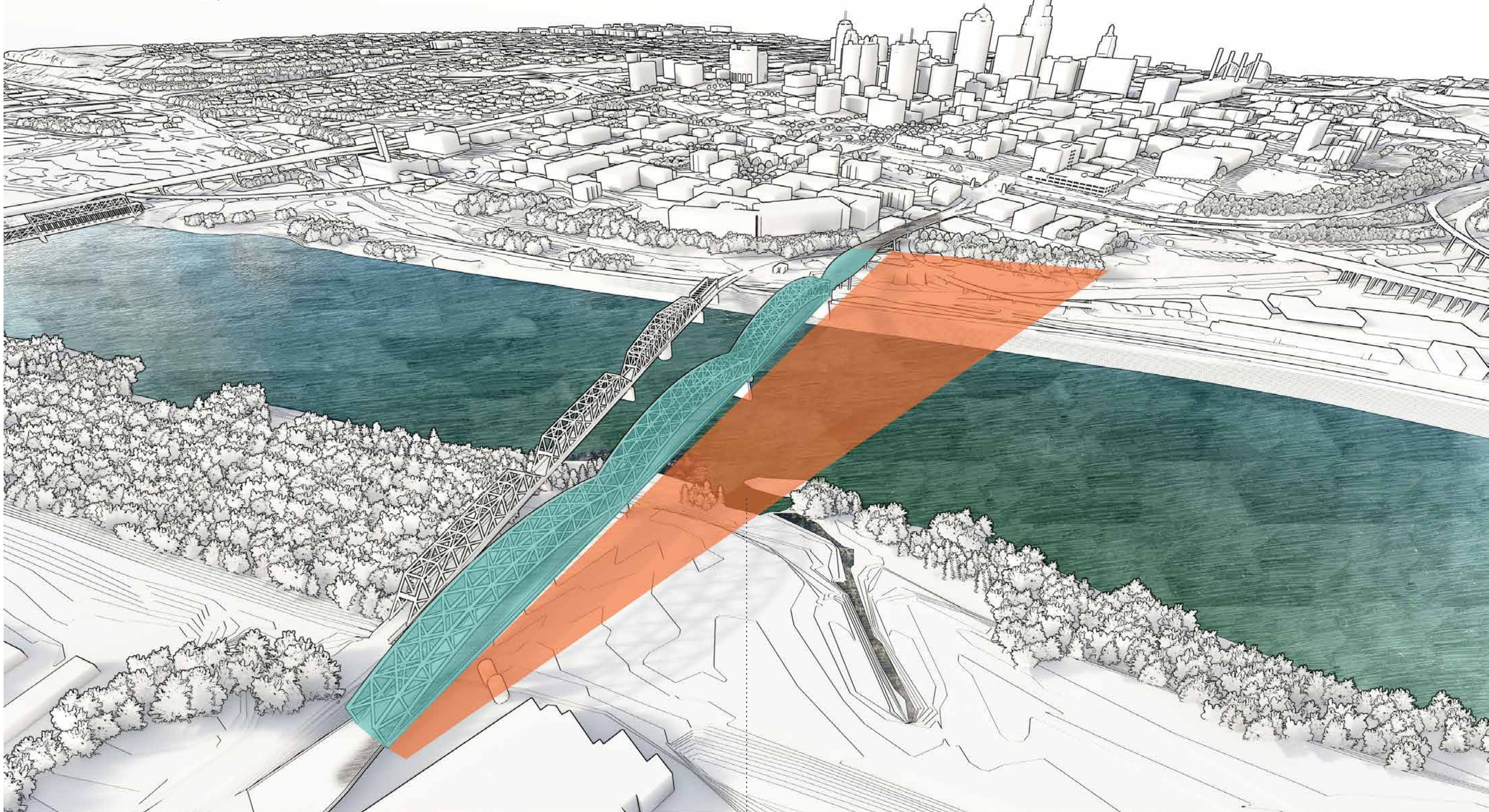
IT'S YOUR TURN:
HOW WOULD YOU RATE THIS OPTION?



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



BRIDGE ALTERNATIVES



NO BUILD:
RETAIN EXISTING
BRIDGE



- ▶ 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.



