



This alternative is the baseline for the project. The highway, street grid, and connections remain the same as they are currently. There is additional development opportunity on surface lots adjacent to I-70 in the Central Business District (see below).



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

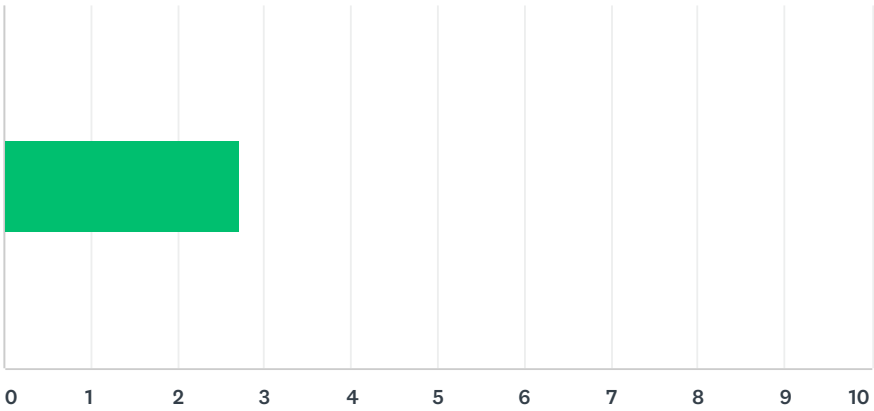
1 : I do not like this option

I like this option very much : 10



Q2 North Loop No Build Alternative

Answered: 1,576 Skipped: 117



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	4,275	1,576
Total Respondents: 1,576			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	1.00	2.71	3.23

North Loop Safety Adjustments

NORTH LOOP



SAFETY ADJUSTMENTS
ALTERNATIVE

BEYOND THE LOOP



This alternative would make minor safety changes to the North Loop at the west end near Broadway Blvd. Highway 9 would be lowered and at-grade crossings would occur at Missouri Ave and 5th St. Independence Avenue would be reconnected with an at grade crossing of Highway 9.



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



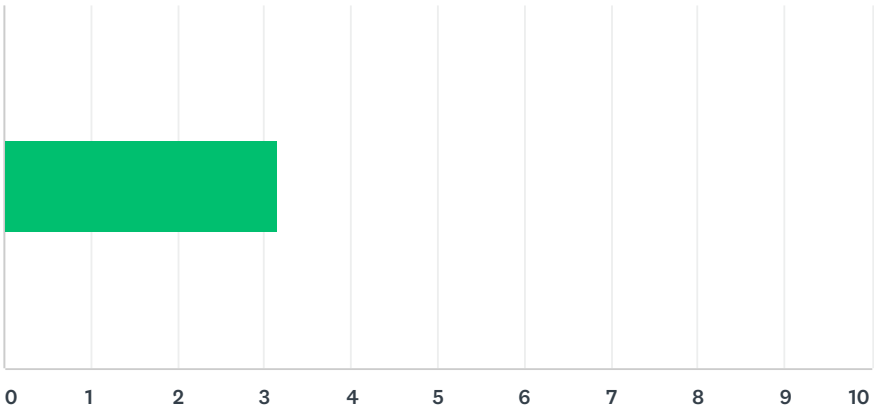
MEETS CRITERIA COMPLETELY

1 : I do not like this option

I like this option very much : 10

Q3 North Loop Safety Adjustments

Answered: 1,589 Skipped: 104



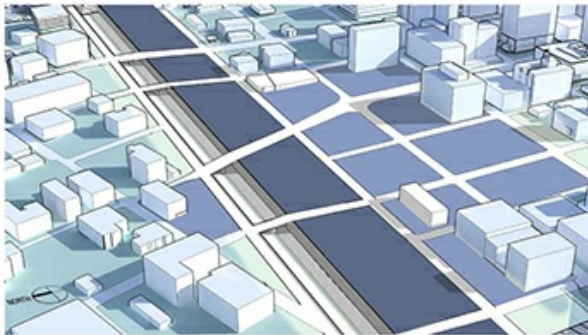
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	5,028	1,589
Total Respondents: 1,589			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	2.00	3.16	2.84

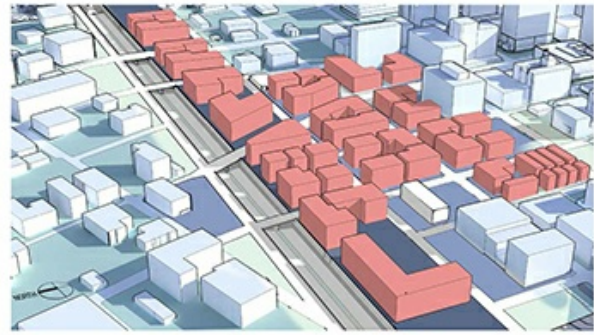
North Loop North Compressed Alternative



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 \$\$\$\$



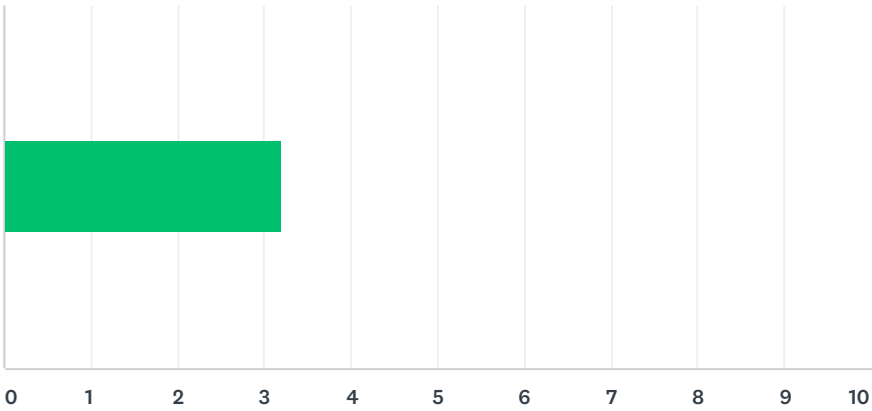
1 : I do not like this option

I like this option very much : 10



Q4 North Loop North Compressed Alternative

Answered: 1,583 Skipped: 110



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	5,077	1,583
Total Respondents: 1,583			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	3.00	3.21	2.67

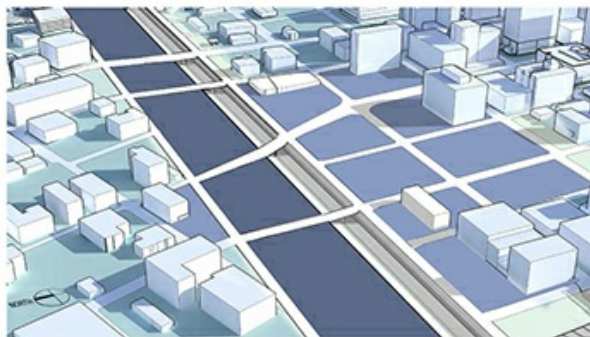
North Loop South Compressed Alternative

NORTH LOOP  SOUTH ALIGNMENT COMPRESSED

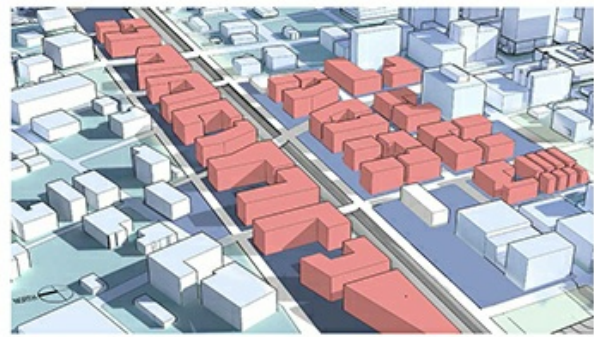
 BEYOND THE LOOP



This option would shift I-70 to the south 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 River Market 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

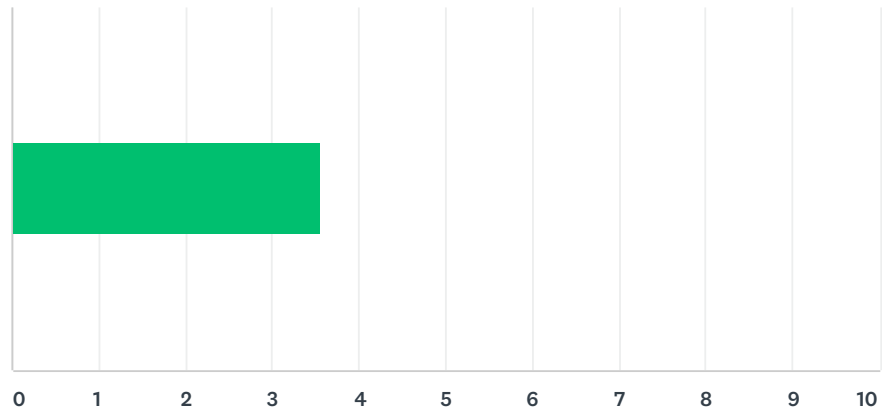
1 : I do not like this option

I like this option very much : 10



Q5 North Loop South Compressed Alternative

Answered: 1,577 Skipped: 116



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	5,599	1,577
Total Respondents: 1,577			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	3.00	3.55	2.82

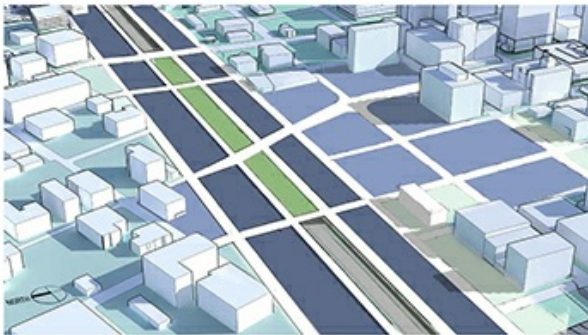
North Loop Center Alignment Alternative A

NORTH LOOP  CENTER ALIGNMENT
COMPRESSED OPTION A

 BEYOND THE LOOP



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 \$\$\$\$

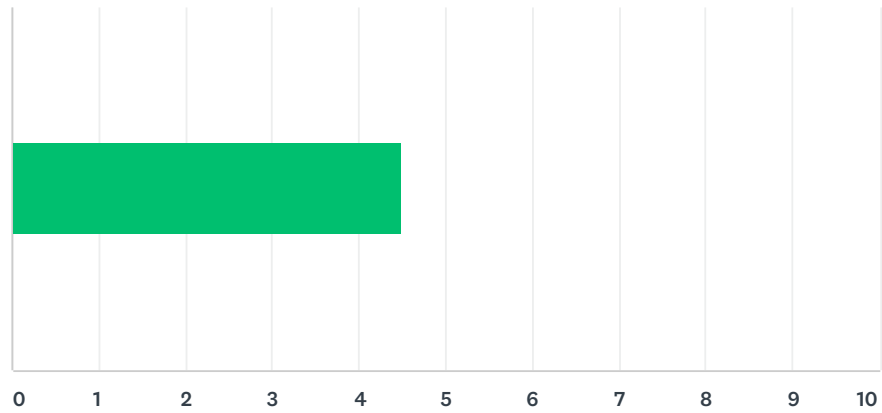


1 : I do not like this option

I like this option very much : 10

Q6 North Loop Center Alignment Alternative A

Answered: 1,588 Skipped: 105



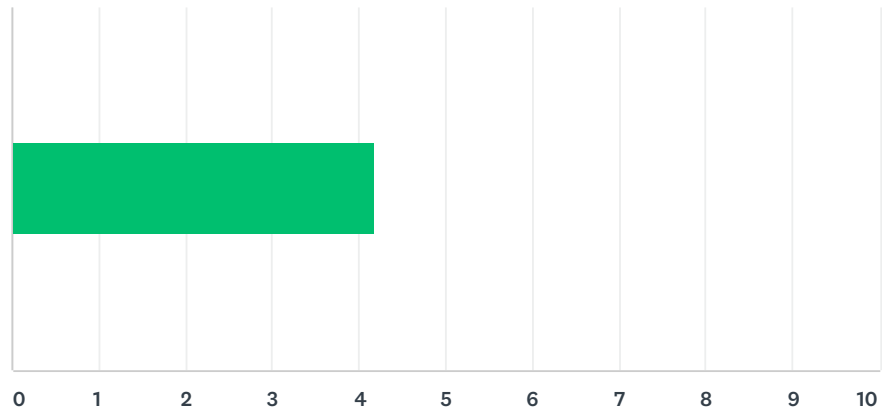
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	7,137	1,588
Total Respondents: 1,588			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	5.00	4.49	3.09

9

Q7 North Loop Center Alignment Alternative B

Answered: 1,581 Skipped: 112



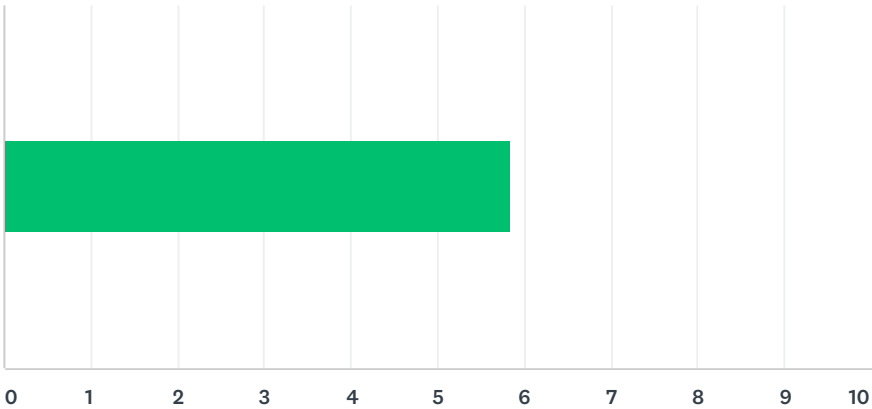
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	6,599	1,581
Total Respondents: 1,581			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	4.00	4.17	3.00



Q8 North Loop Full Removal Alternative

Answered: 1,602 Skipped: 91



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	6	9,353	1,602
Total Respondents: 1,602			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	7.00	5.84	4.12

North Loop Access/Development Choices

NORTH LOOP



ACCESS & DEVELOPMENT
CHOICES



BEYOND THE LOOP



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

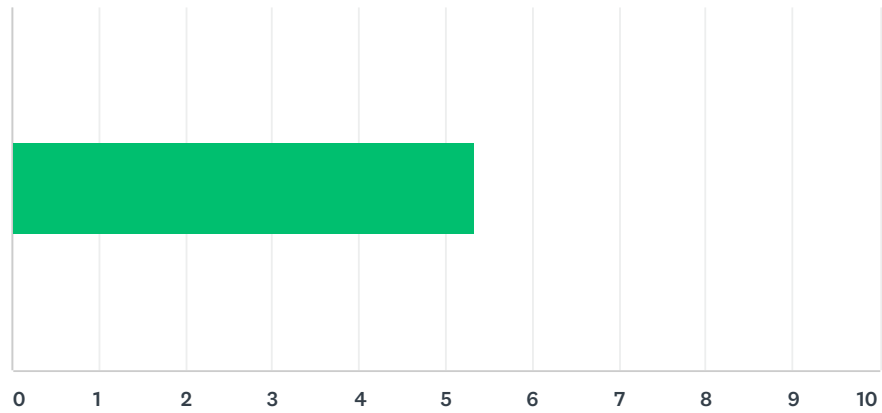
The position of ramps and other connections to and from the highways and street grid in the North Loop present a tradeoff of priorities. Moving the connections to the edges increases the amount of possible development options. Concentrating the connections near the center increases the roadway connectivity.

1 : I prefer more direct
connections

I prefer more development
opportunities : 10

Q9 North Loop Access/Development Choices

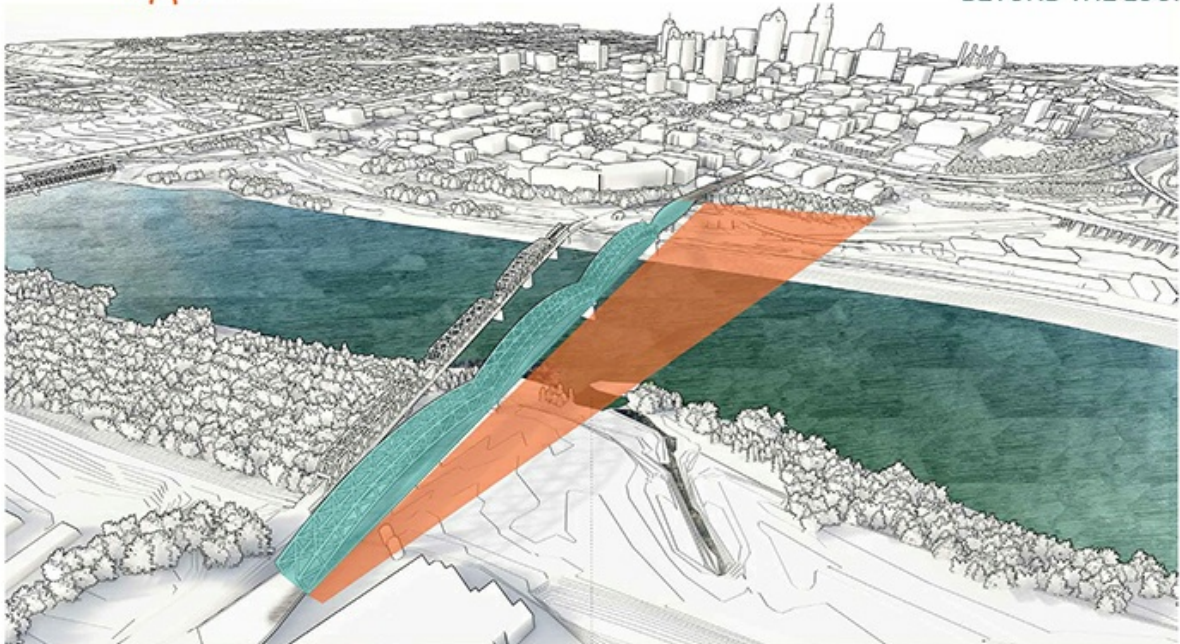
Answered: 1,564 Skipped: 129



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	8,335	1,564
Total Respondents: 1,564			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	5.00	5.33	3.79

Rehab Old or Build New Bridge



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 an 6-foot multi-purpose path 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.

1 : I would prefer the existing
bridge

I prefer to build a new bridge :
10



Q10 Rehab Old or Build New Bridge

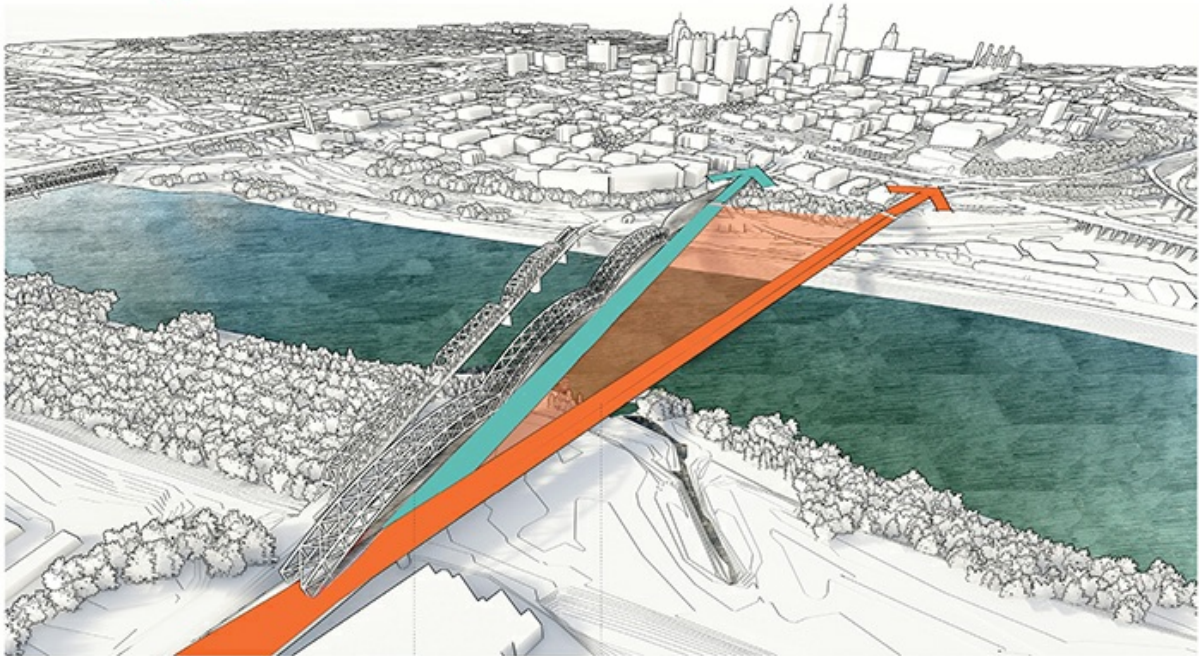
Answered: 1,666 Skipped: 27



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	9	14,518	1,666
Total Respondents: 1,666			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	10.00	8.71	2.55

New Bridge Alignment Alternatives



NEW BRIDGE
CLOSER TO
DOWNTOWN



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.

