



This option would maintain the current I-70 alignment. Highway 9 would be brought down to grade and connect at Independence Ave. and 6th Street. Independence Ave. would be reconnected across Highway 9 and maintain one-way (Westbound).



HIGHLIGHTS

- Reducing the number of ramps along the corridor to 6 per mile, this option would need a reconnected Independence Ave. to carry local traffic. Currently nearly 40% of the traffic on I-70 in the North Loop is local traffic.
- Ramp Consolidation with one-way Independence Ave. will cost approximately \$54 million (cost does not include lowering Highway 9 to grade-see Neighborhood Board for additional costs).
- This option increases the amount of greenspace in the North Loop corridor.
- Reducing the number of ramps in the corridor decreases maintenance costs by \$9.9 million through 2040.

STUDY TEAM INITIAL EVALUATION

COST \$\$\$\$

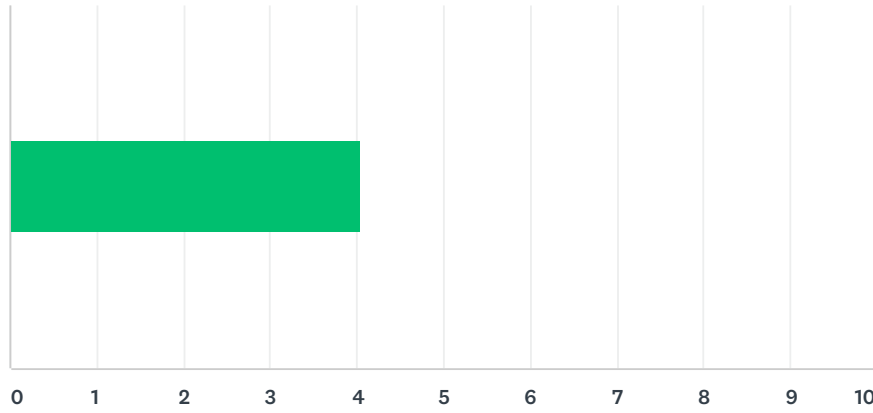


1 : I do not like this option

I like this option very much : 10

Q2 Ramp Consolidation

Answered: 258 Skipped: 13



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 4 | 1,043 | 258 |
| Total Respondents: 258 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 4.00 | 4.04 | 2.87 |

3. Ramp Consolidation



RAMP CONSOLIDATION
EXISTING ALIGNMENT

1 : I do not like this option

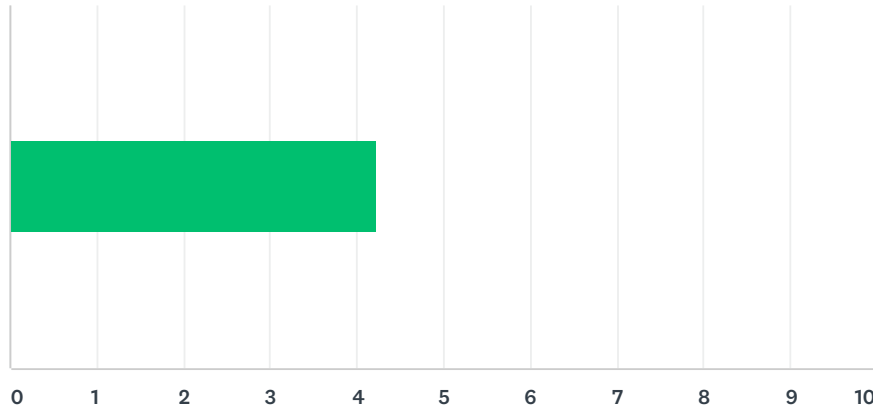
I like this option very much : 10



4. North Compressed

Q3 Ramp Consolidation

Answered: 252 Skipped: 19



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 4 | 1,063 | 252 |
| Total Respondents: 252 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 4.00 | 4.22 | 2.98 |



This option would shift I-70 to the north and reduce the interstate footprint. Highway 9 would be brought down to grade and connect with the street grid. Increased development opportunities would be available on the Central Business District side.



HIGHLIGHTS

- A reconnected Independence Ave. would be configured as a 2-way complete street with protected cycle track. Maintenance cost would decrease by \$21.8 million through 2040.
- North Compressed with two-way Independence Ave. will cost approximately \$118 million (cost does not include lowering Highway 9 to grade-see Neighborhood Board for additional costs).
- This compressed footprint would free up 7.2 acres of land valued at \$22 million.
- The compressed alignment generally increases highway speed and decreases delay. However, it will increase traffic on the local street network.