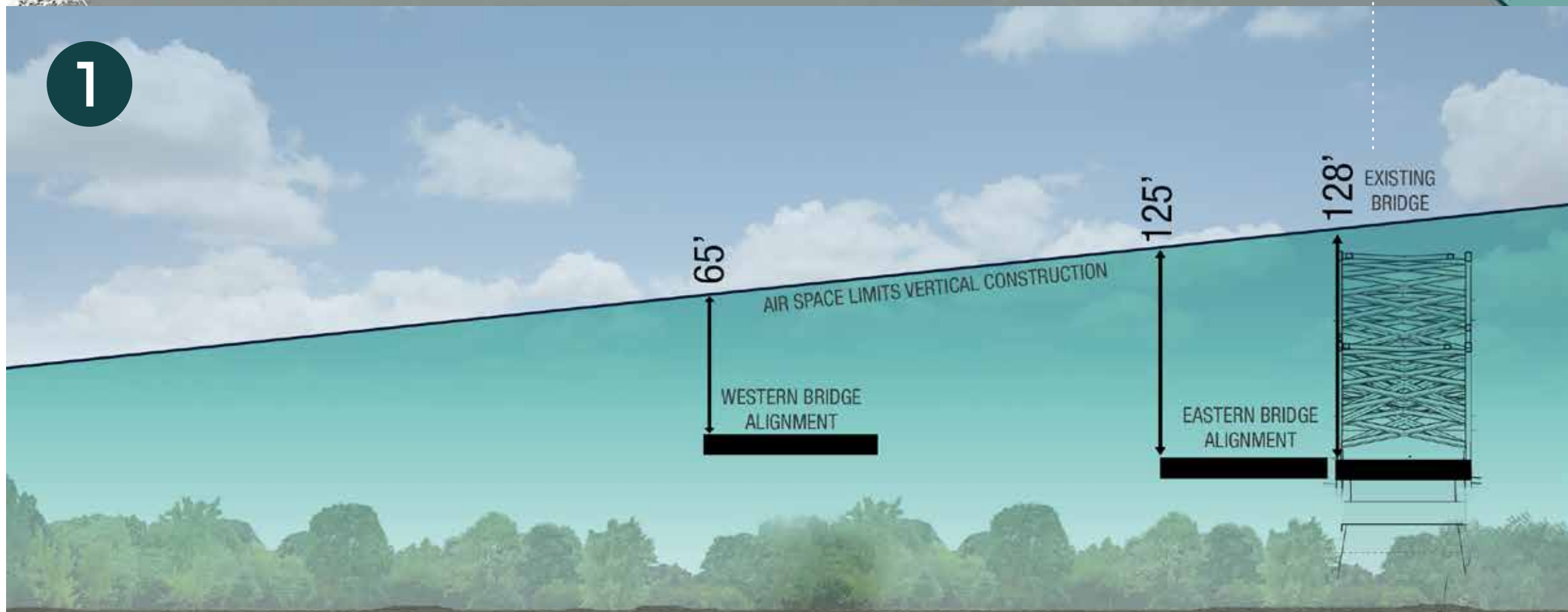
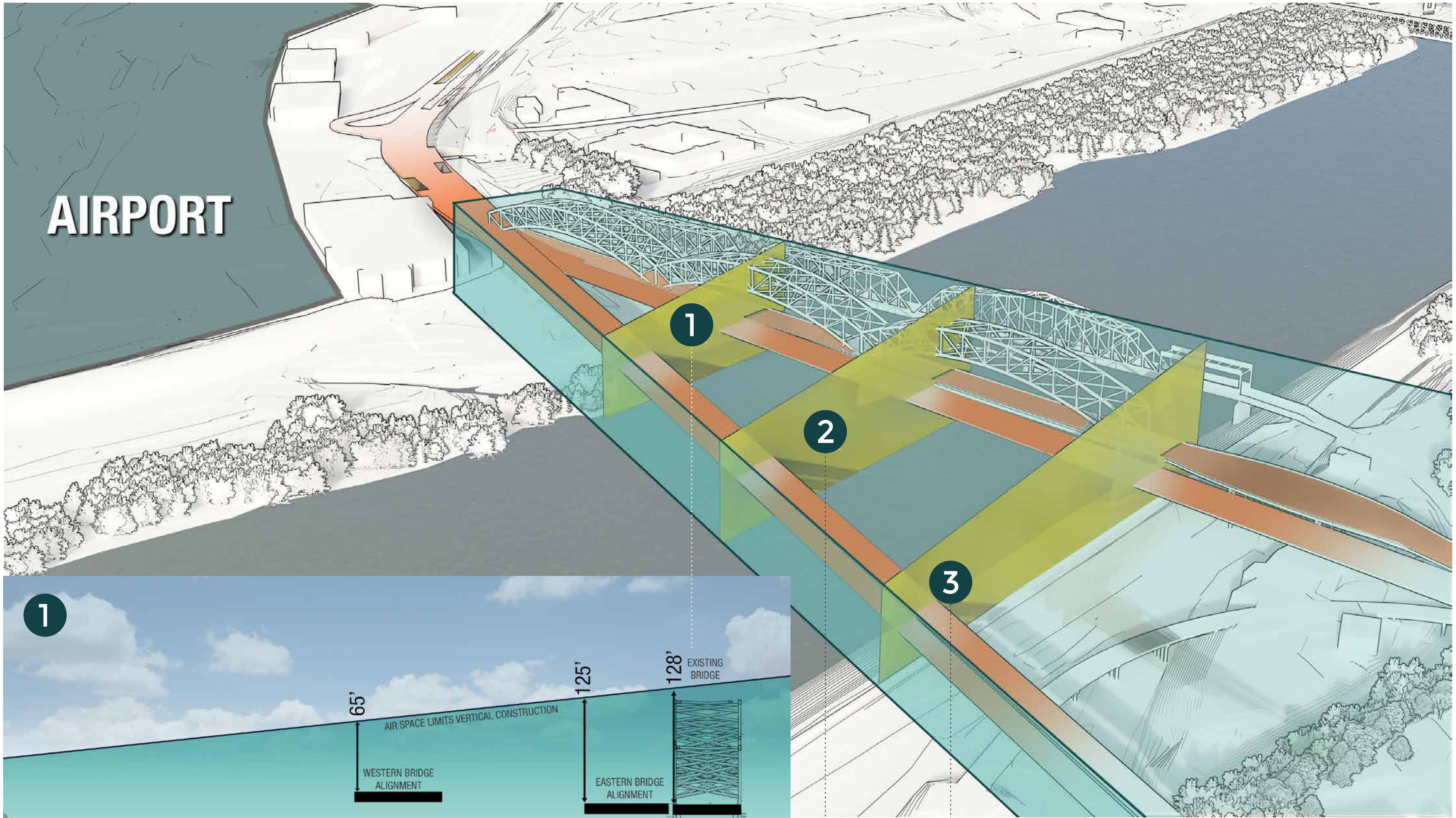
CONSTRUCT
A NEW BRIDGE

- ▶ 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.