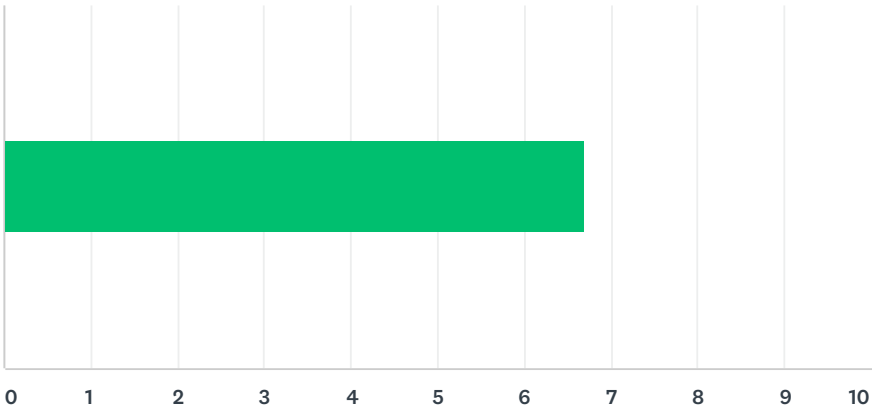
1 : I prefer a new bridge closer
to downtown



I prefer a new bridge more
directly connected to I-35 : 10

Q11 New Bridge Alignment Alternatives

Answered: 1,644 Skipped: 49



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	7	11,021	1,644
Total Respondents: 1,644			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	8.00	6.70	3.55

Bike/Ped Accommodation Alternatives

BIKE/PED



POSSIBLE BIKE/PED
ACCOMMODATIONS

BEYOND THE LOOP

PLACE A DOT ON YOUR
PREFERRED ACCOMMODATION

A

OLD BRIDGE REHABILITATION OPTION
6' SHARED USE BIKE/PED PATH (ONLY OPTION)



B

NEW BRIDGE OPTION
10' PROTECTED SHARED USE PROTECTED PATH



C

NEW BRIDGE OPTION
12' PROTECTED SHARED USE PROTECTED PATH



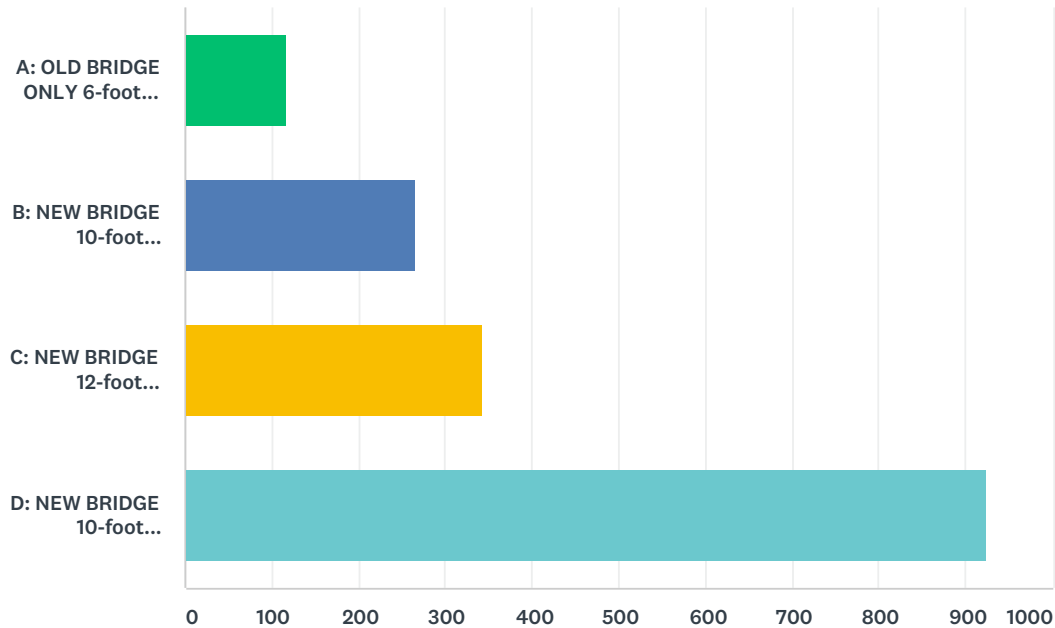
D

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



Q12 Bike/Ped Accommodation Alternatives

Answered: 1,650 Skipped: 43



ANSWER CHOICES		RESPONSES	
A: OLD BRIDGE ONLY 6-foot shared-use path/sidewalk (only option) (1)		7.09%	117
B: NEW BRIDGE 10-foot protected shared-use path (2)		16.12%	266
C: NEW BRIDGE 12-foot protected shared-use path (3)		20.79%	343
D: NEW BRIDGE 10-foot protected bike path with 6-foot sidewalk (4)		56.00%	924
TOTAL			1,650

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	4.00	4.00	3.26	0.97

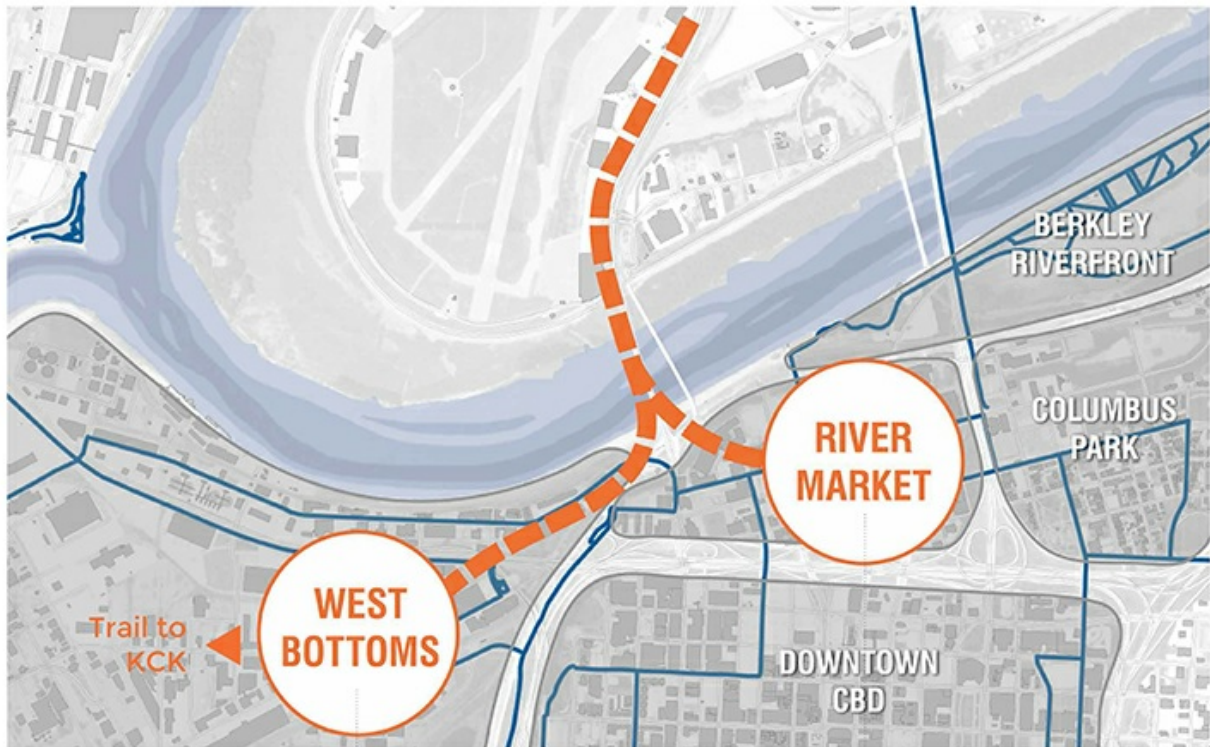
Bike/Ped Connection Options

BIKE/PED



BIKE/PED
CONNECTION OPTIONS

BEYOND THE LOOP

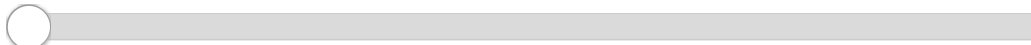


Under any scenario, the connectivity provided by the River Front Heritage Trail will be maintained in some fashion. However, enhancements could be made to the bike and pedestrian connectivity both to the neighborhoods and the Trail.

1 : I would prioritize the connection to the West Bottoms

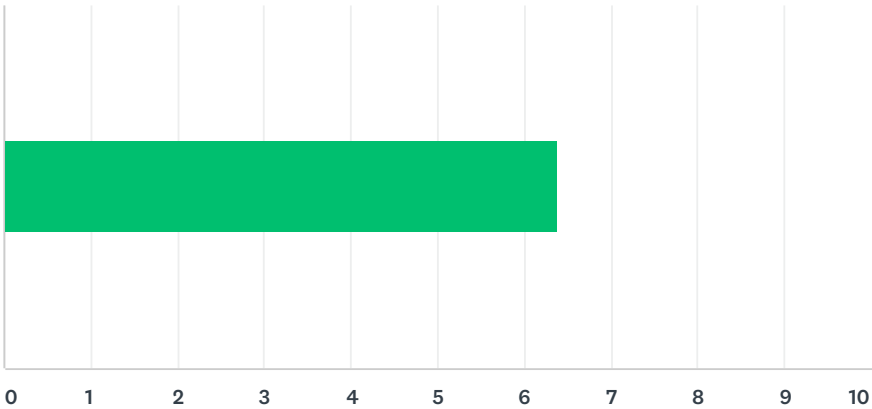
Both equally

I would prioritize the connection to the River Market : 10



Q13 Bike/Ped Connection Options

Answered: 1,656 Skipped: 37



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	6	10,565	1,656
Total Respondents: 1,656			

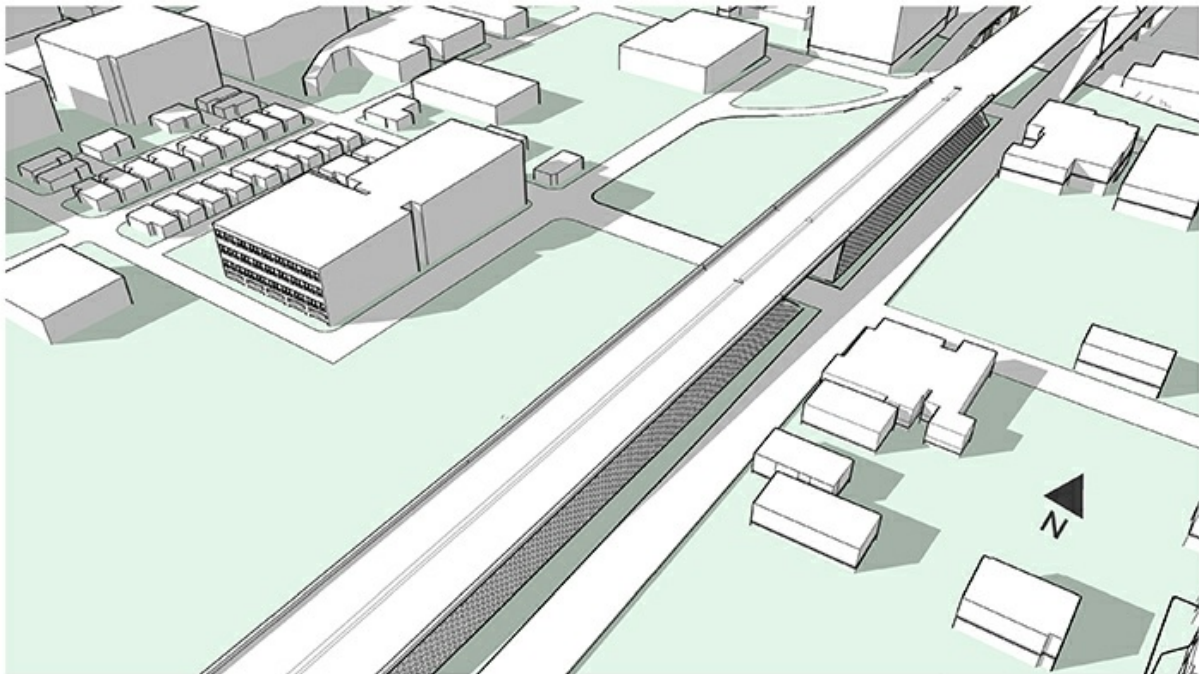
BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	5.00	6.38	2.32

Current Hwy 9 Conditions

NEIGHBORHOOD



CURRENT HIGHWAY 9
CONDITIONS



◀ RIVER MARKET

COLUMBUS PARK ▶

Currently, Highway 9 is elevated as it traverses between the River Market and Columbus Park. The highway is a physical barrier between the two neighborhoods, with two "tunnel" connections at 5th Street and 3rd Street.

All alternatives that re-configure the North Loop bring Highway 9 to grade, reconnecting the street grid and the two neighborhoods.

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

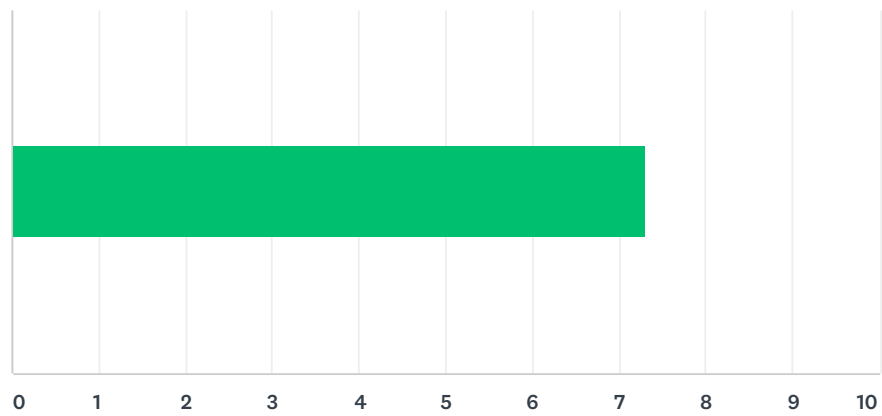
1 : Highway 9 should not be brought down to grade

I like the idea of bringing Highway 9 down to grade : 10



Q14 Current Hwy 9 Conditions

Answered: 1,632 Skipped: 61



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	7	11,906	1,632
Total Respondents: 1,632			

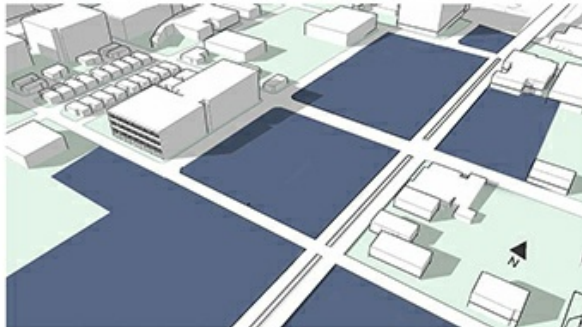
BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	9.00	7.30	3.48

Highway 9 at Grade Options

NEIGHBORHOOD



ALIGNMENT OF DEVELOPMENT
ALONG AT-GRADE HIGHWAY 9



◀ RIVER MARKET

COLUMBUS PARK ▶

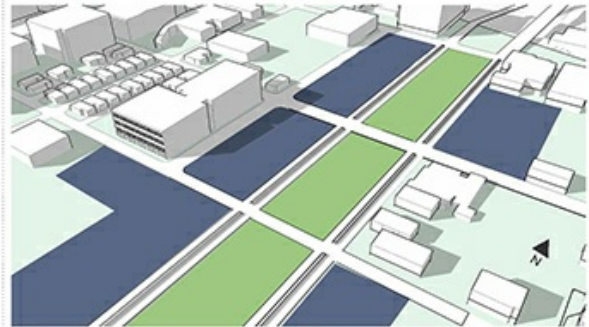


◀ RIVER MARKET

COLUMBUS PARK ▶

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.



◀ RIVER MARKET

COLUMBUS PARK ▶



◀ RIVER MARKET

COLUMBUS PARK ▶

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

1 : Concentrate development
toward the River Market

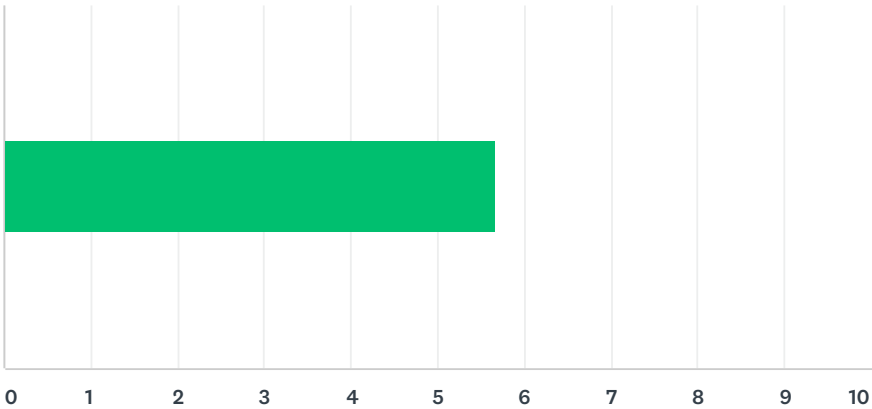
Both equally

Provide separation &
greenspace toward Columbus
Park : 10



Q15 Highway 9 at Grade Options

Answered: 1,616 Skipped: 77



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	6	9,154	1,616
Total Respondents: 1,616			

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	10.00	5.00	5.66	3.28

Q16 Any additional comments? Send them to the project team here. Thank you!