STUDY TEAM INITIAL EVALUATION

COST \$\$\$\$

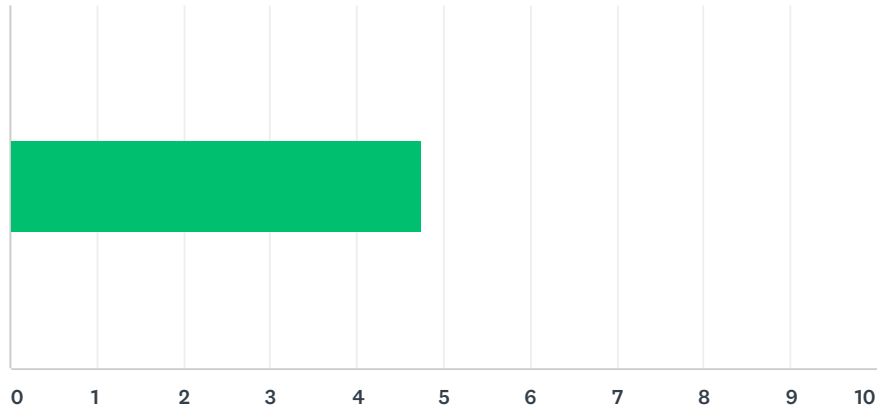


1 : I do not like this option

I like this option very much : 10

Q4 North Compressed

Answered: 255 Skipped: 16



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 5 | 1,210 | 255 |
| Total Respondents: 255 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 5.00 | 4.75 | 2.82 |

5. North Compressed



1 : I do not like this option

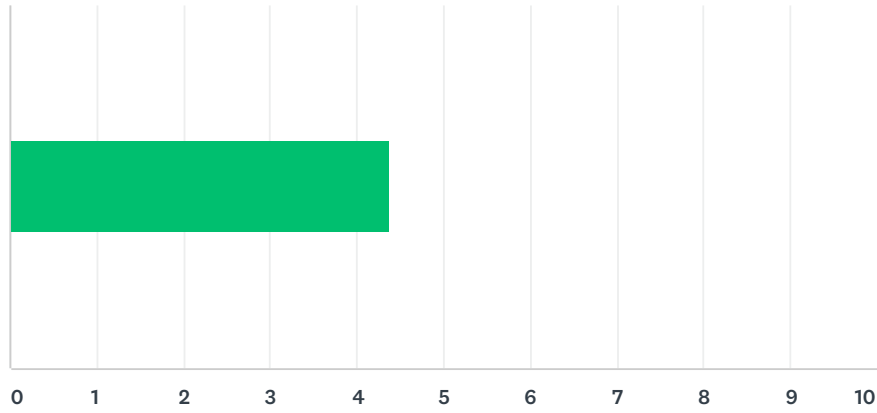
I like this option very much : 10

☐

6. South Compressed

Q5 North Compressed

Answered: 255 Skipped: 16



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 4 | 1,115 | 255 |
| Total Respondents: 255 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 5.00 | 4.37 | 2.75 |



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.



HIGHLIGHTS

- A reconnected Independence Ave. would be configured as a 2-way complete street with protected cycle track with connected development and on-street parking. Maintenance cost would decrease by \$21.8 million through 2040.
- South Compressed with two-way Independence Ave. will cost approximately \$113 million (cost does not include lowering Highway 9 to grade-see Neighborhood Board for additional costs).
- This compressed footprint would free up 11.3 acres of land valued at \$33 million.
- The compressed alignment generally increases highway speed and decreases delay. However, it will increase traffic on the local street network.

STUDY TEAM INITIAL EVALUATION

COST \$\$\$\$



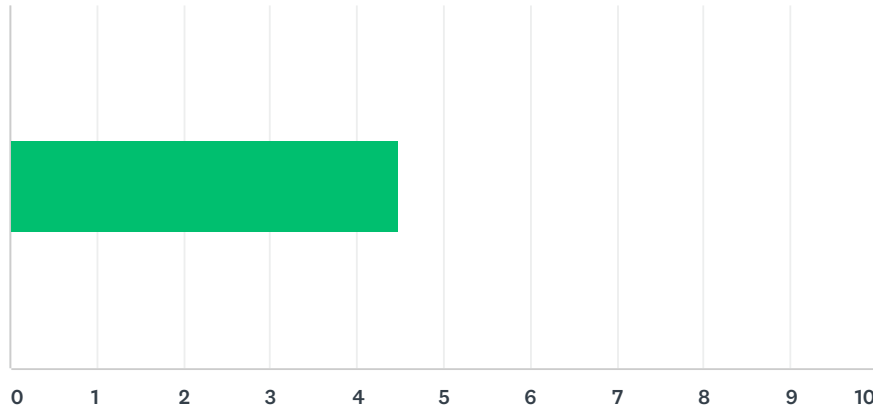
1 : I do not like this option

I like this option very much : 10



Q6 South Compressed

Answered: 254 Skipped: 17



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 4 | 1,137 | 254 |
| Total Respondents: 254 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 5.00 | 4.48 | 2.83 |