All Looking
North from
South Bank

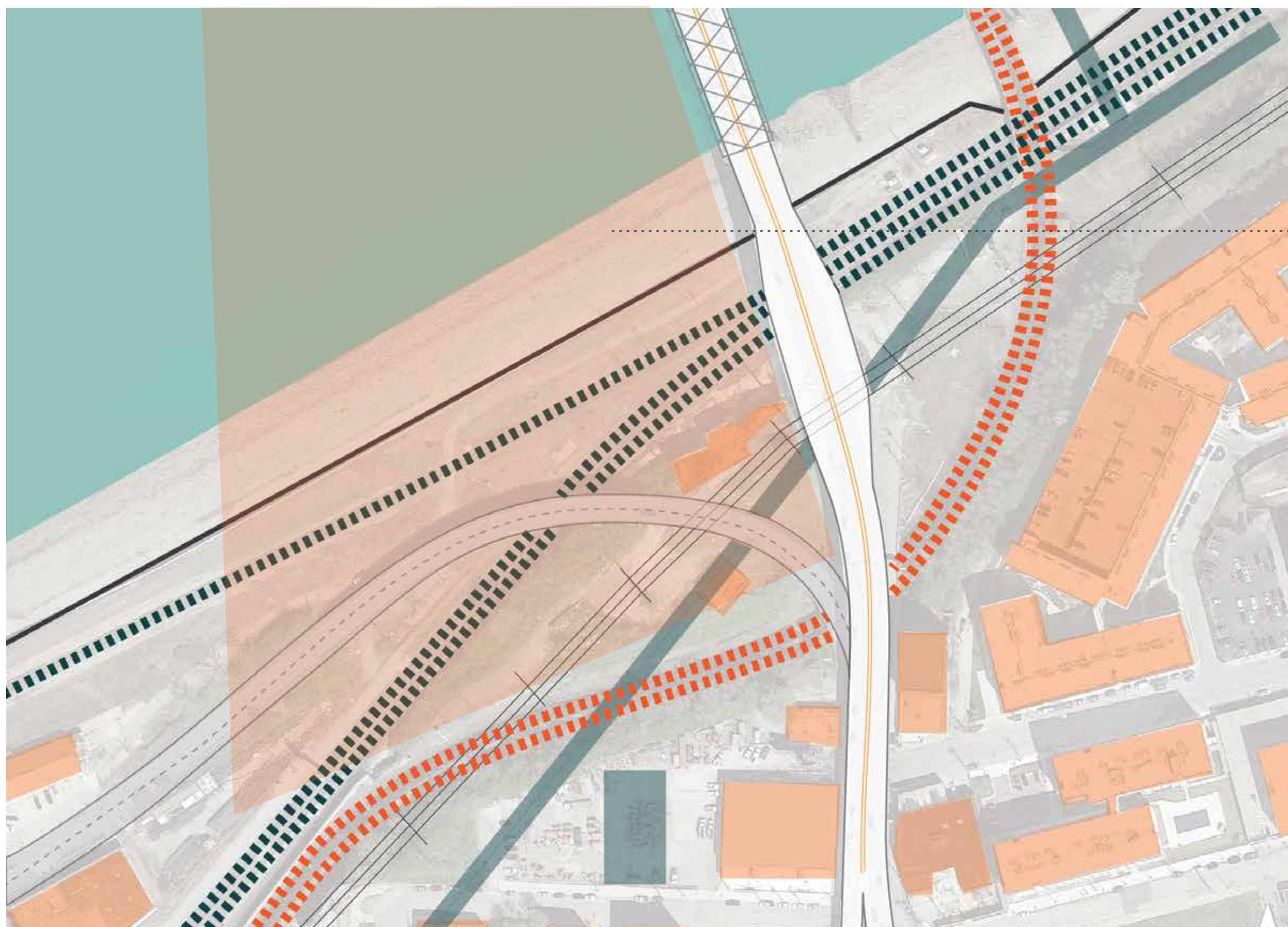


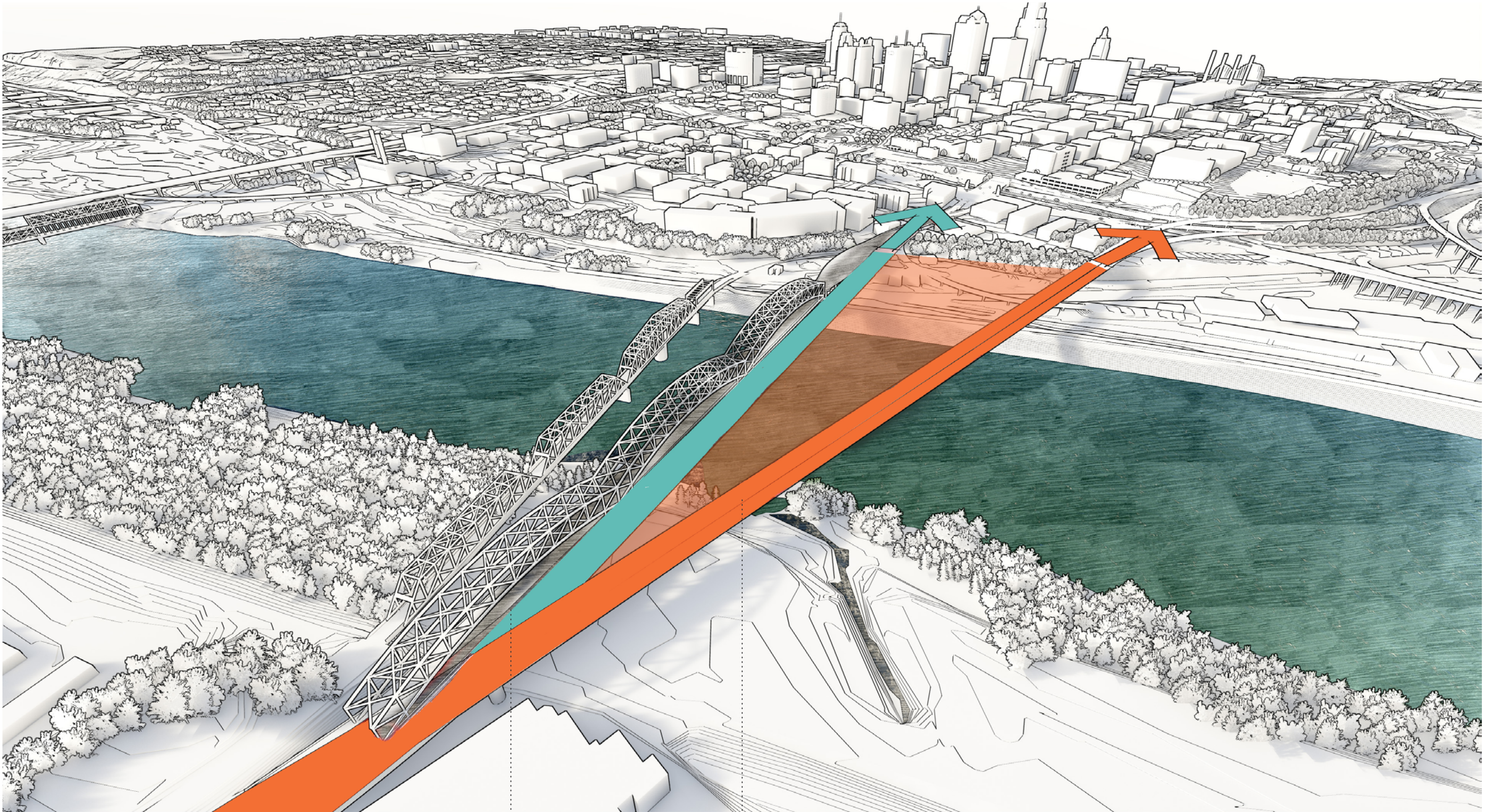
BRIDGE HEIGHT CONSTRAINTS

- ▶ In order to avoid the flight path of planes entering or exiting the Wheeler Airport, a new bridge cannot be taller than the current bridge.
- ▶ The further west the new bridge is placed, the lower its height would need to be to accommodate FAA regulations.
- ▶ A tall arched or suspension superstructure would not be allowed for a new river crossing.

BRIDGE PIER CONSTRAINTS

- ▶ The position of the pier that would support the south end of a new bridge would need to avoid multiple structures, rail lines, power and water infrastructure, roadways, and the Missouri River levy wall.





NEW BRIDGE
CLOSER TO
DOWNTOWN

A

B

NEW BRIDGE
MORE DIRECT
TO I-35

Currently, traffic splits roughly in half as vehicles cross the bridge and travel to their final destinations.

About 55 percent of vehicles traveling south across the Broadway/O’Neil bridge enter directly into downtown. About 45 percent of southbound vehicles turn west and continue onto I-35 south.

The number of vehicles traveling south on the Broadway/O’Neil Bridge in the morning rush is greater than the number traveling north in the evening rush.

IT’S YOUR TURN:
WHICH DO YOU PREFER?