Answered: 451 Skipped: 1,242

#	RESPONSES	DATE
1	Is it possible to build a new bridge and keep the old Buck O'Neill Bridge as an elevated park / purely pedestrian given the reduced strain of that use? Thank you for creating this feedback process!	3/9/2018 9:38 PM
2	With the Northland airport set to be rebuilt, it is more important than ever for a new Broadway bridge to accommodate travelers.	2/6/2018 12:19 PM
3	Please do not cut off Kansas City, KS it is important that our communities stay connected!	1/30/2018 3:04 PM
4	I-70 on the north side is a highly utilized highway. Any attempt to reduce lanes or eliminate it will result in problems on the south side loop, which has NO room to grow. Also, remember that its primary function is a HIGHWAY, not a parcel for development. Also, even though I do not drive on I-35, when I drive on I70 daily since 1986, I see that on any given morning, approx. 33% of the vehicles exit at for I-35. I-35's effect on that area cannot be underestimated. If you need development area and opportunities, look no further than the Independence Avenue and Truman Road corridors. Development of those areas will benefit the city as a whole as well as providing vital economic benefits to those residing in those areas. Downtown, Crown Center, The CrossRoads, the River Market are all doing well. If it is development areas you seek and desire, look at the Independence Avenue Corridor all the way to I-435, Truman Road and shockingly, the least studied, the Blue Ridge corridor. You are missing a large opportunity.	12/30/2017 3:23 PM
5	Creative thinking. I think we are headed in the right direction, but first we desperately need a new airport. Its the future of this City. Without it, we are destined to mediocrity.	12/18/2017 5:21 PM
6	Development shouldn't be the driver. Safety and connectivity should be.	12/17/2017 11:28 PM
7	It seems that there were many options here to actually create more traffic problems resulting in increased travel times. Most all of these options seem to be created not for facilitation of movement of traffic, but instead to make more office space. There is way too much unused office space in downtown, so I think it is redundant to create more office space. I did notice some creation of green spaces, but we must not get over zealous about that, it is downtown in the city. I, personally, drive through this area multiple times a day. Removing ramps and lessening the number of lanes will create even more traffic congestion. It is a really poor idea, unless you are a developer trying to get money erecting new buildings. Sadly, I have been seeing this often in KC over the past few years... Also, reducing lanes will create more confusion, congestion, and frustration for persons who are not familiar to the area. Removing the north side of the loop is a really poorly thought out idea. I regularly experience congestion in the loop area any time between 6AM clear until midnight. Removing the north loop would create messes like London has! I wonder if with the new O'Neil bridge option, with the I-35 configuration, if it is possible to have direct access without going through downtown traffic and stoplights? Or perhaps the option is limited or eliminated by the airspace limitations with the MKC?...	12/16/2017 1:02 PM
8	Please no reduction in any lanes or exits	12/14/2017 2:17 PM
9	Get rid of the highways downtown! They have divided our city long enough--they need to go!	12/12/2017 5:57 PM
10	I think there are way too many exit and entry ramps on the North Loop and most (or all) need to be eliminated. It would be much safer then.	12/11/2017 6:50 PM
11	I think we need a pedestrian bridge across the river. This would reduce the need for pedestrian access on bridges. In addition, it could lower vehicle volume between the Northland and downtown. It could be used in part to clean up the riverfront and make it more of an attraction.	12/8/2017 11:34 PM

Broadway/O'Neil Bridge & North Loop Feedback

12	The north loop of I-70 is a major east/west interstate that needs to be maintained with no reduction in lanes! Several streets cross over I-70 and connect downtown to the River Market, so there is no barrier. As a northlander who travels south frequently, having the option to take the north or south loop, depending on the time of day and direction of travel is essential. Removing or reducing this thoroughfare would be ludicrous. Two days ago, a semi overturned on I-670 (south loop) just before 5 PM rush hour. Traffic could still travel east, west, north and south by using the north loop and avoiding I-670 under Bartle Hall. Consolidating entrance/exits on the north loop of I-70 or having one lane for entrance/exit may be beneficial. Lowering Highway 9 would remove or decrease traffic flow onto I-70 and would cause congestion in the neighborhoods and River Market area. A streetcar line certainly does not need to extend to the east. Replacing the Buck O'Neil Bridge would be expensive, but building a new bridge would keep the current bridge open and it would last for many more years. Building the new bridge to the west would provide better traffic flow onto I-70 and I-35. Thank you for considering the opinion of people who use the north loop of I-70, Highway 9 and the Buck O'Neil Bridge to travel to the River Market, downtown and to southern parts of the Kansas City metro area.	12/8/2017 11:31 AM
13	A new bridge should be the highest priority - this would provide immediate transportation improvements. Changes to the north loop are intriguing and merit further consideration but should not hold up the direly needed replacement of the Broadway Bridge - a phase approach here would maximize benefit to the traveling public and value to the taxpayers.	12/7/2017 4:25 PM
14	The alternative North Loop options appear to only be geared toward more development by sacrificing the current roadways in place. There is quite a few already run down areas around the roadways that could be developed instead. Once development occurs, more people will be going to the area. There will be a need then for greater traffic numbers to pass through the area. By reducing lanes on I-70 and lowering Highway 9 to street level, this is asking for a decrease in safety, additional congestion and frustration on the part of those traveling to the area. Offering less access points to major roadways also allows for more safety, if they are done in a straightforward manner with proper signage throughout the area directing visitors to them. More development is good, however, if it comes at the cost of allowing people to get to their destination safely and comfortably by reducing their ability to get there, it's not going to last. If anything, the major roadways need to be increased and expanded, while the areas close to them decreased. None of the plans presented allow for that scenario.	12/7/2017 2:51 PM
15	I like the full north loop removal the best by far but I would also like more green space and slightly less development in the area where the highway would be removed.	12/7/2017 1:52 PM
16	Leave it	12/7/2017 8:35 AM
17	Keep the number of lanes or increase and most importantly, make an entrance to new bridge going north (raised) that don't have to stop at Broadway intersection, as well as exits when coming south that don't have to stop at Broadway intersection to get on either I35s or I70e (71s), Currently none of your proposals show this and are unacceptable!	12/5/2017 4:10 PM
18	Please keep this project moving forward. A new bridge is desperately needed for the area.	12/5/2017 3:30 PM
19	Please simplify the commute for Northlanders using the Buck O'Neil bridge twice a day. Finding a way to eliminate the lights both north and southbound would be a great thing and save me a substantial amount of time every day.	12/5/2017 2:02 PM
20	We need a new bridge for the long term good of the city.	12/5/2017 11:31 AM
21	The idea of reducing highway capacity is CRAZY. Traffic is bad enough today -- how can you even consider reducing a major artery and creating a huge traffic jam on 670!	12/5/2017 12:58 AM
22	Street Car. Connections thru in all directions needs to be planned. This will enhance private development options. Eliminate 170 thru the area, however this will push traffic to 670 which needs to be carefully considered and planned for. Complete street concepts thru out the area needs planned with less emphasis on cars. River front access and development options should be considered.	12/4/2017 2:29 PM
23	Rerouting all I-70 traffic to the current I-670 would be a congestion nightmare. Without additional significant construction, there is only a single lane in each direction and several lane changes required to continue directly through on the current I-670.	12/4/2017 11:36 AM
24	Whole neighborhood needs to become gentrified, less industrial, with more user-friendly attractions. Add more entertainment.	12/2/2017 5:58 PM
25	build a new bridge while the old broadway bridge is still being used	12/2/2017 1:36 PM

Broadway/O'Neil Bridge & North Loop Feedback

26	The new Broadway bridge should have better highway connections without stop light. The percentages of traffic to downtown vs. highway would drastically change if this is done. If the full removal alternative is chosen improvements to the south side of the loop would be required. I have not seen this addressed.	12/2/2017 12:25 PM
27	Thank you for your efforts. Good work!	12/2/2017 6:11 AM
28	Do not cut off access to the northland. This part of town is still growing but if it becomes difficult to get to downtown it will halt that growth.	12/2/2017 12:00 AM
29	I like the graceful arches of the current Broadway Bridge; new bridges just do not have the same graceful look. Couldn't you just add lanes to the current bridge and rehab it. We are losing our our graceful history.	12/1/2017 6:07 PM
30	My concern with most of these options is more development within these areas which equates to more people. This would reduce the flow of traffic, and minimizes convenience for this entire area. I'm all for maintaining the integrity of the current areas and I-70. Also, fixing the infracture of the city, highways and areas before tackling new development.	12/1/2017 4:35 PM
31	Development is good, but it must include significant green space as that will afford greater quality of life than just pure development of concrete and steel. Accommodating bicycle and foot traffic also contributes to quality of life.	12/1/2017 12:50 PM
32	If a new bridge is built and a toll is incorporated to pay for it, make it available to work with the KTag	12/1/2017 12:39 PM
33	I prefer looking forward with an emphasis on greater density and public transportation. Thanks!	12/1/2017 11:25 AM
34	My concern regarding bringing Hwy 9 to grade is there is no discussion of mitigation of potential flooding should there be significant rain(s). If this has been fully addressed with prior action, great. If not, how is it to be addressed?	12/1/2017 10:20 AM
35	Please don't make rush-hour worse.	11/30/2017 11:37 PM
36	The full removal of I-70 on the north side of downtown will create a traffic nightmare for those of us living north of the river and working south of the river. I have lived in KCMO, north of the river my entire life and have seen the explosive growth especially in the last 20 years. If the north side of the loop is removed no amount of "improvements" will make our commute easier. I am appalled that the suggestion is even on the table and under consideration. Connecting a new Broadway Bridge with I-35 to relieve congestion on the Bond Bridge is questionable, at best. The ever increasing population of Platte County will soon rival and out distance the population growth of Clay County. I much prefer keeping the connection to I-29. Perhaps the 45% of the vehicles crossing the Broadway Bridge during the morning rush hour turn west onto I-35 instead of east onto I-70 is due to the fact that, despite a left turn traffic arrow, it is difficult, and considerably slower, to attempt a left turn at the light. Would a reverse diamond work at this intersection allowing traffic to move quicker through the light turn left and head to east bound I-70? Thank you for the opportunity to participate in the survey.	11/30/2017 9:37 PM
37	For future input purposes please share any info on the impact to traffic flow east/west through the loop with each proposed option for I-70. Thank you.	11/30/2017 9:33 PM
38	Taking out the North loop will cause more congestion on the south side of downtown, especially considering that option includes taking out a lane going both directions. It would just as well as make it harder to get into downtown KCKS. Taking out the North side of the loop would create more problems, than fixing.	11/30/2017 7:11 PM
39	Thank for seeking our input. Love the idea of a full removal of i70, but if that's not possible the partial cap option is nice. It creates better pedestrian and visual conception with river market and down town	11/30/2017 3:09 PM
40	New bridge should have some sort of unique design like the Bond bridge.	11/30/2017 3:08 PM
41	Unless there is the capability to stack I670, it would be terrible to eliminate I70 as it now exists. There are many areas to the east and west of the downtown loop available for construction of residences, its not necessary to eliminate a good highway just to create space for development.	11/30/2017 2:20 PM

Broadway/O'Neil Bridge & North Loop Feedback

42	Any additions of bike and pedestrian accommodations are very welcome, I would have liked to see more of a long term plan for incorporating the street car into this area or some other green mass transit options. This is a good opportunity for us as a city to make an even greater commitment to a cleaner, more sustainable transit system. It would be nice if opportunities like these came up more often with roadways in all neighborhoods. There's more than enough space in the medians and right of ways of nearly every major highway to add light rail, or at the very least, decent protected bike and pedestrian paths. Having such transit options would undoubtedly alleviate a significant amount of traffic on those highways.	11/30/2017 2:15 PM
43	No where in these plans are ways to improve the current I670 east bound single lane. If I70 is removed, the amount of congestion going under Bartle Hall would increase.	11/30/2017 1:40 PM
44	The Northland will continue to grow faster than downtown, river market, Columbus park etc. We should have a new bridge to replace the buck O'neil bridge.	11/30/2017 1:18 PM
45	Development isn't a strong consideration for me--just want a better bridge!	11/30/2017 12:45 PM
46	Whatever you all do, please don't screw this up!!! That's why we are in this situation in the first place. I70 is first generation stuff and it is not functional. Use it everyday for work and people don't know how to drive/merge/yield. I love the idea of doing away with 70 all together yet I wonder how 670 will fare under that plan. And love the connecting of River Market and Columbus Park. Lastly, the Buck O'Niell Bridge needs to come down. It is not functional. Could we not have a seamless merge pattern onto 35 and an exit to downtown. But can we still retain the name for Buck. That dude is a great man! Great for KC! BUCK STAYS ON THE BRIDGE EVEN THOUGH THE BRIDGE CHANGES!!!	11/30/2017 12:45 PM
47	It is difficult to choose between the proposed modifications to the N loop as each have pros and cons. If, by closing it completely, it would create space for a ballpark, I would choose that option.	11/30/2017 11:39 AM
48	The north loop needs to remain open as a highway because of the number of highways connecting at downtown. This provides alternative routes during future reconstructions which will have to happen at some point.	11/30/2017 11:10 AM
49	I've been driving this route for 25 years. Take a look at the traffic between 6:30 AM and 8:00 AM and 3:00 PM and 6:00 PM. Reducing the lanes may not be such a good idea. Forcing that traffic onto the south loop will make an even more unpleasant experience getting to and from work.	11/30/2017 9:35 AM
50	Thank you for the opportunity to provide input early in the planning process.	11/30/2017 9:16 AM
51	I think eliminating the north loop, and lowering the highway 9 bridge would help to tie together the neighborhoods near downtown which will help the small businesses starting in those neighborhoods grow and connect. I also like the potential for the streetcar expansion to the east, and to the north.	11/30/2017 9:16 AM
52	The O'Neil Bridge is a major connection to and from KCI. It is the gateway to the city for many visitors. Put our best foot forward by replacing this structure.	11/30/2017 8:35 AM
53	I think if you close I 70 and have redirect traffic to I 670 will create more back up during rush hour when people are going south and west into KC in the morning. In the evening when traffic is going North and East. There isn't much you can do by widening I 670 to add lanes to accommodate increased traffic. Also look at access in to and out of downtown if a Baseball stadium is built in the area.	11/30/2017 6:59 AM

Broadway/O'Neil Bridge & North Loop Feedback

54	<p>This entire concept of spending billions of Kansas City, MO, tax dollars for "The future needs" is totally nonsense and misses the obvious point. Kansas City MUST first construct a light rail system to service all of its surrounding cities and suburbs. In other words, a "Systemic" rail system is critically needed. This city has LOST millions of dollars in revenue in the past because it has no efficient means for residents or visitors to travel with ease and efficiency. PUT A LIGHT RAIL SYSTEM IN. THEN, we can begin to discuss and evaluate the areas of need and futuristic initiatives which will be greatly impacted by the implementation of a light rail system. THEN Kansas City will be capable of extrapolating accurate data from ACCURATE analytical studies regarding existing conditions, and therefore be able to provide the obvious, pragmatic solutions based on accurate data. This current approach of this survey is absolutely government at its worst, the ineffective methods Kansas City is now using to determine what it is going to do with its future money is absolutely the wrong approach. May I remind all decision-makers to always approach any issue by implementing the practice of "First things first." Allow me one last attempt to make my point, please. It is crazy to analyse the future needs of Kansas City, primarily being those related to traffic and communities, without first accommodating the enormous need for people to have an adequate alternative and efficient option to get to point A to point B. The "mish mash" of options, concepts and ideas in this horrid survey only proves my point. Why in the world would Kansas City currently be so lacking in "hard data" to enable a determination of what this city's actual needs are, by using the results of this overly broad and far-reaching survey, from which there is no possibility that the results of the survey can be accurately measured or offer an ounce of validity as far as the city's future needs? All this survey's results will determine is little more than a popularity contest winner and miss the essence of addressing the critical need first, which is to build a light rail system, if for no other reason than for Kansas City to be a competitive venue to draw and retain businesses here as well as tourism. The City of Kansas City claims that it does not have the money to build a light rail system that the voters finally approved. Now the City of Kansas City, MO, shoves this hair-brained idea of radical, major changes in our face that will make the expense of a light rail system pale in comparison to the disjointed, excessively lofty "plans" offered in such an inept survey. And, while this issue has been put before us, it begs the question, "What exactly is Kansas City, MO's" City Planning Department doing other than hiring out exorbitantly expensive contracted studies that it should be capable, I repeat, "capable" of accomplishing itself and is the purpose, is it not, for its existence? The ineptness abounds and is most disturbing to those of us that function from a reality perspective. The City of Kansas City government needs to totally change course from of its ongoing practice and philosophy of perpetuating itself, and instead, be determined to work continuously at the actual practice of implementing methods of continuously operating at an effective and efficient levels. It is possible and has been accomplished in other, more successful cities. The high majority of the questions in this survey simply cannot be answered with any accuracy due to the fact that such proposed concepts or plans cannot exist independent of additional and influencing factors, that must be taken into consideration first.</p>	11/30/2017 2:23 AM
55	Won't full removal require additional on/off ramps on the south side of the loop?	11/30/2017 1:47 AM
56	There should be NO talk of doing away with any lanes on I-70. If you have ever been in rush hour traffic there, you know that ALL lanes on both north and south loops are full to capacity, and you crawl through that area. I say leave the lanes alone and build "covers" over the top of the interstates to put more development on if that is what you want!	11/30/2017 12:55 AM
57	<p>If highway 9 no longer connects to I-70, how are commuters (cars) from the north going to smoothly get to I-35 south and highway 71 south?? This is my daily route (Hwy 9 to hwy hwy 71 south via the ramp from 9 south to 70 east.) I already deal with traffic lights through NKC, and I don't want to add more time to my commute by going through more traffic lights through downtown. This wasn't asked in this survey, but the merge at hwy 71 north with 29 and 70 and 670 during rush hour is a pinch point. Going north 71 in the evening rush, it seems like it would be helpful to have a flyover ramp for the folks entering from the east that want to go to 670, as now they have to fight the jammed traffic in the one center lane going north to get over two lanes to the left. I often take paseo north to admiral west to get to hwy 9, just to avoid the frustration of the stop & go merging mess. While I totally agree there's too many short ramps in the north loop on 70 (I avoid taking those ramps for this reason) I do think eliminating 70 completely is a bad idea. Prefer to see a few less ramps and longer merge lanes for improved safety. I didn't see that as an option with also keeping the ramp connection of hwy 9 to I-70 to 71/I-29/I-35. THANKS for the details and easy to read survey!</p>	11/30/2017 12:28 AM
58	New bridge should accommodate streetcar.	11/29/2017 11:38 PM
59	Make Kansas City the beacon of walkability and city life for the Midwest, PLEASE.	11/29/2017 11:00 PM
60	none	11/29/2017 10:27 PM

Broadway/O'Neil Bridge & North Loop Feedback

61	If the north side of the loop remains, improved safety of exit and entrance ramps should be a priority. The view out my window of Independence Ave, 5th street and an exit from west bound I70 all in a small space is entertaining, yet it's scary what people do there.	11/29/2017 10:27 PM
62	Love the idea of making improvements!	11/29/2017 9:43 PM
63	You cannot shut down Broadway bridge anytime while building new one!	11/29/2017 9:40 PM
64	we have to eliminate the traffic signals and stops between I35 and the Broadway Bridge	11/29/2017 8:43 PM
65	Eliminate the North part of I-70 and put on 670. That would make a more direct route the city for folks traveling through. North side is a bottleneck.	11/29/2017 8:28 PM
66	Whatever you do, do not remove or close I-70. This would put too much of a traffic burden on I-670, especially eastbound where I-670 chokes down to one lane at Bartle Hall. Having both east/west routes allows for an easy alternative if one is blocked by an automobile accident or for road construction work. Recently when I-670 was being repaved, the traffic going over to I-70 was very congested. We need both routes.	11/29/2017 8:05 PM
67	I work just NE of downtown (near Cargill plant). I can't believe that shrinking or eliminating the north loop is even being considered. The southern part of the loop is overcrowded as it is and the backups on the north loop, especially in the afternoon can be epic. Downtown surface streets are plagued with red lights - I avoid DT for that reason. Increasing safety on the north loop (rearranging the ramps, for example) is certainly worth the effort. If the north loop winds up shrinking or disappearing without an alternative to handle the traffic, I will probably look for a new job (and the 1% city tax I pay is a decent-size chunk).	11/29/2017 8:04 PM
68	Why could the replacement bridge not serve both downtown and connect to I35? Could there be a set of lanes that spur off for a connection to Broadway while the majority of the bridge provides access directly to I35.	11/29/2017 7:41 PM
69	I wish the Broadway Bridge could be saved and used as a park above the river. It's such a beautiful bridge!	11/29/2017 6:53 PM
70	I have lived in KC metro my entire life. The original north loop was a poor design and should be changed. Removal will allow development in that ditch and connect downtown with the river market area and toward the east.	11/29/2017 5:54 PM
71	put a deckover 670 on southside of downtown which has been discussed for too long ! thanks	11/29/2017 5:47 PM
72	Assuming that the \$\$ indicators are strictly design and construction costs for the various options, a well- researched and illustrated case for tax revenues or other economic development enhancements evaluated for each scheme should be presented in addition to capital costs only. The above optional configurations are well done graphically and verbally. Transparency of method in the ED cases will go a long way toward broader understanding.	11/29/2017 5:32 PM
73	With the Buck O'Neil bridge replacement, would you plan for options to increase capacity at the 12th Street interchange? Also, a key component for the future would be to overhaul the southeast corner of the loop so 71 northbound could exit directly to I-70 West (as opposed to going through Truman Rd). With the right moves, Hwy 71 could turn entirely into I-49, and maybe change its name to I-45 by 2030 (yeah, it would take an act of Congress, but it's possible) and the new I-45 would go from Louisiana all the way to Canada by way of US-71, I-49 and I-29.	11/29/2017 5:17 PM
74	It's time to connect the old north end back with the city. 670 can be I-70. You should look at turning the west loop back to parks and boulevards too for your next project!	11/29/2017 4:31 PM
75	Anything we can do to fix the abomination of urban renewal illustrated in the exhibit on the top floor of the Central Library will atone for many of the sins inflicted on downtown in the 50s and 60s.	11/29/2017 4:31 PM
76	I would hate to lose the 170 north as an alternative to get to I35 south. On the other hand losing the east bound traffic on I70 north would make it easier for southbound I35 traffic from the Bond bridge to get over to the right in order to take the south I670 loop to the west. I like the option to cover the I70 north to create more development opportunities and perhaps some green areas.	11/29/2017 4:27 PM
77	confusing survey	11/29/2017 3:32 PM
78	You need to provide more info about current utilization. Removing the north loop without huge improvements to the south loop would be a disaster.	11/29/2017 2:48 PM
79	Fix vehicle logjams connecting 35 & 70; make merging onto Buck's Bridge seemed; smooth out entry onto Hwy 9.	11/29/2017 2:42 PM

Broadway/O'Neil Bridge & North Loop Feedback

80	I have lived downtown for almost 10 years. The one thing that has always been negative is the splitting up of neighborhoods that the interstate highway system brought. Let Jane Jacobs be your guide. Get rid of the highway downtown!!	11/29/2017 2:37 PM
81	More downtown development	11/29/2017 2:26 PM
82	Consider replacing the current floor system on the Broadway Bridge with a network tied arch system for redundancy. Save the trussed arches - riveted steel adds character and cannot be economically reproduced today! Do not have open grid near roadway median where salt and contaminants can corrode the floorbeams! Eliminate the center ramp at the north end near the airport and move the mainline alignment to this center area at grade with traffic-actuated signalized intersection for airport access. The approach structure near the airport can then be demolished and retaining wall provided for the railroad.	11/29/2017 2:26 PM
83	GET RID OF THE HIGHWAYS!!!!	11/29/2017 1:54 PM
84	Don't underestimate the quagmire that might be created on I-670 resulting from closing I-70. It is only one lane coming from the west (when the Central Street exit splits off), and that would become a much worse bottleneck if it's not widened. Also, a lid on I-670 would provide enormous benefits to downtown and Crossroads (with opportunities to create new residential, retail and most importantly greenspace areas). Both of these projects are very important for downtown!	11/29/2017 1:44 PM
85	I don't like all of the new buildings being so close and next to the interstate. Broadway is so handy for Riverside residents to cross the river.	11/29/2017 1:25 PM
86	There should also be thoughts about future light rail to the north and how that could impact this loop proposal.	11/29/2017 1:07 PM
87	Green space > development space. Introducing too much development at once feels like over-saturation, where parks make current development spaces more valuable.. and are generally more enjoyable. Reconnect Independence Ave! Northeast KC is beautiful and should be better integrated with rest of the city!	11/29/2017 12:51 PM
88	Throughout all of Downtown and River Market area, streets and boulevards need to be wide to incorporate large sidewalks The city doesn't breeze without large arteries. It is too bad that the art district and the river market area must be separated by I70 and its 670 shoot and I favor at least the removal of the downtown loop. At the end, the goal is to reduce pollution and favor pedestrians and bicycle riding. Eventually I70 needs to be rerouted maybe by the proposed new Broadway bridge, or maybe more West, to rejoin its course way further East and large boulevards/streets need to provide access to our city's interior.	11/29/2017 12:41 PM
89	I have lived in Columbus park for many years. I have consistently seen traffic backed up every morning. Highway 9 is only two lanes which is no good. Why not expand the number of lanes on the highway to improve efficiency on commutes? Chicago has about 5-7 lanes downtown, although traffic still gets backed up, I believe traffic wouldn't be as bad if we had more lanes. AND I HATE THE BRIDGE THAT SEPERATES Columbus Park/River Market	11/29/2017 12:15 PM
90	This is hard to evaluate because the effects on traffic movement and congestion are not included. For example doesn't the removal of I-70 imply the construction of additional lanes on the south part of the loop? What are the overall effects on traffic?	11/29/2017 12:06 PM
91	Please do not remove I-70 on the North side. If traffic is ever backed up in the downtown loop, there will be no alternate highway routes around the congestion.	11/29/2017 11:38 AM
92	Given that we dont know whats happening to I70 east of doentown, how will final plans there affect the alternatives?	11/29/2017 11:23 AM
93	Stagger all the construction. Dont shut down the entire river market for two years with all this construction!	11/29/2017 11:20 AM
94	Thank you for asking and for big picture thinking.	11/29/2017 10:53 AM
95	I like the idea to keep I70 going straight through downtown via current 670. Taking the traffic north slows things down and also has so many exits and confusion among drivers both from this area and new comers. The amount of exits on and off of the current I70 is so accident prone it makes it sketchy at all times even when everyone is paying attention (which never happens right?) Lets make KC better and allow for more development while improving flow of traffic. Well done.	11/29/2017 10:49 AM

Broadway/O'Neil Bridge & North Loop Feedback

96	Thank you for trying to fix the decades long mess that has been the downtown loop. Please make sure that none of the idiots who thought 25 exits in 2.5 miles are working on this project. They have failed so incredibly, I don't think they should be doing anything except site plans for mcdonalds restaurants.	11/29/2017 10:35 AM
97	Completely closing the North loop of I-70 would be a Huge mistake and cause tremendous back ups and delays by diverting all travelers to the south loop. My #1 Priority is being able to travel southbound over the Broadway bridge and not get backed up to connect to I-35 South. The reason I do not use the Broadway bridge to go Northbound is because I have to wait through 5+ cycles of a stop light. I would like a more direct connection without stop lights and I would utilize the bridge more frequently going Northbound.	11/29/2017 10:23 AM
98	Greatest need to to separate traffic (which heads toward downtown, requiring stopping at lights) and the traffic which should not stop which is moving directly to I35. Personally believe it is more important to have greater spend in maintaining or building a new bridge rather than spending substantial money on redeveloping the north loop.	11/29/2017 10:17 AM
99	Seems like you are more concerned with highway 9 than replacing the Broadway bridge. Your priorities are way off.	11/29/2017 10:16 AM
100	Please undo this mistake of the 60s and remove the entire highway.	11/29/2017 10:04 AM
101	Bottom line, the people using Broadway Bridge are just as important as those using the Kit Bond Bridge. Wanting to levy a toll against us because we're on the West side is wrong and unfair. Figure out the money and use it wisely. And if people use I-35 to get to work in Kansas, that's their problem. Using our tax dollars to help them take theirs across state lines is ridiculous. I work downtown and drive 169 every day. Don't screw up my commute because of mismanaged money or I-35/Kansas commuters. I love downtown and need to be able to get back and forth as easily as possible. And fix the people that cheat through the downtown airport to jump back in line right before the bridge. That would be a huge help for congestion!	11/29/2017 10:03 AM
102	All of the proposed options reduce access for anyone living north of the river. These options assume that the only place that the folks living north want to go is downtown via the city street grid (not the case) and if you want to go somewhere else then you will be forced to I-29/I-35. The north is the most rapidly developing area in KC, why would you reduce connectivity between KC and KC-North? Whoever did this study obviously had developers in mind versus the citizens of KC who will have to pay for the design and reconstruction and then get screwed again through tax incentives when the city is desperate to attract development downtown. I understand the need to make improvements to this area, but a more balanced approach is needed. Perhaps do another study because this one didn't provide any viable options.	11/29/2017 10:00 AM
103	If we get rid of the north loop, we need to adjust 670 because it drops down to 1 lane eastbound entering downtown, and drops to 2 lanes west bound. This could become just as dangerous as the north loop with increase traffic. I would love a new bridge and build for the future not just today's current issue. Also remember and plan for more streetcars! I would love this city to have more access to street car routes that are able to get to the major areas without cars.	11/29/2017 9:59 AM
104	The only question not answered, when bringing Hwy 9 to grade, how much does traffic build up across the HOA Bridge?	11/29/2017 9:55 AM
105	Focus on the traffic flow, especially I-70/Broadway ramps and connections. If the traffic can move through easily and safely more people are willing to travel into the area. I know I personally avoid the "downtown loop" area in my personal life because I know the traffic congestion and flow directions are always extremely frustrating.	11/29/2017 9:53 AM
106	interesting options and hard choices	11/29/2017 9:43 AM
107	How can the public trust the survey results?	11/29/2017 9:40 AM
108	As someone who regularly uses the north loop, with trepidation, I appreciate the opportunity to comment. I did not see the option but, looking ahead, would like to see the new bridge have a future ability for a parallel streetcar line going to the northland.	11/29/2017 9:39 AM
109	Thanks for the opportunity to provide input!	11/29/2017 9:36 AM
110	Thanks for asking the public!	11/29/2017 9:35 AM
111	I do not like toll bridges. Green space is good. Don't do anything on the cheap. Development that will enhance River market and downtown for pedestrians is best.	11/29/2017 9:20 AM

Broadway/O'Neil Bridge & North Loop Feedback

112	Thank you for this opportunity. I believe that it is important to remove the constriction of the interstate system around the downtown area.	11/29/2017 9:18 AM
113	Should focus on traffic improvement not new development. Driving from the north is already a challenge. removing just one lane anywhere will only make work commutes worse	11/29/2017 8:57 AM
114	Kansas City needs to move towards the future. By redesigning the highway and more development of the River Market area. This will bring more conventions and tourist that would help this area and the city to prosper. Also the new airport starts the ball rolling. Ready for a change. Thanks	11/29/2017 8:53 AM
115	I-70 is oh so 1960's. You're giving us great ideas for removing an eyesore and reuniting neighborhoods, fewer automobiles and more public transit.	11/29/2017 8:52 AM
116	Reducing lanes on I-70 in the northern downtown loop would create nightmare traffic at rush hour and probably lead to more accidents and deaths.	11/29/2017 8:49 AM
117	I think you are skipping some important options. For one, the idea of placing I-70 (or a redesignated corridor) "underground", with a limit of one or two access points, would accomplish both east-west traffic needs AND connectivity between downtown and the River Market AND add development potential. I've seen similar projects in Seattle and other cities that accomplish this. Second, you should think about retaining the current Broadway Bridge as the pedestrian/bike route while building a new bridge for vehicular traffic. This allows retaining a historical structure with minimal needs for rehab/maintenance. Also, you don't mention any of the financing details on the Broadway Bridge in this survey, which is fine, but I want to state as a Northlander the idea of adding a toll to the bridge is fine with me. I paid the toll more many years for the convenience of using the bridge instead of other routes. I see no reason that should not be acceptable as long as a free option is available.	11/29/2017 8:34 AM
118	Would be a very bad idea to remove the North I 70 loop!!!	11/29/2017 8:09 AM
119	Eliminating I 70 or condensing to 2 lanes instead of 3 would cause undue traffic delays during rush hour to and from the northland. As the population north of the river has grown, this has become a real issue. Further reducing travel option nd would make an already bad problem worse. I vote no!!	11/29/2017 6:46 AM
120	Thank you for the opportunity to share my opinion!	11/29/2017 6:43 AM
121	Plan around streetcar extension, as needed.	11/29/2017 6:28 AM
122	Need to provide walkable alternatives. (I know the bike people are loud, but trust me, far more people walk.	11/29/2017 5:55 AM
123	Great survey!	11/29/2017 5:53 AM
124	Very well communicated. Nice work!	11/29/2017 2:22 AM
125	It would be great to create an interstate standard road from downtown across the river, by the airport, and up to 169/I-29. This would reduce a lot of traffic from downtown to the north land on I-29/35. The Highway could be designated I-29.	11/29/2017 1:47 AM
126	Consider an East West tie to spur development across state lines and bring the UG into modern times therefore creating a street scape and development that binds the two cities, bottom area, river market and all neighborhoods together creating a modern robust downtown thereby capitalizing on history, people and area strengths.	11/28/2017 11:08 PM
127	Love the thought process here, and long overdue. Need a much better "connection" between CBD and RM! FULL REMOVAL :) and Bike Lanes everywhere please.	11/28/2017 10:55 PM
128	I like the idea of removing I-70 North Loop, but my concern is how would traffic be handled? During rush hour the loop is a main route used by people coming from both East (Clay County) & West (Platte County) regions of the Northland. Removing the loop would divert more traffic from the Bond Bridge to I-70/670. In the proposed plan; none address this issue. In my opinion, the stretch of highway from the Bond Bridge to the I-70/670 interchange would also need to be reconfigured and expanded to handle more traffic. I think the survey mentioned something about automated self driving cars would help with this issue, but i don't believe that is the sole answer for that particular stretch of highway.	11/28/2017 10:41 PM
129	What about making the downtown loop one big round about. This should increase capacity and not add to the foot print.	11/28/2017 10:29 PM

Broadway/O'Neil Bridge & North Loop Feedback

130	Add more green space downtown replacing I70 with a large park. Make room for downtown elementary, middle, and high school development. Keep expanding the streetcar and other public transportation. Keep up the great work! Thank you! Thank you! Thank you!	11/28/2017 10:02 PM
131	If you create a green space incorporate business space that encourage foot traffic. See shake shack in Madison Square park.	11/28/2017 9:54 PM
132	The BO bridge replacement should still connect to Broadway, one of downtown's most important north/south connectors. Can a new bridge be constructed with an option for an exit/quick lane access to 35 on the west that bypasses traffic signals?	11/28/2017 9:41 PM
133	N/a	11/28/2017 9:25 PM
134	Widen roads, add lanes, do not compress!! Many people travel on roads, few by comparison use/benefit from development. Traffic first!!!	11/28/2017 9:06 PM
135	Bringing hwy 9 down to grade would increase traffic in the Columbus park neighborhood. I don't think anyone will want to use the green space next to a highway.	11/28/2017 9:05 PM
136	Tearing down I-70 would be horrendous for traffic not convinced this is best for traffic and would lead to congestion.	11/28/2017 8:59 PM
137	I 70 through the North is very dangerous - I have tried to exit to River Market and come close to car accidents.	11/28/2017 8:28 PM
138	How would you move bicyclists/pedestrians to and from the north end of the Buck O'Neill Bridge to North Kansas City and the Wheeler Airport?	11/28/2017 8:09 PM
139	Crazy idea, but what about treating the downtown loop as a roundabout? Have I-70/35 traffic go around the loop in a counter-clockwise fashion, with reconfigured ramps handling express & local traffic.	11/28/2017 8:08 PM
140	There's no reason for a loop in downtown when traffic is basically nonexistent in KC. Remove the highways and free up valuable land for development, while improving transit to offset additional future traffic.	11/28/2017 7:53 PM
141	Anyone contemplating removing the north loop has apparently not been through there at rush hour. I assume the plan would be to route traffic to the south loop and gridlock downtown for a couple hours.	11/28/2017 7:49 PM
142	Has anyone considered that the new bridge will be able to carry more traffic, but 169 by the downtown airport is constrained by airport and train tracks? Please expand planning mindset outside the box to make 169 a double decker route, carrying 4 lanes above inbound and 4 lanes below outbound. More flexibility for accidents and road work, higher volume of traffic similar to Bond bridge, easier to take the load if another route is closed, future thinking about northland growth, and the footprint stays the same from Briarcliff to the bridge. We should do it all right the first time, instead of realizing in 20 years the bridge is big enough for the traffic but 169 is not.	11/28/2017 7:42 PM
143	I think capping I-70 would be a good option. This would allow growth above the current interstate and allow a tunnel underneath for transit. This would also improve the walkability of downtown.	11/28/2017 7:12 PM
144	Create a deck over I-70 as a green space downtown park. Connecting River Market with Downtown biz district.	11/28/2017 6:40 PM
145	Traffic is a major concern for downtown and your plan is more about increasing development into downtown. If more development takes place, then traffic problems will be worse than they already are. Think of traffic routes when you think of development. Sit in your car at rush hour and think about how to make the route to businesses easier and faster.	11/28/2017 6:33 PM
146	We need to be bold here. Other cities are taking the long view and getting rid of poorly conceived freeways built in the 1950s and 1960s. The north loop cuts through real estate that is becoming more valuable for non transportation uses. It is poorly designed for modern traffic patterns. Route 9 needs to be lowered and integrated into downtown neighborhoods, and perhaps to eventually replacement for Kauffman stadium should be sited. 2030 is only 12 years away.	11/28/2017 6:08 PM
147	Get rid of 70!	11/28/2017 6:08 PM
148	Personally I would like to see I70 relocated north of the river somewhere, or maybe south along 31st Street, and not even go through downtown.	11/28/2017 6:06 PM
149	Do not remove I-70. I would support a new bridge if passenger rail transit also existed between KCI and Downtown.	11/28/2017 5:58 PM

Broadway/O'Neil Bridge & North Loop Feedback

150	For those of us using the Heart of America Bridge at 9 Hwy, an at-grade 9 Hwy will only make the trip into downtown longer. More lights will need to be added at 5th and 3rd to accommodate the east/west traffic. More lights equals more stops, and longer trips. Anyone who travels on I-70 appreciates the 3 lanes east/west. They are necessary due to the number of on/off ramps. If you cut it down to 2 lanes, in any option, then you MUST cut down the number of ramps. Concentrating them in the middle is a bad idea, while putting them on the east and west ends would be better. Enclosing the highway in the middle would open up development options, as was done on the south loop so many years ago. A realignment of the new Buck O'Neill Bridge connecting it better to I-35 makes a lot of sense. Where it dumps now, at the foot of the hill, creates almost as much backup as there was years ago at the toll booths of the bridge. Sometimes, it backs up all the way to 9 Hwy out of Parkville/Riverside, which is why I go into NKC and use Heart of America. A better, more usable transition, without having to stop would ease that traffic. I know it's 4 times as much money, but the Bond Bridge, with it's 3 lanes each way, is so much better than the old Paseo Bridge was, and new technology will make it worth the money now as opposed to 35 years from now. Now, how to pay for all of this...	11/28/2017 5:56 PM
151	please try to acheive the goals while ensuring traffic movement is not made worse. traffic flow through downtown is critical to the area and the success of downtown. the autonomous vehicle argument for eliminating highway lanes is based on speculation from small scale studies that are not valid and at best will not be fully realized for several decades.	11/28/2017 5:52 PM
152	Thank you for asking the public for input.	11/28/2017 5:42 PM
153	The highways are a dagger that stabs the heart of our urban neighborhoods and brakes them up. Connect with roads paths and make more walkable.	11/28/2017 5:35 PM
154	Highway and its current connection to I70 is a great alternative to I29/I35 and the Christopher S. Bond Bridge. Any proposal should still allow for traffic to make its way over the Heart of America Bridge providing an alternative means of travel.	11/28/2017 5:33 PM
155	I think it would be nice to have the new 169 bridge connect to I35 with on/off ramps onto I70. So if you are in the Northland heading south on 169, you can stay on the highway and it turn into I35, or you can exit on I70 East, then get off I70 on Broadway/Main/Grand for Downtown. And vice versa, if you are Downtown, you can get on I70 westbound on any on ramp and then take 169 North exit. This would hopefully get rid of all the traffic at Broadway and 6th/5th stop lights, and spread the traffic out on the other on ramps/I70. As far as safety goes through there, it always feels dangerous, but I believe that is because the 45MPH speed limit is NOT ENFORCED! People fly by those short on/off ramps going 60-75MPH making it very hard to merge/change lanes. If everyone was going 45MPH, or even just 55MPH, it would be fine! Ticket everyone over 55mph for a month, it would be safe! There could be more signage, like SLOW 45MPH, or SLOW MERGING TRAFFIC. Thank you! Monica	11/28/2017 5:30 PM
156	I would like to see incentives (for tax paying residents as well) for removing the north 70 loop and replacing it with large corporate headquarters, living accommodations, recreation and green space, and high density projects to increase the amount of people downtown.	11/28/2017 5:16 PM
157	The biggest headache for me in this area is the most convenient entrance ramps have the shortest entrance lengths. I'd like to see fewer, easier entrances.	11/28/2017 5:14 PM
158	Do NOT take the 9 highway grade down to street level! This is only going to add intersections with lights/stop signs that will destroy rush hour over the HOA!!! Minimize bike accommodations. Bicycles are realistically recreational devices. Streets are transportation facilities and the mixing of cars and bicycles is fundamentally inefficient at best and fatally unsafe at worst. Just have the political courage to tell the cycling community "No". And regarding the option to roof over a section of I70, this will lead to a slowing of traffic through that portion. Check with Denver regarding how their old Stapleton runways crossing I70 had this effect until they were demolished. Unsafe and capacity choking. Please learn from past history. Don't repeat prior mistakes.	11/28/2017 5:13 PM
159	Having a north side and a south side of the loop provides options for redirecting traffic when there is an accident on one of the freeways. If you close the north side, traffic will back-up horribly causing long waits. Especially if there's an accident. If you reduce the number of lanes on the north side of the loop and there is an accident, it may eliminate options for officers when they're "bleeding" traffic through or around the scene. This will also cause large back-ups in traffic (unless you provide large shoulders resembling the shoulders on 71 Hwy south of downtown).	11/28/2017 5:01 PM