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



BIKE/PED CONNECTIONS

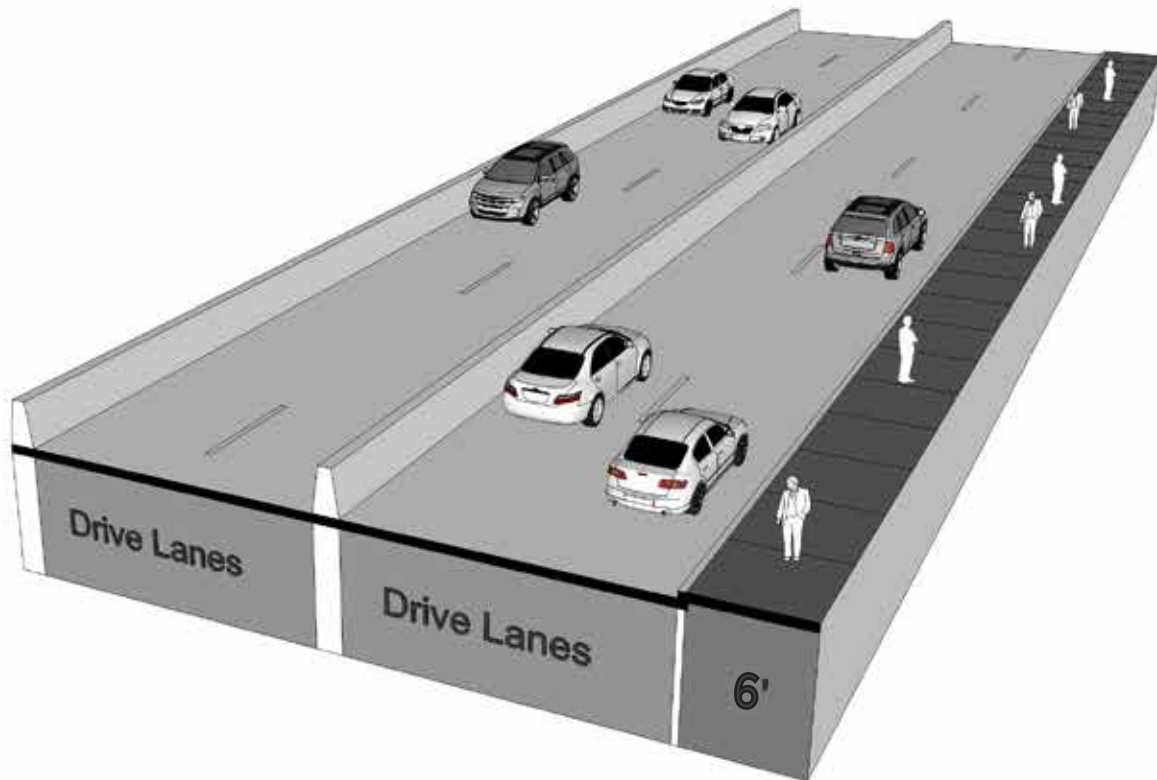


BEYOND THE LOOP

PLACE A DOT ON YOUR
PREFERRED ACCOMMODATION

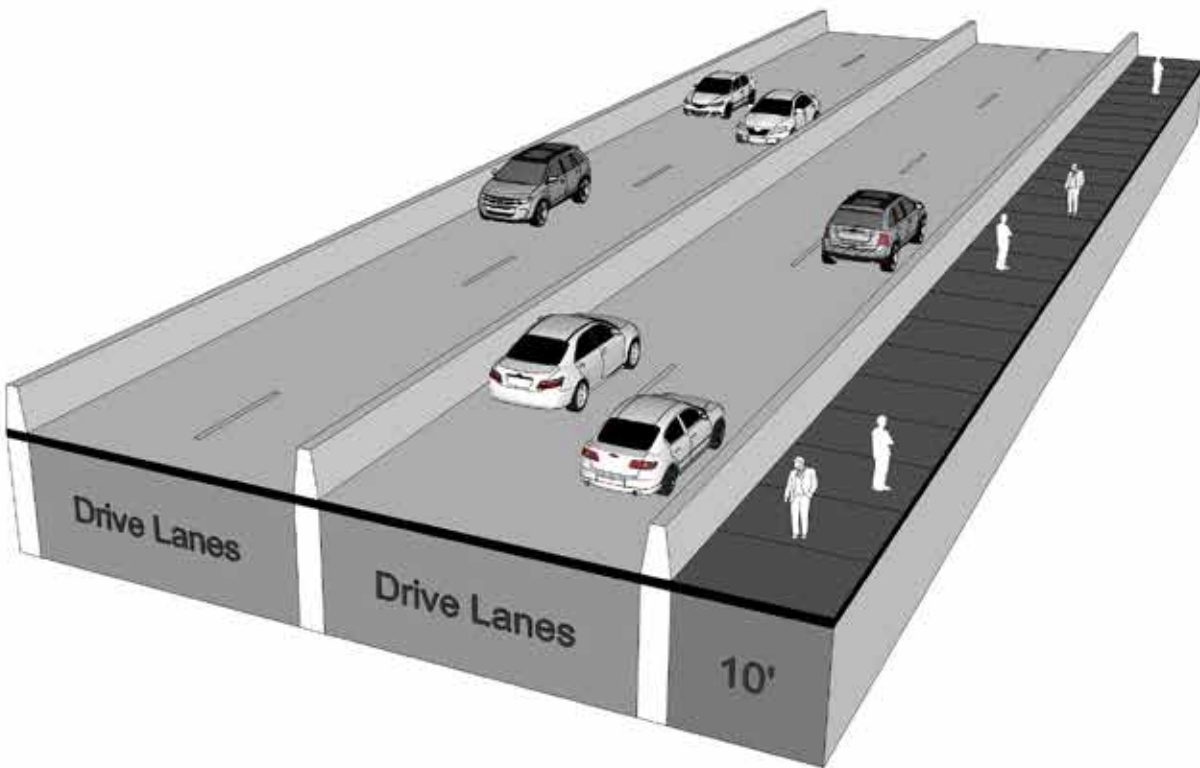
A

OLD BRIDGE REHABILITATION OPTION
6' PEDESTRIAN WALKWAY (ONLY OPTION)