Broadway/O'Neil Bridge & North Loop Feedback

160	I believe consideration should be given to the removal of the Broadway/O'Neil Bridge completely. The Heart of America (9 Hwy) bridge is underutilized and suffice for the traffic from both bridges -- about 60,000 cars per day total. There is significant space on the north side of the river to swing 169 over to 9 hwy and connect in there. Believe that could be done for significantly less than the cost of even Broadway bridge rehab. There really is no need for both of these expensive bridges that carry so few cars per day. Think bigger!	11/28/2017 4:57 PM
161	This is an exciting project. I hope it becomes a reality soon.	11/28/2017 4:53 PM
162	Thanks for the opportunity to comment.	11/28/2017 4:50 PM
163	I would have liked to see light rail or street car included in each plan. For instance, I'd be more receptive to compressed I-70, if the space saved were to be repurposed for light rail. Otherwise, compressed I-70 will backup the Bond Bridge to Liberty every morning. Streetcars are great for downtown. Light rail needs to be studied for reducing automobile volume coming in from the suburbs.	11/28/2017 4:38 PM
164	biking and walking should be a part of all future development considerations. the North I-70 loop as is, is a dangerous place to drive, especially of one is unfamiliar with the area. Good idea to eliminate that stretch of highway.	11/28/2017 4:33 PM
165	Please make sure more lighting and maybe even a safe area for pet friendly areas in the green area when 9 highway is put at grade level	11/28/2017 4:27 PM
166	If north loop is eliminated or reduced, ensure there is enough capacity for travel on the south loop. Personally I don't think there is. I drive through north / south every day on my commute.	11/28/2017 4:23 PM
167	Regardless of what option wins, the level of connectivity between the CBD and Rivermarket and between Rivermarket and Columbus Park needs to be improved with a restored street grid. At the very least the overpasses leading into Rivermarket need to be replaced like those over the south I-70 loop. More green space is also desperately needed in all three neighborhoods.	11/28/2017 4:22 PM
168	traffic is increasing from the northland and we need to work to ease the congestion and to encourage development in the northland consistent with the city's original plan when it moved the airport north of the city.	11/28/2017 4:16 PM
169	I would love to see a covered North End I-70; downtown and the River Market could be connected via a park similar to the big dig in Boston.	11/28/2017 3:55 PM
170	The downtown area should be opened up, with better pedestrian and bike options (how about developing the River front too?); and definitely more greenspace. Any new development between the River Market and Downtown should be carefully planned as to fill in gaps for residential, community services, and commercial work space while not compromising the beauty of the River Market architecture.	11/28/2017 3:53 PM
171	No tolls on the old/new bridge, please.	11/28/2017 3:51 PM
172	Are these really the best options?!? Most of these just take out all the ramps without explaining how you would access broadway. What's the point of having the highway go through if you can't get off and access that part of town? I don't think we need as many as we have and it's dangerous, but we still need some.	11/28/2017 3:51 PM
173	In particular, I'm very excited that the idea of removing the north loop of I-70 is on the table at all! Lots of great ideas in here. I think KC has something of a history of being timid with its infrastructure, so I'm attracted to the boldness of some of the plans and view them as a potentially-corrective experience for decades of less-than-optimal city planning.	11/28/2017 3:46 PM
174	Removing the highway all together is the best alternative for the future. People will throw tantrums about it like they do, but city and state leadership needs to be stronger than that.	11/28/2017 3:38 PM
175	I-70 should become a park, like the Rose Fitzgerald Kennedy Greenway in Boston or the High Line in NYC. A large greenspace in the middle of downtown would help the community.	11/28/2017 3:38 PM
176	I have been driving from JOCO KS to Riverside every day for 5 years now. Also make many trips north to Iowa. I would love to see the improvements to this stretch of highway!	11/28/2017 3:30 PM
177	Traffic is too congested to shut down the northern loop, I agree with some adjustments but not the removal entirely. Adjustments would be helpful because people pay no attention to yield signs and I cannot tell you how many near misses I've had getting on to 9 from 6th Street. So obviously, something needs to change there, as well as the large backup that Broadway presents.	11/28/2017 3:27 PM
178	Please use round a bouts instead of traffic signals as much as possible.	11/28/2017 3:23 PM

Broadway/O'Neil Bridge & North Loop Feedback

179	Do not raise KCMO taxes what-so-ever. These highways need to be funded by the State. State legislators need to be held accountable for the lack of maintenance. Our KCMO taxes are, already, too high!	11/28/2017 3:19 PM
180	Build for the neighborhoods not for automobiles.	11/28/2017 3:17 PM
181	None of these options weigh pros and cons of traffic on I-70 and I-670. 670 goes down to 1 lane coming into downtown because of the convention center, so if you removed I-70, you would need to add a few lanes onto I-670. This is a huge caveat to the options given. If traffic is properly accounted for, I would be much more enthusiastic about some of these options.	11/28/2017 3:15 PM
182	The interruption of the neighborhoods by the loop should be corrected. Development of a mixed used vibrant city should be the key goal, one consideration should be addressed. If the Royals ballpark is to be brought downtown, parking and traffic should be part of this overall plan. But the main consideration should always be a livable city, with commuter traffic from the west and north a secondary consideration. Commuter rail to the north and east should also be a consideration. The only west transportation should be the west bottoms.	11/28/2017 3:13 PM
183	Get something done!!	11/28/2017 3:12 PM
184	Love the innovation. Please stay progressive and make Kansas City a walkable/bikable friendly city. This is a great opportunity to redefine our structure, appeal, and identity. Please do something awesome!	11/28/2017 3:03 PM
185	Thank you for doing this. It is a big project but needs to be done. The north loop is a potential death trap.	11/28/2017 2:58 PM
186	As a professional driver whose company is based in the West Bottoms off Forrester, access to Beardsley Rd and Forrester from I-70 North Loop is paramount.	11/28/2017 2:54 PM
187	There needs to be access in both directions on I-70 at the north end of the loop. I feel traffic would be greatly increased if that area of the loop was taken away. Thank you!	11/28/2017 2:52 PM
188	I think getting rid of the North loop would be a disaster.	11/28/2017 2:51 PM
189	I would like to see potential drawings for both of the bridges that could accommodate the potential for extending the streetcar/bus network into the Northland.	11/28/2017 2:51 PM
190	Reconnection of River Market with CBD is essential to continued positive development downtown.	11/28/2017 2:46 PM
191	Finally, these are exciting times to live in Kansas City. MORE STREETCAR LINES.	11/28/2017 2:46 PM
192	Stop wasting \$\$ and fix the roads you have.	11/28/2017 2:45 PM
193	urgent	11/28/2017 2:31 PM
194	Get this done.	11/28/2017 2:26 PM
195	It seems odd to me that the only I-70 options for maintaining the roadway while providing new green space on top include compressed-center roadways, and not compressed-north/south. I think an option for a compressed-north/south roadway option should be considered with an extended "tunnel" segment to provide both the desired green space/connectivity and maximize development opportunities. A compressed-center roadway option limits the future development footprint size, since a limited area will be provided on both sides of the roadway, compared to a bigger area which could be obtained by shifting to one side. The green space should still be above the tunnel to provide easier future I-70 maintenance and replacement.	11/28/2017 2:13 PM
196	I would lean heavily toward options that allow the streetcar to run further east down Independence Ave.	11/28/2017 2:09 PM
197	No tolls use the street car money, and i don't care about business development we have empty buildings downtown we don't need more. Plus you have to consider water drainage or we'll end up flooding like Houston.	11/28/2017 2:08 PM
198	No	11/28/2017 2:05 PM
199	If your replacing the Buck O'Neal Bridge please consider engineering it in such a way that it could support a future street car or light rail line. This enables mass transit to overcome the biggest obstacle to getting service into the northland, the cost of crossing the river. The city needs to think 10 to 20 years ahead.	11/28/2017 2:03 PM
200	The Broadway bridge needs to be directly connected to I-35. This should be the highest priority over all other projects.	11/28/2017 2:03 PM

Broadway/O'Neil Bridge & North Loop Feedback

201	670 is already a contested mess entering downtown from the west. It would not be viable to funnel as traffic there if I70 were to close.	11/28/2017 1:46 PM
202	I believe closing the north loop of I-70 is a big mistake. Having a secondary interstate to access downtown is key, if everyone is forced to use the south side of the loop, traffic would increase and be bad	11/28/2017 1:38 PM
203	My suggestion is to keep the existing bridge and put south bound traffic on it and build a new bridge with north bound traffic. Or keep the old bridge and use it totally for pedestrian and bicycle use that would add a major amenity to the downtown just like Nashville. This would encourage residence that live downtown to get out and walk to the river.	11/28/2017 11:18 AM
204	Infrastructure is an important way for cities to develop and incentivize a more walkable/transit-oriented community. Opportunities to maintain a good level of service to drivers while prioritizing increased connections for pedestrians/cyclists should be the top priority. Removing barriers and replacing them with place-making initiatives can make the North Loop much more inviting.	10/18/2017 10:48 AM
205	removing the north loop must happen. it will be a catalyst to connect downtown and the river market. the benefits are numerous.	10/14/2017 9:37 AM
206	Traffic coming from the north is always a constraint - particularly during rush hour. I fear that the focus on development opportunities will further restrict downtown access & DISCOURAGE interest in coming downtown in general. Keep in mind that all of this proposed additional development will increase traffic & create parking issues. We need to place a heavier focus on traffic. A new bridge should be able to facilitate I-35 South traffic without having to stop at a stop light like they do now - at the same time - provide access to downtown via Broadway & other routes. I-70 traffic restrictions should also be limited as there is a lot of I-70 traffic & the south loop is already a bottleneck.	10/12/2017 8:28 PM
207	I like the idea of a lid over I-70 and reducing the number of ramps. I don't think it's wise to reduce the number of lanes. I also like the idea of re-designating I-670 as I-70 as that's a more direct east-west route for the interstate. I think that would require some additional changes to I-670, such as the westbound lanes from I-70 west to I-670 west.	10/12/2017 12:39 PM
208	I think reducing or eliminating lanes of traffic on I70 North Loop would make traffic congestion much worse than it currently is. And while the ramp access can be a bit problematic during heavy traffic times, I don't think it's that bad with current traffic concentrations. The real problem comes with aggressive (or inattentive) driving through the corridor, in which case new/better warning signs and speed signs (possibly lighted) would encourage people to behave better in that area. Maybe removing one or more of the more dangerous shorter ramps, in either direction, could help the situation. I think removing I70 North Loop completely or covering it through the corridor is a bad idea. The separation of the River Market/City Market/parks area from the more industrial city area keeps each area a unique and pleasant place to visit, business on the South side, fun & relaxation on the North side. Adding development throughout the area where the highway currently is would add much more congestion to the area (human and vehicle) and make getting into and out of the area much more difficult. It would also destroy the aesthetic qualities of the area and diminish its quality and popularity as a destination. And it would disrupt the quiet(er) living in that area and connecting neighborhoods like Columbus Park. I think building a new bridge that more directly aligns with I35S is the best idea here. To remove access to the downtown airport by rehabbing the old bridge would be in no one's best interest and would likely be met with a lot of push back and delay any construction. Creating a more direct route means the removal of the abrupt curve going South as the 169 lines up with the bridge. It gives cars traveling South the ability to move quickly through the area without stopping. It also eliminates the giant traffic light bottleneck at the South end of the bridge where cars cluster to go in various directions. The excellent (and wise) addition of a bike/pedestrian walkway makes a safe and scenic thoroughfare for people to cross the great Missouri River instead of the open, highly dangerous center divider that some people currently use. You also have the best option for future proofing with a new bridge. And if you pick the right designer, Kansas City could have yet another beautiful, iconic bridge as part of its cityscape. Building a new bridge has so many benefits it would be foolish and retrogressive not to do it. Thanks for soliciting feedback from the community!	10/11/2017 4:09 PM
209	Your priority should be on improving car traffic NOT development. Bike paths are nice if there is existing room and should be an extremely low priority. The percentage of people in KC utilizing bikes is extremely low.	10/11/2017 10:52 AM
210	The option of "lidding" the entire north loop was not offered, perhaps because of cost. But this would connect the Rivermarket to downtown, retain traffic access, and provide an even larger area for future development, would it not?	10/10/2017 4:26 PM

Broadway/O'Neil Bridge & North Loop Feedback

211	Keep both I70 and 670! We need both to make traffic bearable.	10/10/2017 3:39 PM
212	The 'elevated' grade on Highway 9 approach to downtown already ends with a grade between Admiral and 8th St that is too steep for MANY cars in inclement weather. I can't see ANY advantage to lowering that highway and causing commuters an even more pronounced 'climb' into Downtown. Accommodating walkers on the replacement bridge makes NO sense given the very extended stretch of undevelopable land alongside the airport. How is that ever to be a 'pedestrian' route????	10/10/2017 1:21 PM
213	Put a new ballpark in this area and this area of town.	10/10/2017 12:41 PM
214	Focus should be on traffic flow not development. There are only so many ways to get across the river. If there was better traffic flow, it would greatly reduce the "I live in the north and don't want to go south" mentality that currently exists.	10/10/2017 12:39 PM
215	The least amount of disruption to current traffic is definitely preferable!	10/10/2017 11:10 AM
216	Just fix what's broken and stop spending more money than needed.	10/10/2017 11:02 AM
217	Traffic that tries to bypass the backup to the southbound Broadway Bridge by cutting through the airport needs to be addressed. 95% of the time, after those cars merge back in on the left, they need to get back in the right lane to turn onto I35, which slows everyone that waited in line down twice.	10/10/2017 8:55 AM
218	I lived in the center of downtown in a condo for the last 4 years and recently bought a house in Briarcliff. I spend a great deal of my time in and around downtown and I must say, I'm really disappointed that the emphasis of these projects is new development instead of improving functionality of a truly dated and crippled multi-highway interchange. I am all for new development but I feel that as a priority it should be second to safety and functionality of our roadways. The entrances and exits from I-35 into downtown/city market are dangerous. Every path from south of downtown to north of the river is a bottle neck. If you've ever spent 30 minutes traversing the ~1000 ft bridge that dead ends at a stoplight, you'd know that the real issue is not that there isn't a 10 foot wide pedestrian path on it. I fully support downtown/city market/northtown development and would happily give my tax dollars to it, but with new development must come the accommodation for more people and more traffic. In this particular area, these accommodations are already well behind what's needed. Improve functionality and efficiency and let's grow downtown the right way.	10/10/2017 7:58 AM
219	More important that developing the area(s) next to 670 and Hwy 9, is the traffic issue for those already living and commuting in that area. A new bridge or connection system for those commuting between north of the river and downtown needs to be addressed. While green spaces are nice and development for the city is great, we should focus our attention first to the current residents that struggle through bottle-necking and terrible lane merges through the northern section of the loop, trying to get around. It's really quite ridiculous that there are only three real options to get from North KC through downtown and none of them connect directly (i.e. having to stop at a light at Independence which impedes traffic horribly during rush hours - the exception being the Bond Bridge). Those that live north of the river are just as much a part of Kansas City as the rest of the residents and should be made to be able to traverse the city just as easily.	10/10/2017 7:51 AM
220	Things are already congested. Allowing free space with some development allows connectivity. If there is too much development immediately adjacent to roadway we have defeated the expansion by clogging traffic again. I take Buck O Neill bridge 4 days a week both ways. The turn from 35 north to get on bridge is a claustrophobic and slow	10/10/2017 6:29 AM
221	Keep some type of Broadway bridge. Improve the safety of driving and walking traffic on that bridge. 9 Highway and Heart of America bridge should not be changed.	10/10/2017 4:28 AM
222	Rebuild the Broadway bridge, keep I-70 on the north side of the loop, and add more merge lanes throughout downtown. I personally like that the KC metro area is spread out, but I also hate the fact that the merge lanes within the loop allow for only 30 feet of acceleration from the end of the on ramp to the lane that you need to get into.	10/10/2017 12:51 AM
223	No	10/10/2017 12:06 AM
224	the city market is one of kansas city best attractions. it needs more room to continue growing.	10/9/2017 11:36 PM
225	Please don't close the north end of the loop. Do you realize what traffic will be like if everyone has to use the south side of the loop only. How many accidents are there on the loop almost daily. At least you can go thru on the other side right now to avoid problems if need be.	10/9/2017 11:01 PM
226	No actual problem. Don't try to fix	10/9/2017 10:47 PM

Broadway/O'Neil Bridge & North Loop Feedback

227	Thank you for the work on this. The Broadway bridge needs to be replaced. Well thought out planning for future development. Nice work!	10/9/2017 9:44 PM
228	Pedestrian bike lanes on the new/old bridge should have as much of a barrier from the vehicular traffic as possible. I live on the south side of the river and work on the north and would love to ride my bike to work, the highway 9 bridge has a lane that I can use but sadly people throw glass bottles out of their car and the bike lane is a mine field of broken glass. After 3 flat tires in a period of two weeks I stopped riding my bike to work :(If there is any way to help prevent this for bikers on either bridge they might get used much more often.	10/9/2017 9:16 PM
229	The area around River Market already feels crowded and overdeveloped. It has lost much of the charm of the past. Improve safety.	10/9/2017 9:12 PM
230	I am all for any efforts that would enhance development opportunities. The loop is out dated and traffic is a real problem. I support a new bridge and developing the loop and will gladly vote in favor of any requisite tax to make it happen.	10/9/2017 8:36 PM
231	Not having the Buck O'Neil bridge open while repairs or a new one is constructed will cause mass chaos.	10/9/2017 7:31 PM
232	It's most important to me To be able to make it to work and back quickly - my top priority is connectivity to I-35	10/9/2017 7:31 PM
233	Please rout truck traffic out of Columbus Park.	10/9/2017 6:07 PM
234	If a new bridge is built. Commuters from the Northland will likely use the bridge more if it is connected directly to 35. Most know that the bridge ends at the stoplight, and thus avoid it. I think a substantial number of additional drivers will come down 169 reducing stress on the Kit Bond Bridge. Love the idea of the pedestrian/bike lanes on the new bridge. I am curious where they would connect to on the north side of the river. Would love to see connected trails starting there to make it worthwhile.	10/9/2017 10:10 AM
235	Thank you!	10/8/2017 9:22 AM
236	Start projects as soon as possible!	10/4/2017 1:34 PM
237	Downtown needs to be developed to connect River Market with Crossroads. More parks, green space, and riverfront access for pedestrians, etc.	10/2/2017 3:47 PM
238	Wherever possible, locate utilities in easily accessible vaults and sidewalk based junction boxes to reduce the amount of disruption to traffic.	10/2/2017 3:43 PM
239	Please prioritize green space and infrastructure for multi-modal transportation. Thank you for soliciting our feedback!	9/26/2017 9:44 AM
240	Bike and pedestrian connections & safety should be a top priority in any scenario. Development will not be successful without walkable & bike-able connections, the more opportunities for greenspace, mixed-use development, and public space the better! (After all, that is what placemaking is all about)	9/26/2017 9:28 AM
241	Plan ahead with Street car to Downtown airport and northland when you do this.	9/26/2017 9:14 AM
242	Priority should be to increase development opportunities and decrease physical and psychological barriers between between Downtown, River Market, and Columbus Park. Concentrating purely on moving the most cars will ensure Kansas City will not join the status of bigger league cities.	9/25/2017 4:01 PM
243	Thanks for all you do! :)	9/25/2017 3:53 PM
244	Prioritize bikes, pedestrians and alternative forms of transportation. Centering cars ruins communities: use this as an opportunity to right the development wrongs of the past, and instead center cyclists and pedestrians.	9/25/2017 3:27 PM
245	Broadway bridge should be connected directly to the west side of the loop. Keeping the downtown loop should be the highest priority, but look at making a one way loop going counterclockwise.	9/19/2017 9:40 PM
246	I own a business in Liberty and live near Union Station. I just want efficient travel options between Downtown and the Northland.	9/18/2017 2:57 PM
247	More defined split between traffic southbound on 169/Broadway bridge intended for I-35/70 and that exiting to downtown.	9/18/2017 9:23 AM
248	Please leave I35 alone. It's already difficult getting downtown from the Liberty area without construction. Removing that section would really create a mess for Northlanders. Thank you	9/18/2017 8:23 AM

Broadway/O'Neil Bridge & North Loop Feedback

249	New Bridge placement would you have exit and entrance where it connects to I-35 so one could go east or west to go to Broadway or to west bottom? Closing north loop would removing Lewis and Clark Viaduct be done as it needs alot of work and it is dangerous on west curve in KCK.	9/14/2017 10:39 PM
250	This survey format was very confusing from the beginning and became easier to understand later. It would have been better with some explanation of the format, and the ability to go back to revisit answers before submitting.	9/14/2017 12:40 PM
251	What are the impacts to the south loop from the different north loop options?	9/14/2017 11:25 AM
252	The Buck O'Neil Bridge is the most critical part of this study since the bridge is in poor condition and there is not ample time for a bunch of North Loop controversy. I think it is a waste of limited resources to add 16 foot for bike/ped. Yes, it would be nice, but lets be practical. There are already 3 bike/ped crossings at nearby river bridges (HOA, 69 and Chouteau) and all of them are way under-utilized and require too much maintenance to keep free of debris and ice. I do agree that a shared use path needs to be on the bridge and be either 10-12 foot wide. It is a must that the Richard's Road Interchange is improved to provide safer ingress/egress and to reduce crashes. An at grade intersection at Richards Road would only frustrate Northlanders and make conditions worse. I really hope the new bridge ties into I-35 and helps move people and goods better. It would make no sense to have a new bridge and have more intersections or delay. We need an efficient state highway system. If the region/city wants to add a bunch of intersections to US 169 and Route 9, then these roadways and river crossings should be returned to the cities since they would no longer function as state highways. How will transit fit into the new bridge option? I hope the streetcar is being considered now instead of later or not at all.	9/12/2017 9:18 PM
253	Thank you for allowing the public to have input in this project! Exciting to think of the possibilities.	9/12/2017 2:40 PM
254	I think this needs to happen as great older neighborhoods are chopped up by highway. Also, would make it a priority to keep the feel of river market and Columbus park. That is rather than having a bunch of newer buildings put into an area which draws much of the allure from the character of the buildings and neighborhood try to keep as many existing buildings as possible while requiring new development to meet certain style and height requirements. Obviously easier said than done but for the neighborhoods to truly flourish and continue to be not only points of interest for local but a draw for tourists the area should try to maintain as much uniqueness as possible.	9/12/2017 1:00 PM
255	Would like to see a bypass around the north side of the city for through traffic perhaps at MO-219	9/11/2017 11:41 AM
256	I would like to see the ramps on the north loop disappear. The interstate could stay but be strictly a east/west highway. Highway 9 needs to be lowered. This raised highway completely cuts a major wedge in the downtown area and isolates everything to the east. I believe lowering the elevation will enhance the riverfront area and provide connectivity. I also wish any new bridge downtown would have a overhead structure included. I know a new bridge for 169 highway would not have a overhead structure due to its location near the airport but I wish it could include some type of raised decorative railing to make the bridge more appealing than the standard flat bridge. I wish the Heart of America bridge would have included a overhead structure because I feel this enhances the overall look of urban design. The flatness of the Heart of America bridge has always been a major disappointment to me so I hope any design of a bridge would include aesthetics as well.	9/10/2017 9:50 PM
257	Please leave plenty of green space what ever plan is used. I also think it is ridiculous to provide walking/biking paths over the Broadway/Buck O'Neil bridge area. Where will people be walking from or to? Area not conducive to foot traffic. This trend is being carried too far. There is the Heart of America foot/bike path to use and I never see anyone on it.	9/9/2017 5:02 PM
258	Build the baseball stadium here	9/8/2017 11:24 PM
259	Need to keep as many options open for crossing the river. The building up of downtown will be short lived. Themain downtown does not have enough sustainable jobs	9/8/2017 6:39 PM
260	Longer term consideration should be given to also removing the west side of the loop, and running I35 over the same road as I70 on the east and south of downtown . The best fate for the Broadway Bridge is whatever will make removing the west side of the loop easiest and most sensible when the time comes. I think that is to repair the existing bridge and then reevaluate its role later. But I could be wrong.	9/8/2017 6:01 PM
261	Please build a new bridge to improve traffic flow to both I-35 and downtown.	9/8/2017 5:01 PM
262	If there is to be a new bridge replacement, make sure to name it after Buck!	9/8/2017 4:52 PM

Broadway/O'Neil Bridge & North Loop Feedback

263	DON'T WASTE MONEY TO REHAB THE OLD BRIDGE!! The 2 year shut-down of the bridge will cause serious repercussion for those citizens in the Northland that are uninformed about the construction and therefore unable to weigh-in on the issue. The backlash of closing the bridge for 2 years simply to "rehab" it at a cost of \$50 million will be severe and unanticipated by those making the decisions.	9/8/2017 2:44 PM
264	This survey sucks.	9/8/2017 1:53 PM
265	Fixing broadway bridge to allow more continued access to the highway is the most appealing. An exit to get into downtown would be fine. I'd like zoning considered as part of the push for development. Those conditions should be brought up to the public as well. Major concerns for me are: - Close parking, as a part of any residential building's occupancy estimates - Green roofing, and a small amount of 'sponge city' design to decrease heat - Some amount of 'for sale' residential instead of all rental - Educational institutions to accommodate the increased population - Minor: a push for power generators integrated into any large building projects	9/8/2017 1:45 PM
266	I hope thought is being put towards a future streetcar to the north.	9/8/2017 12:32 PM
267	I know this is still high-level. However, I think it's important to think about the use and purposes of "green space". Are they just pretty landscaped areas, or programmed, active public spaces? If the green space is just something nice to look at while driving by, perhaps it's better to use that space for development.	9/8/2017 12:23 PM
268	Why is development the priority? It's already difficult enough getting south of the river from the Northland. Taking away or limiting dedicated wide straight lanes is foolish. It just adds to the frustration and road rage. One more reason to look at de-annexation from KCMO as we are the 1st class tax base and the last class consideration for advantages of that tax base. Also limiting the north loop would only push more traffic to that unholy mess of a mix-master on the Eastside loop. Another reason for frustration and road rage. The focus should be on either making it easier to get to or thru DT by better and quicker access AND better public transportation option for the Northland like street cars.	9/8/2017 10:08 AM
269	Leave it alone	9/7/2017 9:42 PM
270	Remove north loop and new bridge are musts!	9/7/2017 6:46 PM
271	The options to narrow or remove I70 to the north part of the loop are short-sighted and favor more development over the ease of people trying to get through the city. I think restricting traffic flow in those areas will be detrimental to the Northland residents as they try to travel into the city and south. Don't sacrifice current highway space so you can shove in more businesses & people.	9/7/2017 4:09 PM
272	I drive an hour to work across the bridge every day, my answers therefore are relative to my commute. Shutting the bridge down for two years would hinder my ability to get to work, and not solve congestion problems in the long run. I completely support a new bridge being built while the old one continues to function.	9/7/2017 3:08 PM
273	If you close off exits on the north loop, that would only leave one exit on the south side, Broadway. This would combine all traffic coming from all directions into one area. Poor design.	9/7/2017 2:14 PM
274	As urban designers we have intended to make the planning sessions but unfortunately our business commitments have not allowed us to do so. So please accept our apologies for not participating in this very important planning effort that is sure to have an immense impact on the future growth and planning of our city and passerby, be it pedestrian/cyclist or motorist. As a pedestrian I know of the criminal dangers faced when traveling beneath 9 HWY at 3rd and 5th Streets. I would definitely advocate for bringing this down to grade but with special consideration for the substantial flow of rush hour traffic passing through 10 times per week. I would assume the best way to handle this is through traffic lights much like the ones currently at Admiral Boulevard to be located at 3rd and 5th Streets and probably not roundabouts. I do not currently see the value in connecting Independence Avenue or Missouri Avenue directly with the River Market. Independence Avenue will surely require a tunnel that will end up resulting in similar criminal safety concerns noted above. Missouri Avenue will only increase traffic in an unnecessary manner along a purely residential 25 mph road when there are more commercial oriented 30-35 mph roads on either side. I LOVE Kansas City just as much as anyone else and am proud to share in our progress, unfortunately, I do not see the full value of planning our mass transit system around the most expensive mode possible that is also VERY slow and hampers all modes of traffic wherever it runs along or intersects. Therefore I don't necessarily agree that extending Independence Avenue for criteria related to future streetcar expansion that may or may not happen is the best decision. With regard to increasing downtown density beyond filling in the north side of the downtown loop not City Market, currently surface level parking lots, I do not see that added	9/6/2017 12:02 PM

Broadway/O'Neil Bridge & North Loop Feedback

value, except perhaps for out of town developers who require TIF's to make their projects viable to net their substantial profit while often building subpar buildings that do little to enhance the quality of the city or the environment in which they are situated and are not constructed as long-term solutions. We have plenty of room to grow and many pockets of existing services within Kansas City that can easily accommodate future growth while still leading to a better quality of life. Traffic along I-35 which becomes I-70 only to change back to I-35 should not be restricted in ANY way. In fact it would seem best to rename the north side of the loop to I-35 as to avoid common confusion amongst people from out of town and for common sense purposes and redesignate the current I-670 to become I-70 as to avoid common confusion amongst people from out of town and for common sense purposes rather than jogging through the North Loop unnecessarily creating further congestion. I-670 would then become the westward spur coming off I-35 at 169 HWY to connect with I-70 in KCK. It took me a minute to differentiate between North Loop Center Alignment Alternatives A and B. Creating a new bridge over I-70 to terminate Independence Avenue into May Street(bet you never knew this one existing before the study) which terminates in 3 blocks seems COMPLETELY unnecessary. Alternative B also shows the removal of a currently occupied block between 6th and 7th Streets and Walnut and Grand which has historical value structures and should not be included in the proposed future demolition development. Furthermore, restricting access to I-70 on the North Loop is only going to put more traffic on the local streets downtown causing more future congestion and safety issues. This goes for the Edges of Loop Connection Choices as well. The existing Broadway Bridge does have some historical value and could be retained for much less money. Kansas City population growth will inevitably result in increased traffic congestion and reduce the quality of life while depleting the most amounts of resources unnecessarily. An alternate strategy to consider is as such: Build the new 169 HWY Bridge while maintaining the safety needed for the existing Broadway Bridge in the meantime. Open the new 169 HWY Bridge over the top of the existing rail yards to align as a direct feeder to I-35 and also what would become I-670 as proposed earlier in my comments. This has the potential to reduce accidents on the curves coming out of the airport as well as remove the need for congestion causing traffic lights at highway intersections. Once this is complete the Broadway Bridge should be renovated as needed to extend its life and act as a feeder to and from the downtown loop that reconnects and merges on the north side of the river. This will likely require a new configuration for access to the Downtown Airport and also Harlem but this should not be significant. Future build out of 169 HWY to 3+ lanes can happen at a later date. As a motorist, cyclist and a pedestrian I can see the value of creating strong connections between the River Market and the up and coming West Bottoms, but strongly encourage you to abandon the desire to connect the Old Downtown Airport and the tiny industrial village of Harlem as biking/pedestrian routes along existing or new bridges. There are VERY limited people who would EVER use this with the exception of some homeless people intermittently squatting/camping on the north side of the river. The bike lane across 9 HWY Bridge has been extremely successful and is well utilized, as there are destinations on the other end such as NKC and KC North and Gladstone. By contrast the bike lanes added to both sides of Chouteau Trafficway with really only a casino within most peoples reach is a completely underutilized planners dream. Especially since this route has now been designated a Parkway and all relevant business resources have been demolished for a vast and unusable Parkway, unless you are driving. Getting back to lowering 9 HWY between City Market and Columbus Park: I along with many others will surely notice the removal of the dog park which has been very successful. This will surely need to be relocated and why not put it back where it is. Right in the middle of the newly proposed green space. Both districts/neighborhoods have their own unique and distinct characteristics and do like to come together as well, which is one reason the green space is better. The unnecessary need for maximum density versus quality of life is another reason. And finally by creating a park in the middle, safety for people traversing 9 HWY should be increased. I sincerely appreciate the opportunity to review these proposed options and not only vote on them but perhaps more importantly provide relevant comments that I really hope to make it in front of the various groups who will ultimately decide the fate of the North Loop and beyond. To that end I will take any relevant phone calls or emails for anyone who would like to discuss this project in more detail. You can find my contact info on our website ReEnvisionDesign.com Thanks.

Broadway/O'Neil Bridge & North Loop Feedback

275	<p>I have lived in CP for 10 years and worked downtown several years prior. I see backed up traffic from S Bound I-29/35 to 670 at all times of the day. I really dislike the options to reduce I-70 to 2 lanes in both directions. Downtown has already become a cluster of traffic problems with Grand reduced to one lane and Main being the streetcar path, so creating additional traffic issues for the sake of development is extremely problematic in my opinion. The only thing more development opportunities will bring to KC is to create more people and more traffic congestion in downtown. As someone in the design field, I have seen a bunch of crappy buildings popping up that will only last 30 years due to poor construction and material selections, so that's the last thing I want to see more of around my neighborhood, especially when the developers are getting massive tax breaks. These plans to increase development opportunities and 'increase safety' are intended to benefit the outside developers, but put the burden of the tax dollars on us and leave us with buildings that will need torn down in 25-30 years. It is not a sustainable practice, nor do I see it as a benefitting my neighborhood, the City Market or our downtown community. We have plenty of sites to work from already and I can't bear the thought of making our traffic situation as bad as these plans would in order to benefit people that will not be living in KC, dealing with the traffic or paying their fair share of taxes. This is way past acceptable to me. I recognize there are problems with the Broadway bridge, however, adding development around City Market doesn't address those problems and is outside of the current needs of the City. I prefer the options to either fix or even build a new bridge and do nothing to I-70's 3 current 3 lanes to add development. I don't have much preference as to what happens to HWY 9, however, there is a really nice pedestrian walkway/bike lane on that bridge which seems perfectly fine for connecting the two sides of the river for pedestrians. There is literally nothing to go to/come from on the north side of Broadway Bridge and 9 hwy is located right in the City Market/ CP and is accessible to Briarcliff and NKC. What else are you trying to connect to and is it that important? I would say no. Look at Chouteau bridge. We spent money on a bike lane there and I have NEVER seen anyone on it because there is nothing to go to/from except industrial parks. The city should focus on our current crime problem rather than focusing on how to increase development and around downtown. In all these schemes, connecting Independence Ave. will 100% chance increase crime in for the City Market and CP, so any so called added safety of pedestrian walkways and bike lanes (which I use regularly and are already adequate) is a losing battle. People will not want to move to these new developments if the area is not safe, and it's already borderline safe as it is. It's a bad idea. As I have said, I live here and have a family. Any increase in crime to my neighborhood will drive us out of the area, as it will with many others and people in City Market, as well as deter people to move to the new apartments. I heard gunshots at 3pm yesterday sitting in my home in CP coming from Independence Ave. My husband has been brutally attacked and almost killed by gang activity outside my front door 5 years ago. People on my street have been held at gunpoint for change. I could literally go on and on. We have crack houses in the neighborhood that we call the Police on weekly and see no results till someone is shot (as happened across the street from me several years back). This is a real situation. Our neighborhood sees this crime because of the connection to Independence Ave. and I can also easily predict that making downtown more accessible to this activity via Independence Ave. streetcar connection will increase streetcar crime. All I ask is that the City focus on the real issues we face and not create more. This is traffic and crime. Then worry about development once those are solved.</p>	9/6/2017 11:21 AM
276	Closing down the 169 bridge would cause SO many issues in the morning commute. I already struggle using 169 because of the high traffic and small lanes. A new bridge would be way more beneficial than redoing the 169 bridge.	9/1/2017 7:11 PM
277	Please Do Not close the Buck Or Neil Broadway Bridge. Traffic on 9 and I-29 would become impossible to use for commuting to work. This is illustrated whenever there is a wreck on 169.	9/1/2017 7:06 PM
278	Removing I-70 is a very interesting idea, but it would need to be coupled with proposals for improving 670 and I would want to see a lot more about those options.	9/1/2017 12:47 PM
279	What's happening with the railroads in the area? How will they affect this whole operation? Are they even still in use?	9/1/2017 9:14 AM
280	I've lived and worked in KCMO since 1999 and have been driving across the Broadway Bridge for work the entire time. Am concerned about the safety and development issues, equally. The amount of development that's happened in the last 20 years is great but not complete. Also the pedestrian traffic from the Holiday Apts in Harlem is exceedingly dangerous yet those peopl obviously need to live there v. choose to live there. Amy Winger, KCMO, awinger@vml.com	9/1/2017 6:57 AM
281	It would be very helpful when giving options to know the cost impact of each option (i.e., the cost to the average taxpayer is expected to be \$200/year/person), as these decisions are not made in a vacuum.	8/31/2017 3:23 PM

Broadway/O'Neil Bridge & North Loop Feedback

282	The biggest mistake you can make is to remove or reduce any highway lanes of traffic. Why are there no proposals to increase highways/lanes. Many more people use the highways to connect the north and south parts of the metro area than those who would enjoy the green space and downtown shopping areas. We need to keep this city moving, not everyone wants to be downtown, in fact most people try to avoid it. I appreciate trying to revitalize downtown area, but not at the expense of inconveniencing the majority of the population.	8/31/2017 3:10 PM
283	Bike Friendly options please	8/31/2017 12:33 PM
284	Thank you so much for this opportunity. These projects are very exciting and necessary for the future of our city.	8/31/2017 11:08 AM
285	As a lifetime Northland resident, it has become increasingly frustrating to see rush hour traffic get worse on the Broadway Bridge. I'm hopeful that a new bridge will be built; fixing what is existing is like putting a bandaid on an old wound. It is not built to accommodate the amount of traffic coming in from the Northland, and it's only going to get worse as the population north of the river continues to grow.	8/31/2017 9:54 AM
286	I highly support the development opportunities posed by re-routing I-70, however the congestion on 670 is of great concern, as is the effect on downtown and Fairfax in KCK.	8/31/2017 9:43 AM
287	All of the options listed appear to remove one's ability to get from Broadway or 9 to 70 and vice versa. It will be extremely problematic if there isn't any easy way to connect 70 to 9 and 70 to Broadway. We need to see more detailed plans to explain how those connections will be made before I can get behind any of the suggested changes in that area.	8/30/2017 10:09 PM
288	If the north loop continues in any fashion, entrance and exit ramps need to be spaced out...too much lane changing goes on all along that stretch.	8/30/2017 2:48 PM
289	remove impediments to the fast flow of traffic through downtown on highways. Increase through-lanes of I35 from the single lanes on both northern corners of the loop. Let people move quickly through downtown if they want to in order to reduce traffic of those remaining in downtown	8/30/2017 2:36 PM
290	Could restricted heavy commercial truck access to downtown freeways be possible? The lifespan of our bridges would increase greatly.	8/30/2017 12:51 PM
291	I work at the old Downtown Airport (VML) and live in OP as do many others. Please alleviate the traffic congestion and make it easy for the foot traffic to walk safely. Thank you.	8/29/2017 9:45 PM
292	i live in columbus park. current pedestrain and bicycle experience between columbus park and river market is unsafe and unpleasant. bringing highway 9 to at-grade is a really big deal and i'm a big supporter of it. i'd like to think that these neighborhoods could blend instead of having a physical (greenspace or highway) barrier. the idea that this could happen is pretty exciting!	8/29/2017 8:59 PM
293	I love the emphasis being placed on better pedestrian/cyclist accommodations, and the green space options. Thank you for improving the livability of our city.	8/29/2017 4:03 PM
294	I work in an office in the downtown airport with almost 600 people. Rehabilitating the current bridge would displace traffic for at least half of these people, adding that more traffic to other routes. A new bridge with safe pedestrian options would be ideal for us. Also, why spend \$50 million now just to spend the \$200 million in thirty years?	8/29/2017 1:28 PM
295	Building a new bridge is the best option. It costs more to build a new one than to work on the old one, but this is such an important road that it would create a lot of problems to shut it down for two years. Plus we would have this same problem sooner by remodeling the current bridge than if we built a new bridge.	8/29/2017 1:09 PM
296	I think the city should invest in the most transformative options. Not keep the old bridge. This is Kansas Cities time to shine.	8/29/2017 12:10 PM
297	Don't just reduce 70. Remove!	8/29/2017 11:56 AM
298	I use the Broadway bridge every morning to reach my office, located in the downtown airport, and closing the bridge would add 20 minutes to my already traffic heavy commute. This is simply not an option for the 500+ of us working over here.	8/29/2017 11:03 AM
299	Nope.	8/29/2017 10:38 AM
300	Please don't consider any plan that would limit/restrict traffic over the river via some Broadway bridge access. It is a vital pipeline to me personally.... making the exit/entry ramps at that location safer would be a plus.	8/29/2017 10:19 AM