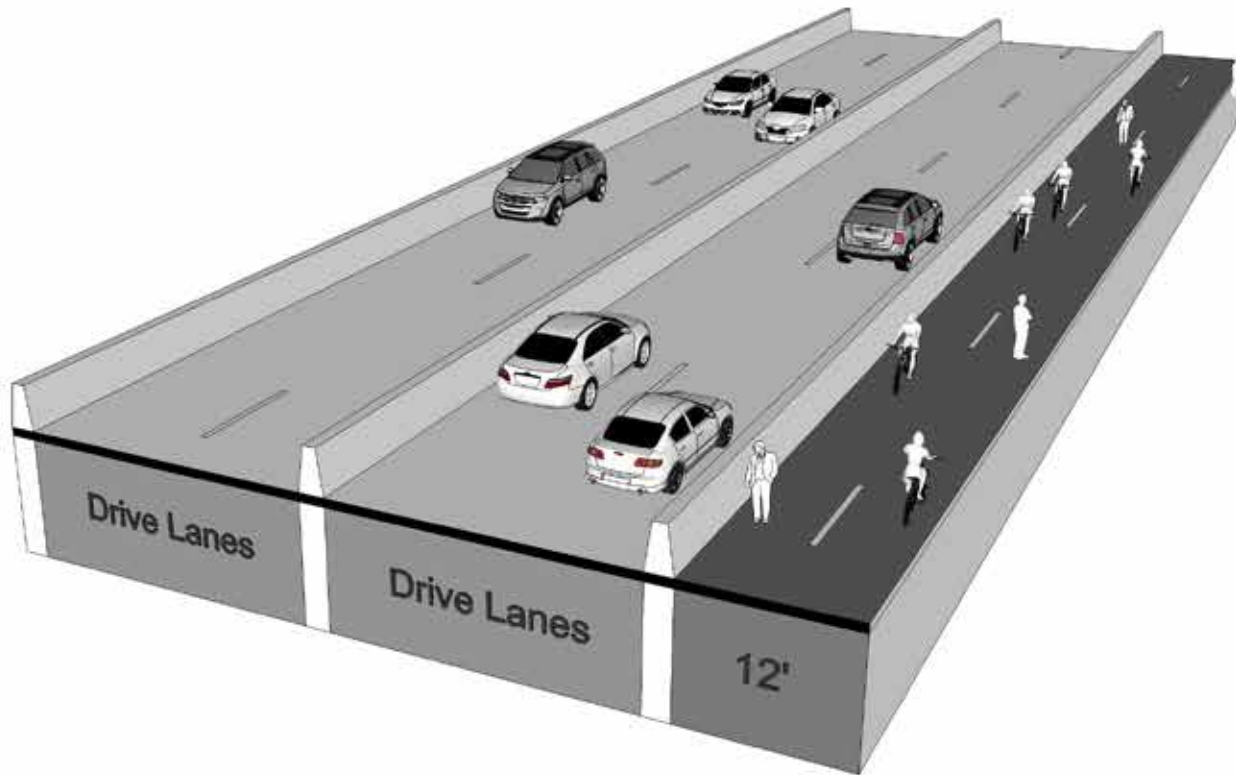
B

NEW BRIDGE OPTION
10' PROTECTED SHARED USE PROTECTED PATH



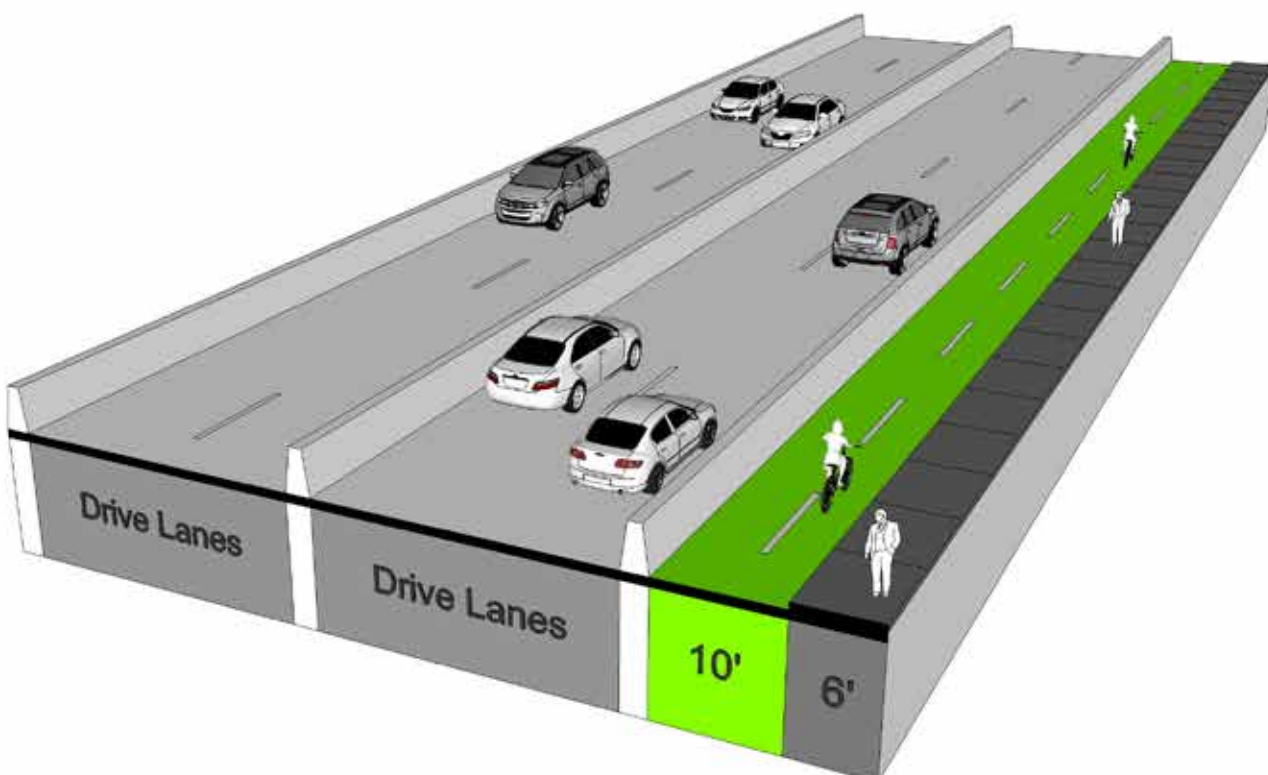
C

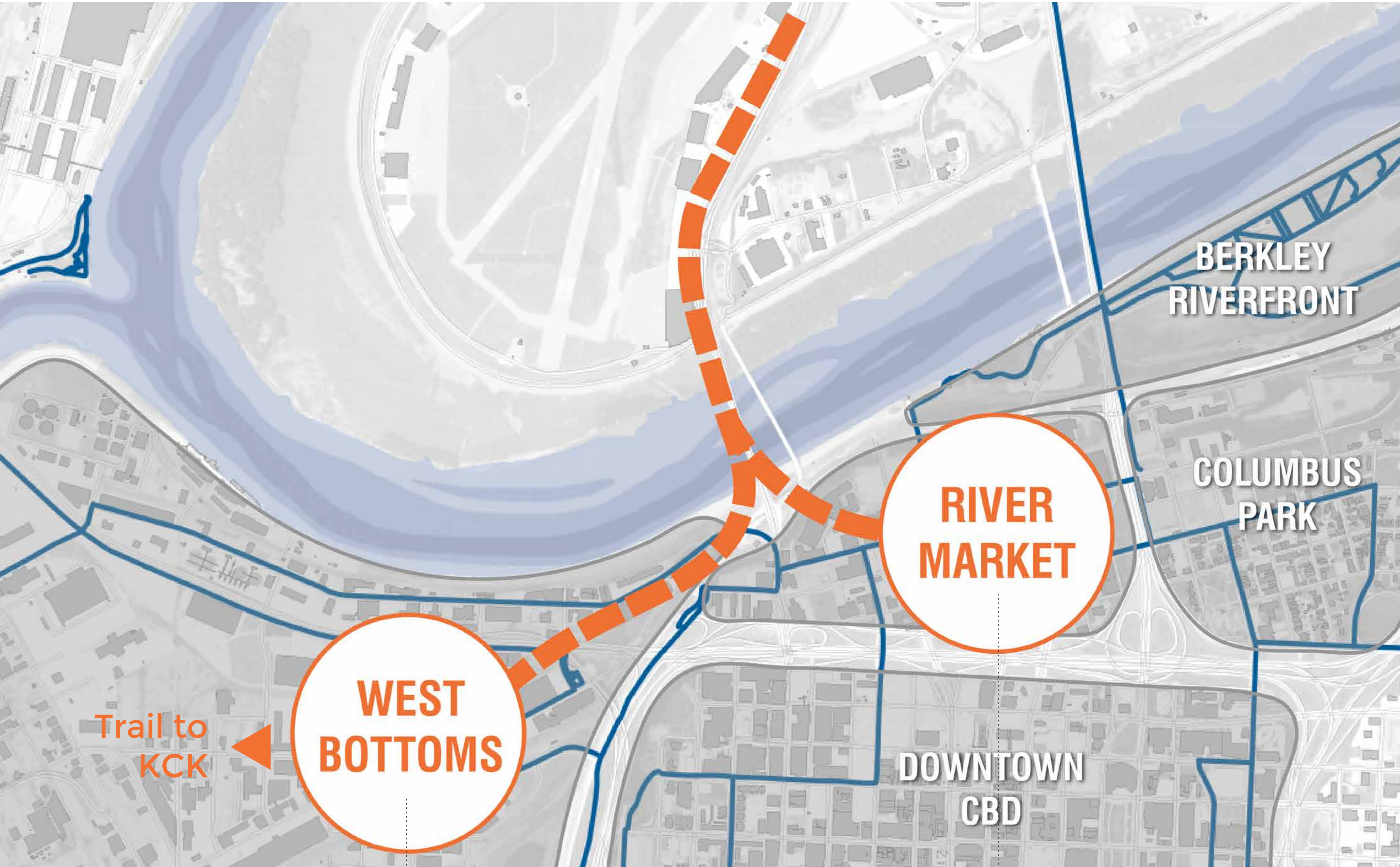
NEW BRIDGE OPTION
12' PROTECTED SHARED USE PROTECTED PATH



D

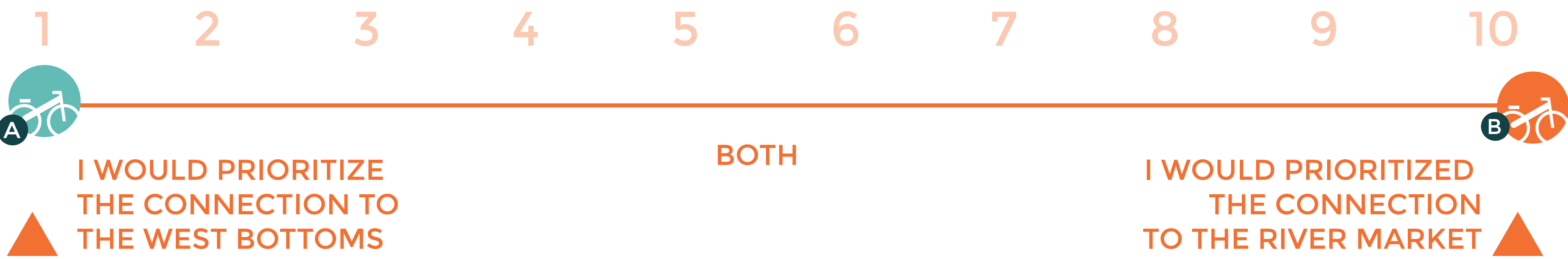
NEW BRIDGE OPTION
10' SEPARATED & PROTECTED BIKE PATH WITH 6' SIDEWALK