Broadway/O'Neil Bridge & North Loop Feedback

301	Looking forward to the further development of this city. I work at VML and the ped/bike options for the bridge are very key! Thank you for putting this together.	8/29/2017 9:50 AM
302	Prefer to see more thought given to sustainability issues	8/29/2017 9:40 AM
303	It is not feasible to go two years without having access on the Broadway Bridge.	8/29/2017 9:11 AM
304	Until the Harlem area is cleaned up, there is no need to concentrate any effort to making a bike and/or a ped path on the Broadway Bridge. Harlem is an obstacle between the Downtown Airport and the main North Kansas City area. Until you get any development plans for Harlem, it will continue to be a crime ridden area that no one will want to go to or thru.	8/28/2017 10:00 PM
305	The Broadway Bridge is a beautiful centerpiece and symbol of our city. Is there anyway this could be saved and turned into a park -- kind of like the elevated "High Line" train tracks in the heart of New York City?	8/28/2017 6:52 PM
306	Anyone considering making the Downtown Loop a large round-about, with ramps for just the outside or inside direction of traffic? You could shrink the number of lanes by diverting traffic into one huge clockwise or counterclockwise circle around the entire Downtown area.	8/28/2017 6:42 PM
307	I see no value to bringing 9 highway down to grade. All it would produce is more traffic noise. Shutting down the North Loop is insane. This isn't Tokyo.	8/28/2017 3:33 PM
308	Transit options to connect across the river should be considered as well.	8/28/2017 2:28 PM
309	Reconnecting CBD to River Market, and Rivermarket to Columbus Park is important. Moving all traffic from I-70 to 670 might not be feasible. 670 could take on more congestion at peak but then safety become an issue. For me, in the AM peak, merging from NB 71 to WB 670 and getting over 3 lanes to go I-35 around the west side of the loop is sometimes not possible and pretty scary.	8/28/2017 12:57 PM
310	I think this survey is hard to follow and not sure I am in the position to evaluate comparative feasibility, cost, development potential of various options	8/28/2017 12:28 PM
311	When suggesting taking out 70 as a whole and using 670, does that mean that 670 would get redone? It would likely be too congested for all traffic coming east/west through downtown to use. So, if there is a proposal where 70 is totally removed, and 670 is used what does it look like?	8/28/2017 11:49 AM
312	This made my brain hurt lol! Good luck to all!! :D	8/28/2017 7:43 AM
313	What about the development of the area around the Wheeler Airport/Harlem? Development of businesses on the flood plain should be low priority. Instead developing parks and public access that is minimally affected by floods.	8/27/2017 8:51 PM
314	A review of these alternatives brings me to the conclusion that downtown and River Market traffic will become even more congested with no relief. Additionally, the increasing growth in population North of the River will also present future stress on traffic conditions. Since the railroad bridge is even older than the Broadway bridge, its future needs should be a factor in the redesign and development of the traffic bridge area.	8/27/2017 4:02 PM
315	Please make green space, pedestrian and bike lanes a priority.	8/27/2017 3:03 PM
316	Closing the north loop is the most idiotic idea on the planet. I suggest serious substance abuse testing for who ever coughed up that hairball.	8/27/2017 1:40 PM
317	There is plenty of new development going on already — without any proof of market. Slow down, and let things happen without further public disruption. (Streetcar construction was hell for us in the neighborhood.)	8/27/2017 1:29 PM
318	I-70 on the north loop needs to stay. It needs to be 3 lanes. Eliminating it or making it 2 lanes will increase congestion on the south loop and will require costly changes to the south loop.	8/27/2017 1:22 PM
319	Maintain integrity of the historic look and feel of both the River Market and Columbus Park. The modern condo at 5th and Delaware ruined what he'd been a near-pristine 19th-century streetscape. I'm for mixed use and modern development, but don't waste an opportunity like that on Delaware.	8/27/2017 1:13 PM

Broadway/O'Neil Bridge & North Loop Feedback

320	What are the safety concerns with bringing highway 9 to grade level? Why not promote HOA as the bike route. Using the Broadway bridge as an interstate connection and having bike lanes/even if protected, seems sort of unsafe. Not convinced reducing I-70 to two lanes makes sense. The resignation of I-670 to I-70 has more validity. I think you've tried to get at the issues and tradeoffs, but I feel like you glossed over some critical components on level of safety, actual development opportunities, etc. Some of the options you presented are so expensive and while they would be nice, it is hard to even think they are a realistic possibility.	8/27/2017 1:03 PM
321	Reconnection of the northern street grid is critical to the continued economic development of downtown KC. Removal of the hwy 9 elevated roadway will help reconnect Columbus Park to the rest of the city. The new river bridge will vastly improve congestion that currently stacks up at Broadway and sixth st. Direct connection of I-35 to 169 will streamline traffic flow north. Protected bike and pedestrian paths are a critical need for access across the river. Complete removal of the redundant northern highway loop will increase safety and open up acres of new land up for development.	8/27/2017 12:40 PM
322	We should cover the ditch that currently is the north leg of the loop. We could continue the interstate under the lid or just cover it. Either way is fine with me.	8/27/2017 12:29 PM
323	Love what the city is doing. Very exciting times.	8/27/2017 12:21 PM
324	a new bridge connecting to I35 does not fully explain how one [55%] would access downtown from the north, leading to a bypass of the downtown altogether. I would give the presentation a D-	8/27/2017 12:15 PM
325	Please give priority to input from residents of the River Market. A lot of the current development, like River Market West (phases one and two) apartments, was never run by tax paying neighbors in the River Market for input.	8/27/2017 11:23 AM
326	Thanks!	8/27/2017 8:27 AM
327	Bringing hwy 9 down to grade and decreasing lanes on 70 will both make traffic a nightmare on those routes during peak times. Horrible idea.	8/26/2017 11:32 PM
328	Thank you for all of the hard work you do making our city great!!! These are all good ideas! In my opinion, what we really need to improve our city is better mass transit and a better airport. Hopefully those will improve soon!	8/26/2017 9:21 PM
329	Maintain existing Broadway Bridge and build new bridge allowing for choice to enter downtown or go to I-35. I thought that was going to be an option but I did not see it.	8/26/2017 9:14 PM
330	Why not have a single bridge that forks somewhere past Wheeler airport (so technically two bridges I guess) to deliver 50% of drivers straight into downtown and 50% directly onto 35? That makes the most sense to me and seems like it would reduce congestion the most. Also, the city should absolutely not close Broadway bridge for repairs without a replacement. That would be a nightmare for commuters from the Northland. Also, why reduce 70 from three lanes each way to 2? It's already extremely congested at some times of day. Where would traffic be diverted to?	8/26/2017 1:13 PM
331	Close the north loop and redo the 69 bridge to provide better access to 35 and solve the congestion and ease of eliminating the current 70 section putting the new 70 as what should be 70 not 670. Or tunnel the north side and close it off but keep it	8/26/2017 12:01 PM
332	A new bridge and the related economic development is well worth the investment and would be another jewel in the downtown KC renaissance	8/26/2017 9:51 AM
333	I think you'll have better luck growing River Market South by 2 blocks. Having the loop "Tunnel" between Wyandotte and Grand makes access to the South seem inviting. Broadway is packed though getting across the river from downtown. There has to be an entry/exit point from the NW side of the city somewhere around 6th-8th St and I don't see that considered in any of the plans. I actually like the tunnel entries into Columbus Park and keeping the HW 9 traffic out of the neighborhood. Finally, The Street Car. Focus on North South. Get from the Plaza to City Market. Businesses around Main support the streetcar with Taxes. There is no revenue base like that East on Independence Ave (ie nowhere to go either). I lived in old NE for 10 years, so I do have some insight. If you want to go East, take a shot at 18th St over to 18th & Vine. You've got a solid business core from Main to Cherry. It's a long jump to Vine from there though.	8/26/2017 9:50 AM
334	Better signage in downtown to direct people to on ramps... Very few signs for visitors/tourists and new residents. I know most KC citizens know where on ramps are located but lack of and bad signage does not make a good impression to visitors... And driving around after dark looking for on ramps after events is nerve wracking for women especially.	8/26/2017 1:17 AM
335	More safe bike access. Let's get more people cycling and prioritize removing cars.	8/25/2017 11:39 PM

Broadway/O'Neil Bridge & North Loop Feedback

336	New bridge is a must.	8/25/2017 10:42 PM
337	This survey was very confusing but I am excited for the infrastructure projects. y	8/25/2017 9:16 PM
338	public transportation! please! it is embarrassing compared to st Louis! thx	8/25/2017 8:21 PM
339	Bring the street car all the way to the kci air port	8/25/2017 6:29 PM
340	All of the north loop options brought 9 down to grade, except the no build option. Therefore almost all alternatives leaves all or non option for the impacts to 9. The study discusses the volume of traffic on the bridge and the volume split between local and highway traffic. What is the volume split from 9 onto the highway system southbound? Are you going to create a traffic congestion issue at the southern end of 9 and the street grid making the traffic wanting to get to the highway? What is the grades on 9 to get into downtown. There is a steep hill from "Oak" from Admiral to 8th Street, so what is the grade to go from at-grade at Independence to Admiral or 8th Street. If the center access is selected what is the ramp impacts to the streetcar. Traffic at Independence and Delaware today is impassible on Saturday Market Days? I understand that the PEL study may not address this level of details, but the plan assumes all options for highway 9 to be at grade or make no changes.	8/25/2017 6:02 PM
341	Shutting down the Broadway Bridge for 2 years for repairs and updates doesn't seem reasonable. There aren't enough other ways to get downtown from the Northland so traffic would be a mess for the morning commuters.	8/25/2017 5:50 PM
342	Three lanes must be retained each way on the north side of the loop. Traffic backs up across the loop in 2 of the 3 lanes now. With continued population growth downtown, north or the river, and east of downtown, traffic will back up even more in the north loop. We must keep all three lanes each way in the north loop!	8/25/2017 5:35 PM
343	Thanks! Progressive changes to allow for street car and walking would be appreciated	8/25/2017 4:50 PM
344	Focus on speedy traffic flow and nothing else. There is so much old unused crap that can be demolished if new development is wanted. Traffic should be the first priority. With pedestrian traffic and bikes being the very last concern. Also don't let this construction screw with downtown airport access. I need to get there easily. Btw. Mayor sly James is way too liberal these days. So throw out any of his input as well.	8/25/2017 4:31 PM
345	We need an option that reduces congestion and increases development prospects	8/25/2017 4:27 PM
346	Thank you for the time and effort in putting this together and soliciting feedback. I work in downtown and live north of the river so all aspects of this project impact me every day. This presentation has caused me to be excited rather than dread this kind of development.	8/25/2017 4:22 PM
347	for a new bridge, rather than choosing a bridge type that is "fancy", make it practical and easy to widen in the future if added capacity or an expanded pedestrian facility is desired. a fancy railing with lighting and other architectural enhancements would be plenty of aesthetics. i worry an arch truss structure would limit the city 50-75 years from now.	8/25/2017 4:11 PM
348	I feel very strongly that the Broadway Bridge should be totally replaced with a new bridge. The current Bridge cannot handle the current demands of the growing city and is a huge safety hazard for cyclists and walkers a like. A more runner and cycling friendly bridge would also open up more safe passage trail opportunities for downtown residents.	8/25/2017 1:10 PM
349	The bridge alignment with I35 makes a lot of sense, but there still needs to be good/efficient/safe access to downtown from the bridge.	8/25/2017 1:01 PM
350	Funding this project has to make sense. Don't go in to debt to fix something that currently functions just for the POTENTIAL of fiscal growth. If the city has to hand out TIFs to spur growth then this project has more than failed.	8/25/2017 12:46 PM
351	The River Market is nearly impossible to park in now. I know there are loud voices wanting to take away highway lanes, access points, etc. However, despite the streetcar and urbanization downtown and in the Market, this is KC and we will always have commuters who work in office buildings in the Market, etc. We have to make it easy to get in and out in cars and balance that with development.	8/25/2017 12:38 PM

Broadway/O'Neil Bridge & North Loop Feedback

352	I like some of the options as my survey answers suggest. That said, I believe strongly that an additional option, which would create a covering over the north loop while maintaining the interstate traffic beneath could be a good long term solution as well. I fully understand that the costs for this type of a solution would cost more initially. However, in terms of maintaining and even improving existing traffic patterns, while at the same time keeping all future development options available should not be overlooked simply because of cost. Yes, higher first cost, but greater development opportunity and growth could easily offset these costs long term. After all, we already have a similar plan that has been brought forward for the south side of our downtown loop. HNTB has created the south loop cover over 670. In a similar way that we are trying to connect to the Crossroads and points south, we could work to achieve a stronger connection to the River Market and the northland. Ultimately, the east and west sides of the loop need similar consideration. Bottom line, we need to start doing some of these types of game changing projects. We need to become leaders in good urban planning, rather than sitting on our hands. Kansas City has a long history of talking about great aspirational ideas, debating/studying them ad nauseam and not acting. Or at the very least we act to late and are playing catch up with our peer cities. We need to become a much more progressive city and region. The Kansas City region is a great place! I would like to say I was part of a generation that acted boldly and made us a much more desirable place to live, work and play!! Easy to say... harder to do! Let's do something bold!!	8/25/2017 12:18 PM
353	Instead of building or rebuilding all this, you all need to figure out how to maintain what is already there and clean it up...	8/25/2017 12:03 PM
354	Bringing 9 highway does not connect the neighborhood. This was the thought behind 71 highway and that has not been the case. 9 highway is a natural barrier whether it is at grade or above. I would argue that bringing a busy road down to grade will divide create a greater divide by making it more difficult to cross.	8/25/2017 11:43 AM
355	The city needs more green spaces and open urban plazas - we are SO MUCH behind in Urban Planning like ages. Please add more parks, plazas, trees and outdoor urban recreation.	8/25/2017 11:36 AM
356	Would potential street car expansion be part of the master plan for 9 highway, or any of the potential plans? I hope it is considered. Thanks	8/25/2017 11:31 AM
357	This is a generational opportunity to change Kansas City for the better and enhance its attractiveness as a place to live, work and play for the next 50+ years. Let's get it right.	8/25/2017 10:53 AM
358	This project should also address potential revitalization of the Harlem area. Connecting the neighborhoods and areas south of the river is a great concept but also connecting the north and south of the river options is also a concept worthy of considering. When things like this are considered it effects both sides of the river, but the focus always seems to be south.	8/25/2017 9:59 AM
359	Shutting down the Buck O'Neil bridge for TWO YEARS will essentially kill the development that has taken off in the River Market the past year. I can't believe this is even an option in the city's mind right now.	8/25/2017 9:58 AM
360	I think ridding ourselves of I-70 which creates a huge barrier between downtown and its riverfront is a high priority. I wonder if development rights couldn't be sold in new areas opened up that could significantly help finance the overall costs of the improvements. If development connected the downtown to the River Market and on to the river itself, it would be a generational change for KC. That highway is a huge barrier in every way. I would think there would be significant interest in developing that land by private investors and builders. It could be a boon on construction. Those living downtown would suddenly have full access visually and actually to the river area. It could become a true "hot spot" for development and KC would finally be able to claim a river it now ignores.	8/25/2017 9:46 AM
361	This was a very thoughtful survey. I liked the explanation of the pros and cons of the various options in this area. I work at the Downtown Airport and this area is very important to me.	8/25/2017 9:44 AM
362	The goal should be to get traffic in and out of downtown as safely as possible and reduce entry points to the highways. Broadway is a mess every evening due to the I-35 traffic turning left. If I-35 is included in this it should become a more dedicated route avoiding left turns and traffic lights. Making I-70 the primary path makes the most sense.	8/25/2017 9:29 AM

Broadway/O'Neil Bridge & North Loop Feedback

363	I am very hesitant to recommend reducing the lanes of I-70 in the northern loop. I would absolutely support replacement of the Broadway Bridge and a more direct link to I-35. As Kansas City continues to grow, I feel there is ample need to have 3 lanes in each direction of I-70 through downtown. I realize the barriers "separate" the community, but with the streetcar and increased living in the river market area, I feel that having an easy to access and large enough highway is more important to sustain the growth that is occurring. Work needs to be done to make the area more efficient and prevent back-ups and reduce the dangerous on/off ramps. The northern loop should not be removed especially because I did not see how it would impact I-670. While I-670 handles more traffic, it also gets backed up frequently and I am afraid that my commute would be extended without having options to get around car wrecks, emergencies, etc. Please continue to get feedback from the community.	8/25/2017 8:34 AM
364	Great thoughts! Please be bold and balance amenities with development. It's time to route some traffic around the city, not through it.	8/25/2017 8:31 AM
365	A sincerely appreciate the survey opportunity. I'm a fan of increasing street cars but would like to see more commuter options. Green space is a must.	8/25/2017 8:18 AM
366	Fantastic plans; thank you for seeking feedback! As a new resident of Columbus Park, I support the most radical options to make the connections between Columbus Park and River Market and River Market and Downtown as seamless as possible. The current highway system is a complete eyesore for this area and does not function logically or well for the way our urban core is developing. Making way for streetcar expansion and offering more opportunities for bikers and pedestrians is crucial to a livable, modern city! Commuters do not need to slice directly through the downtown, but can loop around it leaving the area open for more living, shipping, and other community spaces. After decades focusing on driving from the suburbs, it is high time that we shift toward making our city center livable again!	8/25/2017 7:53 AM
367	Do not limit flow or eliminate lanes for I70! Flow needs to increase in that area!	8/25/2017 6:59 AM
368	New bridge is a must Focus on getting downtown and not I-35	8/25/2017 6:49 AM
369	I strongly agree that a new bridge connecting I-35 is the best option for the cost and future goals!	8/25/2017 6:49 AM
370	Currently, MO 9 serves as the least congested way into downtown from most of the Northland due to the fact that the Broadway Bridge is constantly backed up from all the people using it to enter I-70 and I-35. If MO 9 is brought down to grade, then it's critical for commuters that there be a proper connection from the Broadway Bridge to either I-35 or I-70 (it's a loop, so it doesn't need both). My suggestion for improving the current bridge connections is to remove the awkward, rarely-used section of Broadway which goes downward from Independence Ave to 4th St right next to the end of the Broadway Bridge and in its place build two flyover ramps from the Broadway Bridge to I-35. Eliminating the need for through traffic from US 169 to I-35 to move through one or two intersections would dramatically improve the throughput of all the roadways, and would make it much less disruptive to remove some of the nearby (mostly unpopular and/or dangerous) highway exit & entrance ramps on I-70. Secondly, this survey is slightly confusing because it only seems to give options that involve removing highway access ramps, but then asks about where the ramps should go. In the compressed alignment options, will there be any way to enter or exit I-70 in the upper loop? The picture and description imply that there won't be, but I chose the center alignment option in the hope that there will be some room left over to put in a ramp or two so that I can access downtown from a highway other than I-35 N from JoCo. Lastly, please consider that the Broadway Bridge is a much prettier bridge than most from the 50s. It actually looks really nice, unlike the ugly rusting rail bridge next to it, and its unusual and elegant design adds a unique flair to our skyline. The lanes are already narrow, though. I don't see how there could be room for a 6' sidewalk. Maybe there's a way to add the pedestrian walkway below the roadway or cantilevered next to it like the two extra lanes on the Leonard P Zakim Bridge.	8/25/2017 1:19 AM
371	The removal of the portion of I-70 west of the Buck O'Neill bridge going into KCK absolutely *must* be a part of this! I-670 must become the route for I-70 at all costs!!! Convert the current viaduct carrying I-70 across the bottoms to KCK into a single low-speed causeway with bike/ped, and remove & redevelop the disastrous stretch of I-70 on the west bank of the Kansas River to I-670.	8/25/2017 12:39 AM
372	The question about connections near the edges vs the center appears to read opposite of how the PDF explains it. You may end up with questionable data if somebody reads the PDF then marks their answer in the survey (i.e. they would mark a 10 on the PDF, but that really should be a 1 in the survey).	8/24/2017 9:49 PM
373	Many great options, I think it would be great to figure out a way to have the street car go into NKC over the MO9 bridge	8/24/2017 9:40 PM