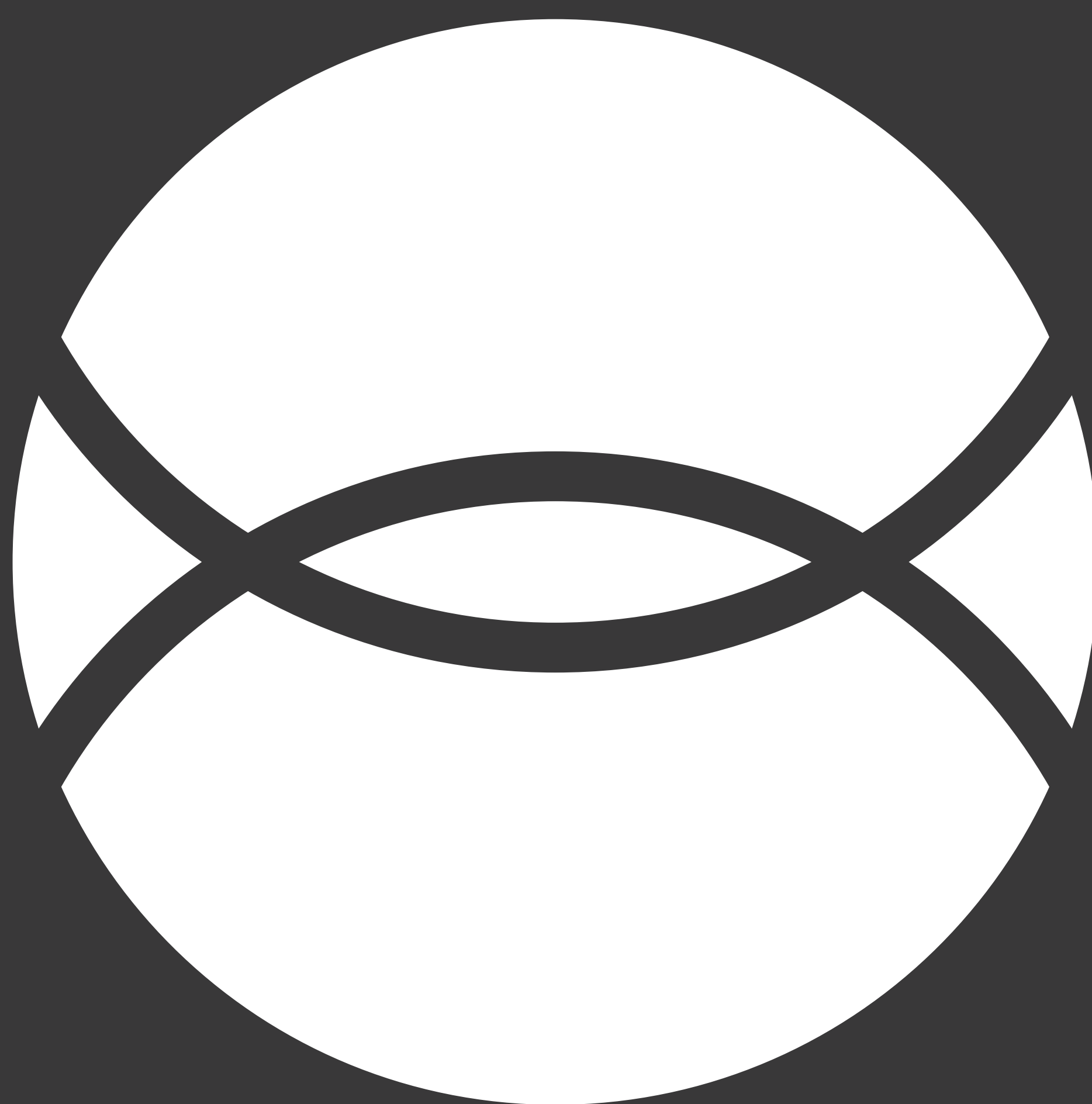


Under any scenario, the connectivity provided by the River Front Heritage Trail will be maintained in some fashion. However, enhancements could be made to the bike and pedestrian connectivity both to the neighborhoods and the Trail.

IT'S YOUR TURN:
WHICH DO YOU PREFER?



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



NEIGHBORHOOD CONNECTIONS



BEYOND THE LOOP



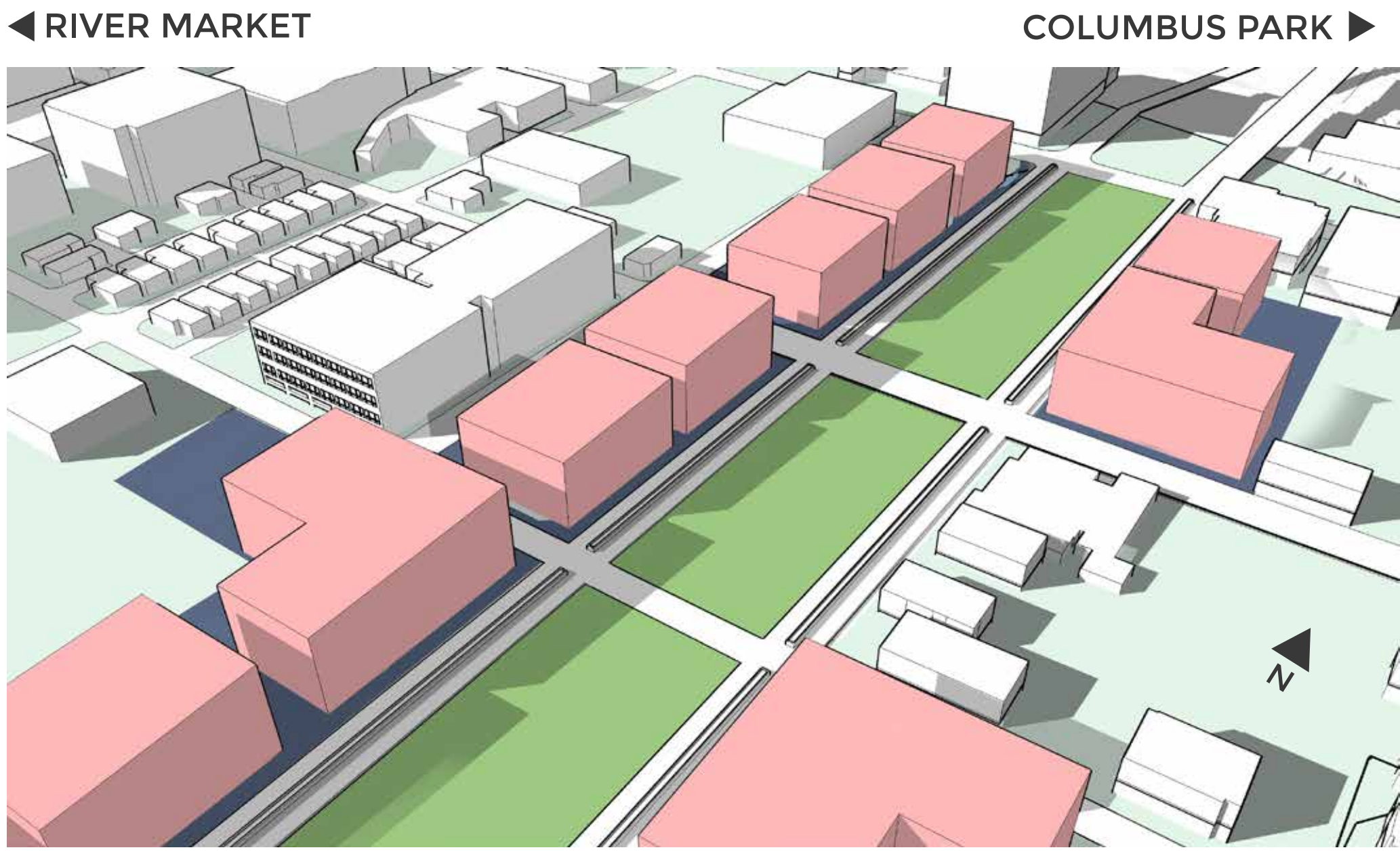
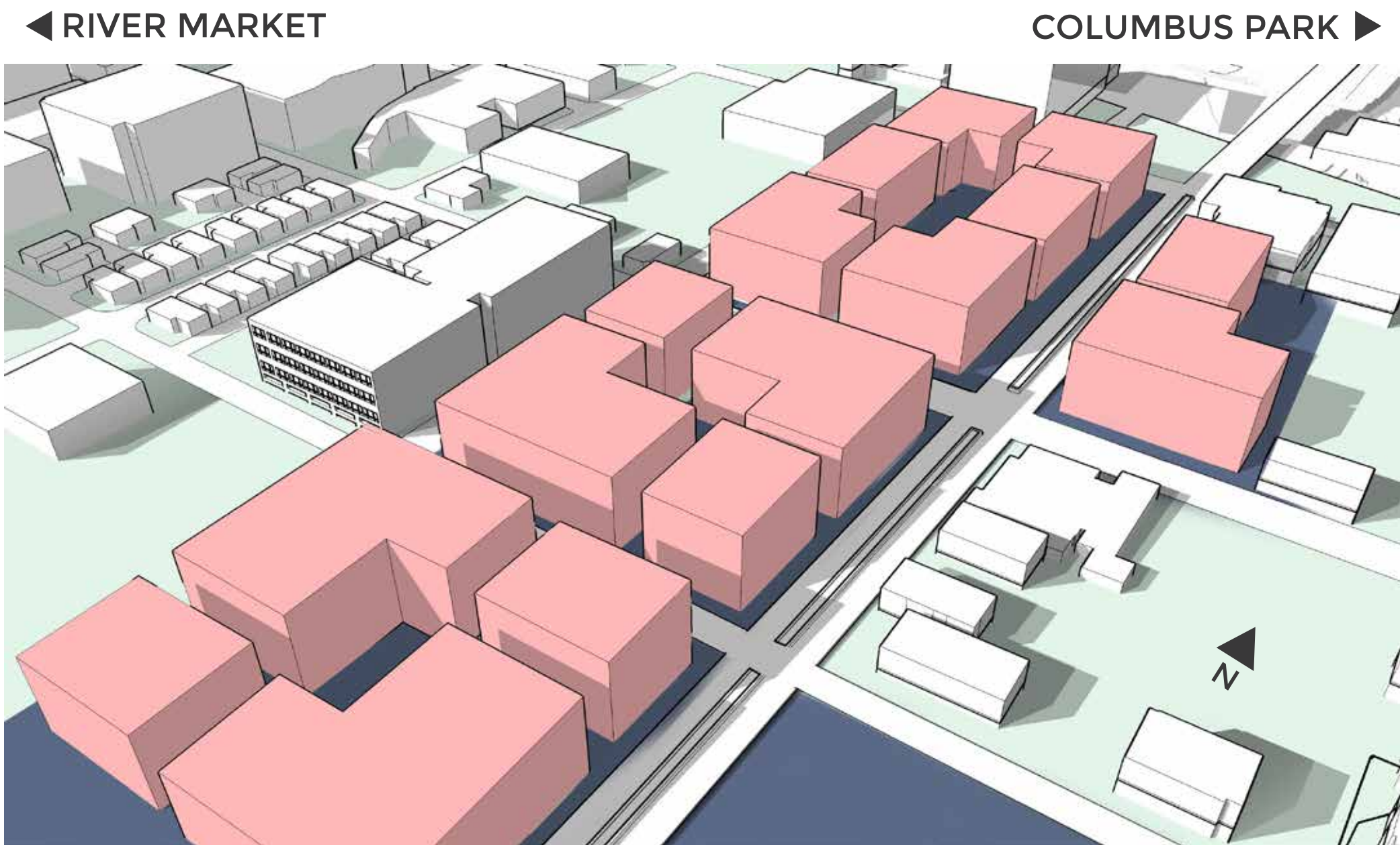
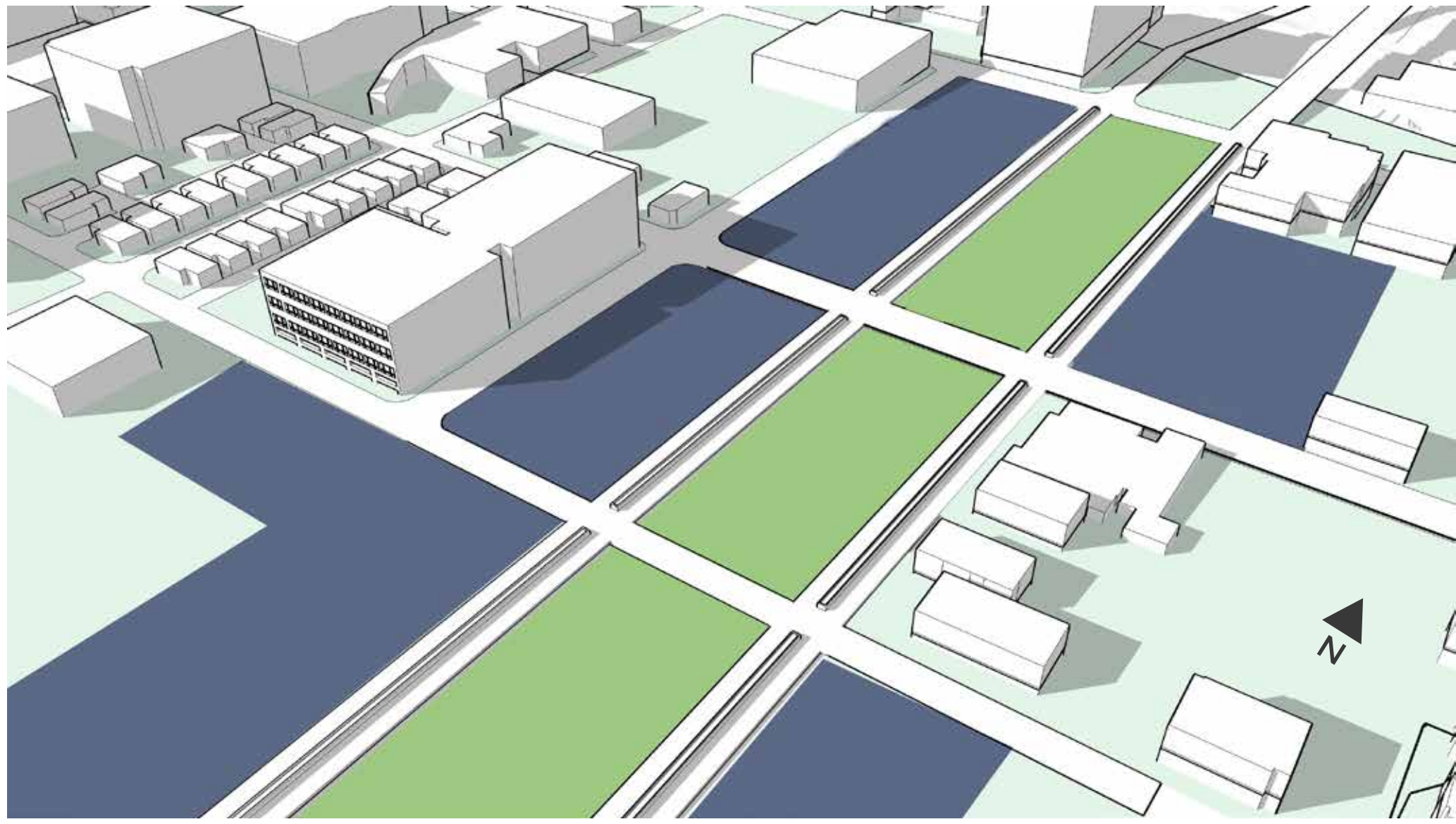
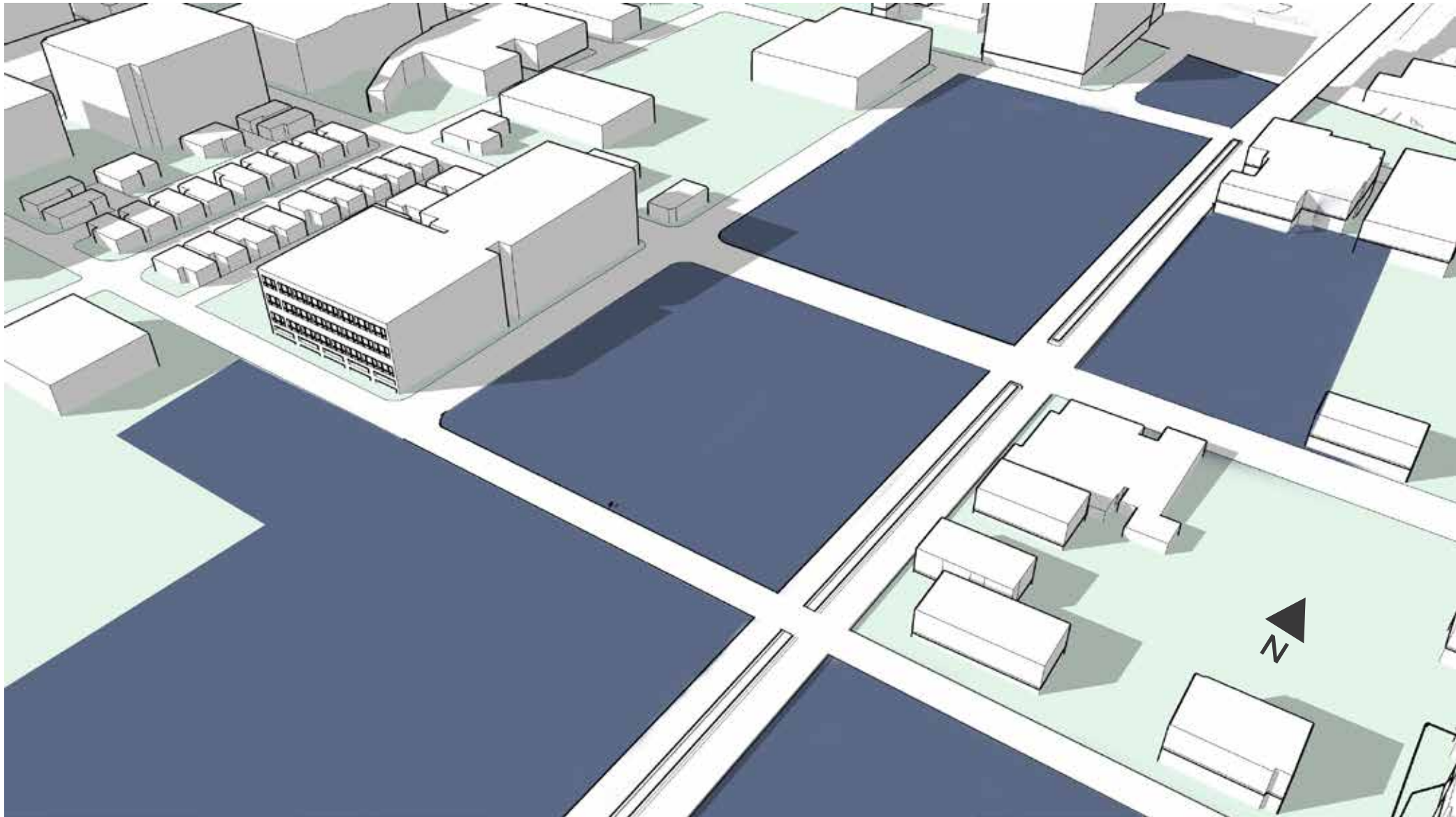
Additionally, the lowering of Highway 9 allows for the reconnection of Independence Ave. which opens the possibility of future streetcar connection to the east.

1 2 3 4 5 6 7 8 9 10

▲ HIGHWAY 9 SHOULD NOT BE BROUGHT DOWN TO GRADE

I LIKE THE IDEA OF BRINGING HIGHWAY 9 DOWN TO GRADE ▲

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



If Highway 9 were brought down to grade, several options for development could be considered.

The above example illustrates Highway 9 on the east, connecting more development toward the River Market.

The above example illustrates Highway 9 on the west, providing less development opportunities while providing a linear greenspace that connects both neighborhoods.

IT'S YOUR TURN:
WHICH DO YOU PREFER?

12345678910

CONCENTRATE DEVELOPMENT
TOWARD THE RIVER MARKET

PROVIDE SEPARATION &
GREENSPACE TOWARD COLUMBUS PARK

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