Broadway/O'Neil Bridge & North Loop Feedback

374	New "broadway" bridge connection to I35 would need to be completed before bringing HoA bridge down to grade	8/24/2017 9:35 PM
375	Cap 670 as well!	8/24/2017 9:24 PM
376	670 is a better option for decking to create a civic space.	8/24/2017 8:44 PM
377	Kill the lights on the bridge!	8/24/2017 8:34 PM
378	That area is developed more than enough as it is.	8/24/2017 7:44 PM
379	The Northland population has grown significantly in past 15 years. Large apartment complexes off I-29 N and Hwy 169 will put further strain on roadways. We need a new bridge to accommodate this new growth. I've lived in Northland over 17 years and work in downtown area.	8/24/2017 7:01 PM
380	Taking I-70 down to 2 lanes will make traffic worse!	8/24/2017 3:38 PM
381	Really appreciate the work you're doing. Let's remove that North Loop and build a new bridge.	8/24/2017 3:28 PM
382	The River market's south edge is more defined and containing more character than the north edge of the loop with surface lots and vacant buildings. Development along the edge regardless of strategy should be focused on the north edge of the loop rather than absorbing the Rivermarket's edge facing downtown. My concern with all these scenarios is the funding of the development beyond the infrastructure spending. I hope the city doesn't give away 20 years of taxation potential to a developer or groups of developers to build the cheapest of flip properties focused on further saturating the basic level apartment stock in and around the Rivermarket. The focus on development should be toward attracting offices space and retail as much or than 4-5 story multifamily.	8/24/2017 3:25 PM
383	More green space provides ample room for events and development. As a millennial I think that the green spaces are important to the landscape of the city. I think providing a really nice park with some architecture will make KC a hot spot for larger events. This millennial would love parks like Chicago or New York.	8/24/2017 3:12 PM
384	Wonderful to see this progressive planning for Kansas City. The city is on a roll and anything we can do to help create more development, livability and revenue into the city the better. I would also have the city continue to look at public-private partnerships as a solution to solving cash short falls. The PPP Conference in Dallas each year illustrates how other cities are dealing with this and brings both parties together. Kansas City should always be at the table and hustling. I am proud of what is happening and to be and employer here.	8/24/2017 3:01 PM
385	Green space won't be used if there is consistent traffic on both sides. Could the highway 9 solution be to keep the highway elevated and explore public space options underneath?	8/24/2017 2:48 PM
386	Please keep the Buck O'Neil bridge!	8/24/2017 2:42 PM
387	Almost no reason to remove I-70 if the ballpark is not inserted in lots and old highway. There is not more demand for buildings...yet	8/24/2017 2:15 PM
388	All idea should take into account the growth of population North of the River and need for improved river crossing access to help ease congestion. With more businesses coming downtown, along with continued retail & entertainment development this will draw more people to the center of the metro and improved access will be vital	8/24/2017 1:59 PM
389	I hope you all can get this changed, it will be a big game changer for downtown.	8/24/2017 1:29 PM
390	Lets plan for a future of 20 to 25 years from now, not 5 to 10 years from now	8/24/2017 12:43 PM
391	Most important -- dump I-70 for a good 670 and connect Broadway bridge to I-35S for cars with a good dumping off point for bikes/peds.	8/24/2017 12:36 PM
392	Greenspace	8/24/2017 12:25 PM

Broadway/O'Neil Bridge & North Loop Feedback

393	I am not thrilled with the idea of bringing I-70 down to two lanes, nor am I excited about eliminating the north loop and making 670 the new 70. There are far too many cars, and far too much merging already happening on 670. Without a complete overhaul of 670, it doesn't seem like it could possibly handle the additional traffic, and safety in moving from the left over to the I-35 North exit would be even more difficult than it is now. Would there be a possible benefit to making the north portion of the loop one direction, and the south portion the other direction? Is that even a possibility? It would certainly allow for more lanes in the direction of traffic flow, and then also allow the north section of the loop to reduce the total number of lanes, allowing for more development. As for the ramps from the north section of the loop, there are currently too many and the merge lanes are not long enough. They should be reduced and have longer merge lanes for safety purposes. I see little in any of the proposals to handle the safety aspects of the loop.	8/24/2017 12:23 PM
394	The West Bottoms is growing and it is a huge challenge to get from the bottoms to the bridge. Getting on the west side of the loop is congested and difficult. Going on Beardsley is usually my best option, but traffic on the ramp from I-70 takes up two lanes when it should only be one lane. Better marking needs to be on the road so those coming from Beardsley have a chance of getting to Broadway.	8/24/2017 12:21 PM
395	Keep up the great work!!! Loving the growth potential of DT!	8/24/2017 11:37 AM
396	Do anything but leave it the way it is now.	8/24/2017 11:26 AM
397	A good balance of connectivity and development is needed. Opportunities to develop areas should be prioritized	8/24/2017 11:17 AM
398	I feel that that the biggest issue with the current north loop complex is the layout of the expressway, not the (perceived excess) capacity. Maintaining the current capacity at six lanes east-west while compressing the carriageway footprint and modifying the on/off ramps to better mimic the south loop would best accomplish the needs and goals of improved connectivity, more efficient land use, and improving access to development	8/24/2017 11:08 AM
399	Tear out the North Loop and rebuild the historical street grid (as it was before the North Loop was built, 1940s).	8/24/2017 10:54 AM
400	Really hoping the new bridge option is possible. Broadway Bridge and especially the north loop connections are outdated and overused. This is such a great opportunity to rebuild a major chunk of the city that suffered greatly when the original freeway system was built. Please keep up the good work and push hard for a better alternative, with additional development opportunities to keep the momentum alive in KC!	8/24/2017 10:17 AM
401	Thanks for the opportunity to weigh in. The area in question is the heart of the crossroads heritage of Kansas City since it's the site of the first railroad bridge across the Missouri River. Four major transportation modes (rail, road, air and river) are found there, and all contributed and can continue to contribute the vitality of Kansas City's economy as well as the innovative, connective spirit it shares with crossroads-based urban centers around the world. Looking forward to the outcome of this fascinating process.	8/24/2017 10:16 AM
402	the bridge needs to be wider and allow room for accidents to pull over and emergency vehicles to get through. when accidents occurs or stalled car. it creates major backup. highway 9 is only outlet for some northerners. 29/35 is further out of way. looking forward to some improvement	8/24/2017 9:49 AM
403	Reconnecting River Market to the Central Business District is one of the most important decisions our city must make to ensure the continued growth and prosperity of Kansas City.	8/24/2017 9:23 AM
404	Additional green spaces are needed. Trees cool surrounding areas & bring calm to people.	8/24/2017 9:06 AM
405	partnerships are the only way to get this improved. continue the outreach.	8/24/2017 8:18 AM
406	Hard to explain but hoping for a common sense plan that modernizes the infrastructure the most prudent way without elaborate over spending	8/24/2017 8:18 AM
407	Consider demo original bridge and build new.	8/24/2017 8:15 AM
408	Go Big!	8/24/2017 8:13 AM
409	New bridge is vital. Needs to connect the Northland to downtown AND I-35. Don't cut us off from the rest of the world!!!	8/24/2017 8:10 AM
410	169 should be a highway connection to I-35, not an extension of Broadway. Access from Downtown should be via on/off-ramps.	8/24/2017 7:59 AM

Broadway/O'Neil Bridge & North Loop Feedback

411	The Broadway Bridge should go directly to the west highway with a ramp to I-70. If we remove the north loop the bridge needs to connect without traffic lights. The north loop is outdated with its merges and exit. Eliminate it to grow the city. Then work on making the east side connectors flow better. There is not real thought in how all the highways meet and merge. These two areas are as outdated as our airport. Let's move on and make KC better.	8/24/2017 12:54 AM
412	I live in the River Market & work in Briarcliff north of the river - travel the broadway bridge multiple times daily. Fully support building new bridge & removing the north loop and developing & reconnecting the river mkt w/downtown. Best long-term, livable solution for the city and it's people. Thank you!	8/23/2017 9:53 PM
413	The Downtown Loop suffocates neighborhood connectivity and stymies economic development in the Downtown area by occupying space that physically divides a once contiguous urban area. I fully support removing the North Loop Freeway and bringing the 9 Highway over-crossing to ground level to better connect the northern downtown neighborhoods and districts. Many American cities have removed large highways, redesigned them as a tunnel or added a deck and park space above the road, or are in the process of doing so. St. Louis recently build a small park and pedestrian connection between Downtown and the Arch over I-44, Rochester, NY is in the process of removing its version of a downtown loop, and cities such as San Francisco, Dallas, and Phoenix have already removed or tunneled their freeways that once separated urban and central neighborhoods. Oakland, CA is also considering the removal of a now-underused freeway, I-980, that separates Downtown from West Oakland and exploring how to connect its neighborhoods by new development aswell. It is better for the urban center, both its livability and economy, to remove eyesore infrastructure that is not cost effective to maintain through its lifetime. Although this endeavor would be pricey and could take a long time, I believe it is better for downtown's development to remove the freeways and redesign the Broadway Bridge.	8/23/2017 7:53 PM
414	I think any plans that improves direct connection of 35 to 169 is a great idea, and any way to expand the street car to North Kansas City is also a win for everyone!	8/23/2017 6:24 PM
415	You guys are doing an amazing job with the ideas. DONT let small minds stop this city from doing big things anymore!!!!	8/23/2017 5:10 PM
416	Overall the plans seem thought-out. However, I think more consideration should be put towards how residents of downtown will utilize and function under the different scenarios (e.g., the bike path tying into the central business district for utilization by VML employees on a daily basis vs. car). In the same way, I think the approach should be taken with consideration to the green space. Downtown is desperate for relevant and accessible green space (WW1 Mall is the only real option outside of nasty under-kept micro parks). Compared to larger cities and cities of the same size, Kansas City is lacking in its downtown park offering. Most importantly, and owning real estate myself I know this is a speculative business, I would like to see businesses and developers weigh on what they'd prefer and how they'd utilized the different options. Specifically, I would presume, for better population density and urban working, compressing the north loop to the north would be preferred as building built to the south will likely be higher allowing for more people working and living per block. All in all, I am interested in seeing more developed plans that take into account the people that live downtown. I completely understand a lot of people pass-thru using 169 and i-35, but think over time, these changes will become more about the people living downtown. Go big or go home! KC deserve to compete on the national level!	8/23/2017 5:08 PM
417	Focus should be on reconnecting neighborhoods, creating green space, and prioritizing bicycles and pedestrians.	8/23/2017 5:07 PM
418	I think this planning process should also analyze the South Loop which has issues similar to the North Loop. Both of these areas should be studied holistically as they do relate to one another. For example, if the North Loop Hwy were eliminated, I would assume more traffic demand will be put on the South Loop. Once a preferred planning approach is agreed upon, KC should initiate an international design competition for the design of a replacement bridge and urban planning. A goal for this project should include driving development in the Rivermarket, Riverfront, and the West Bottoms.	8/23/2017 4:40 PM
419	The "urban renewal" that took place in Kansas City in the 1940s, 50s, and 60s divided and displaced so many businesses and neighborhoods. The freeway expansion turned the focus from people to automobiles. We have an opportunity here to reverse that trend as so many other cities throughout the U.S. are beginning to do (see recent highway removal success in Rochester, NY).	8/23/2017 4:35 PM
420	BUILD A NEW BRIDGE PLEASE!!! FOR THE LOVE OF GOD!	8/23/2017 3:30 PM

Broadway/O'Neil Bridge & North Loop Feedback

421	I would prefer to have the North Loop of I-70 removed but I do not think that is feasible due to the amount of traffic that I-670 would be expected to handle. However, building a lid over as much of I-70 as possible to connect the River Market with downtown would be a very welcome development for the city. Continued incorporation of the Missouri River into the fabric of the city is also extremely important to the future of Kansas City. A large downtown green space or city park somewhere in the plan would be a great addition. A place close to downtown somewhat like Grant Park in Chicago. Good luck with whatever you come up with regarding this project.	8/23/2017 3:12 PM
422	Plan for a major overhaul of the entire downtown highway system. This is not a large enough scope of work. This should be phase one of a major downtown highway re-routing plan.	8/23/2017 2:58 PM
423	Thank you for all the great work, and the great presentation and survey.	8/23/2017 2:55 PM
424	Let us undo the damage done to downtown in the 1950's and 1960's by I-70 and the "urban renewalists."	8/23/2017 2:53 PM
425	I-70 should be realigned to current 670. Two causeways is too many.	8/23/2017 2:53 PM
426	We for sure need a new Broadway bridge. You guys are thinking the right way. Let's hope there's the political will to get this done right.	8/23/2017 2:39 PM
427	I live downtown, and firmly believe we need a north loop. I would also ask that you consider access to the north loop, as it is difficult to get on and off 670 with the only ramps being at Broadway.	8/23/2017 2:24 PM
428	I would like to see pedestrian/cycling surface added above the roadway as a second level. And maybe light rail at the upper level. OR two bridges, as in Lawrence, KS.	8/23/2017 2:21 PM
429	I prefer more development options for loop connections as long as there is a connection to 169 from the NB 29/35 side of the loop (east side of loop)	8/23/2017 2:17 PM
430	The Main st exit (Exit 2D) should be removed. The two options where they have the compressed options seem like the best options because there is going to be a lot of traffic on the 670 segment if the North loop is removed. The compressed options look sort of like the Park over the Highway in St. Louis. There is no room to expand any of the South loop from what I could see.	8/23/2017 2:05 PM
431	Whatever you do, please don't reduce I-70 to two lanes in each direction.	8/23/2017 2:03 PM
432	I'm a current JoCo resident and former longtime D.C. resident who has seen first-hand what this type of thoughtful redevelopment can do to urban communities. Thanks for the effort and keep up the good work!	8/23/2017 1:32 PM
433	A good start to what should happen to all highways that were built through historical neighborhoods in the downtown area.	8/23/2017 1:31 PM
434	Buck O'Neil bridge MUST be replaced, but keep the name to honor Buck O'Neil.	8/23/2017 1:29 PM
435	Removing the north loop sounds good in theory, but the south loop is already overloaded and super dangerous, putting all traffic there will lead to more traffic deaths without a major rebuild of the south loop.	8/23/2017 1:12 PM
436	I would love to see more development and more green spaces downtown instead of all the side streets and parking lots. The north loop has too many on and off ramps that give no time for merging and little visibility and creates major congestion.	8/23/2017 1:08 PM
437	3 concerns: 1. If 70 is closed completely, will 670 be able to handle the increase in traffic? 2. If 70 is reduced down to 2 lanes from 3 will it be able to handle the decreased capacity 3. If Highway 9 is brought down to grade will additional traffic signals be built to accommodate the new intersections? Has a study been done to determine the feasibility of new signals where a highway previously existed?	8/23/2017 1:08 PM

Broadway/O'Neil Bridge & North Loop Feedback

438	How hard can this be? If 70 is congested due to traffic- why would you take AWAY lanes? We don't need more buildings with LESS parking. We need more road and more parking, but all you see are \$ signs for contractors. It should be easier to get into downtown, not a heart attack inducing pain. Those parking lots that you want to build on (I'm guessing more apts) are where people park for work. Where do you expect us all to go? Ride the stupid street car? Nope. Park a mile away and walk in snow and downpours just so some rich mommys boy can live the downtown life? Nope. Look at the River Market area- it was open, had green space, had parking- and the flashy developers came in and decided to screw it all up. Now it is compacted with hardly any greenspace and the parking is almost as bad as downtown Chicago. I agree with building a new bridge next to Buck O' Neil bridge- that probably should happen. I respect that but the screwing up thousands and thousands of peoples lives on a daily basis just so some out of state dev company can come in and make a quick buck and leave- absolutely not. Add more lanes- ease the congestion- that is what will make people happy.	8/23/2017 12:58 PM
439	The land cleared for development should be taken into account when stating alternatives. The opportunity cost of the legacy highway use is a staggering project cost that these alternatives should address.	8/23/2017 12:57 PM
440	Make the loop one way, so I-70 West bound, and 670 East bound.	8/23/2017 12:43 PM
441	If a new bridge option is selected, please consider keeping the existing Broadway bridge (with ped only or no access). A creative use could be found for it. The arching steel trusses are sculptural and iconic. It could be modified as a massive piece of public art. If any north loop apart from full removal is selected, please consider adding protected bike lanes and connecting with other bike paths/trails.	8/23/2017 12:40 PM
442	Agree to bring Highway 9 to grade, but only with increased flow on both Highway 169 and Interstate 35.	8/23/2017 12:40 PM
443	The North Loop needs to keep 3 lanes eastbound and keep 3 lanes westbound, because of continued population growth downtown, and traffic through the north loop to the suburbs. Traffic backs up across the north loop in two lanes at rush hour. The third lane in each direction of the North Loop is needed to keep it from being a parking lot at rush hour.	8/23/2017 12:33 PM
444	WE WANT THE STREETCAR IN NORTH KANSAS CITY SO PLEASE ACCOMMODATE 9 HIGHWAY FOR THAT POSSIBILITY	8/23/2017 10:26 AM
445	Appreciate the thoughtfulness of this plan. This is an important time as we look to future growth of the city. We need to get this right, not just for us here today but what this city could look like many years from now.	8/23/2017 9:53 AM
446	If the bridge was closer to I-35. I would imagine a lot more traffic from the north would use it in the mornings. Everyone knows they get caught at the light at the end of the bridge and don't use it now. Love seeing the pedestrian/cycling options. Would love for the connections to route right into the trail systems. The lowered 9 also sounds necessary in creating connected neighborhoods. As a person who works at the downtown airport, I'm very concerned with how office members are going to be able to get to work within the next 2 years. How do we transport organs that fly out of the airport at the same speed? Will we be able to find a train schedule to get through the harlem neighborhood?	8/23/2017 9:34 AM
447	While development opportunities are important, I think there should be a focus on active transportation and green space -- perhaps even a major downtown park to the north, connected by an off-street trail to Pennway Park. I was recently in Columbus, Ohio for the NACo conference and saw what they have done with the Scioto Trail, their river, and green spaces there. Would love to see something comparable in Metro area. By the way, very willing to sit on any charettes or other groups to represent KCK in these discussions. (John Hornbeck; Project Manager, 202020 Movement for Healthy Communities Wyandotte)	8/23/2017 5:03 AM
448	Please, let this happen in my lifetime.	8/23/2017 4:50 AM
449	NA	8/22/2017 11:46 PM
450	Please don't prioritize connecting US169 and I-35 with a new bridge. We have more more highways through our downtown than does any major city in the country, and we don't need to spend a lot of money to build a new one. Suburb-to-suburb traffic has many other routes available to it and should not be routed through downtown. Let's build a bridge that makes the northwestern part of downtown a better place to live, work, and visit, and one that starts to repair the damage done to the center city over the past several generations by prioritizing people in cars moving through it over the people in it.	8/22/2017 11:31 PM

Broadway/O'Neil Bridge & North Loop Feedback

451	There isn't enough talk about building a new bridge thag could carry streetcar/light rail to the Northland.	8/22/2017 10:46 PM
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