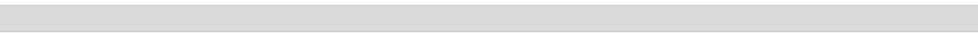
7. South Compressed



SOUTH ALIGNMENT
COMPRESSED

1 : I do not like this option

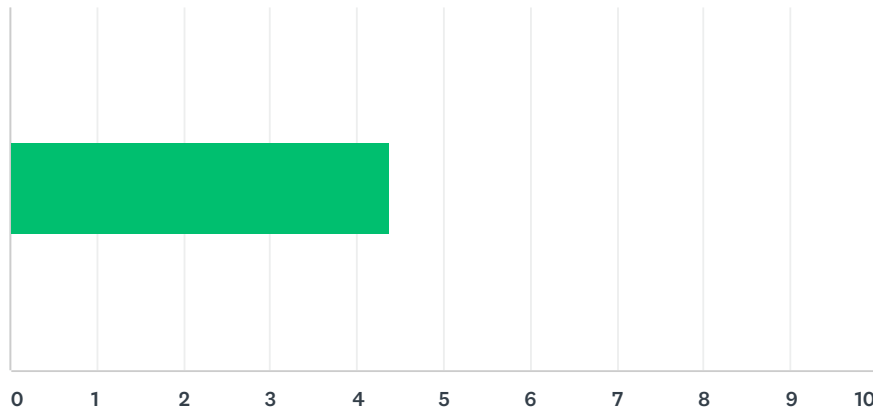
I like this option very much : 10



8. Remove and Reclassify

Q7 South Compressed

Answered: 255 Skipped: 16



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 4 | 1,116 | 255 |
| Total Respondents: 255 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 5.00 | 4.38 | 2.72 |



This option would remove I-70 in the North Loop. The current I-670 on the south side of the downtown loop would be redesignated as I-70. Highway 9 would be brought down to grade and connect with the street grid. Independence Ave. would be reconnected as a 2-way complete street.



HIGHLIGHTS

- A reconnected Independence Ave. would be configured as a 2-way complete street with protected cycle track with connected development and on-street parking. Maintenance cost would decrease by \$23.1 million through 2040.
- Full Removal with two-way Independence Ave. will cost approximately \$65 million (cost does not include lowering Highway 9 to grade-see Neighborhood Board for additional costs).
- Full removal of the intersate would free up 26.9 acres of land valued at \$80 million.
- Changes would need to be made on the south side of the downtown loop in order to accommodate the traffic rerouted due to the removal of I-70 on the North Loop.
- Traffic delays will increase on the south side of the loop.

COST \$\$\$\$

STUDY TEAM INITIAL EVALUATION



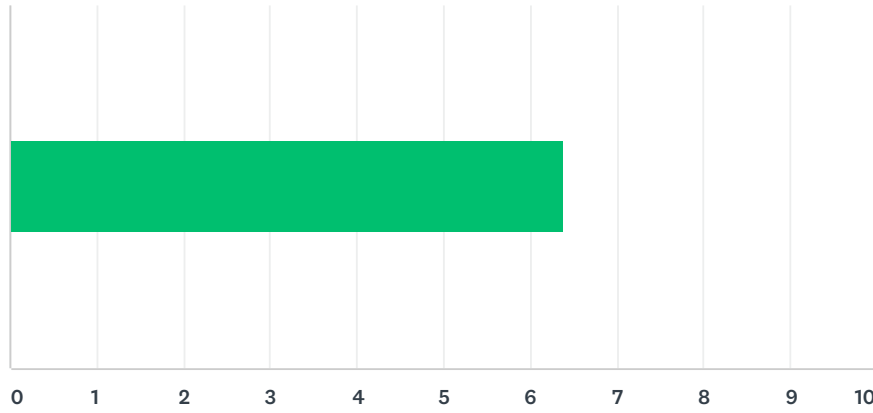
1 : I do not like this option

I like this option very much : 10



Q8 Remove and Reclassify

Answered: 259 Skipped: 12



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,652 | 259 |
| Total Respondents: 259 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 8.00 | 6.38 | 3.86 |

9. Remove and Reclassify



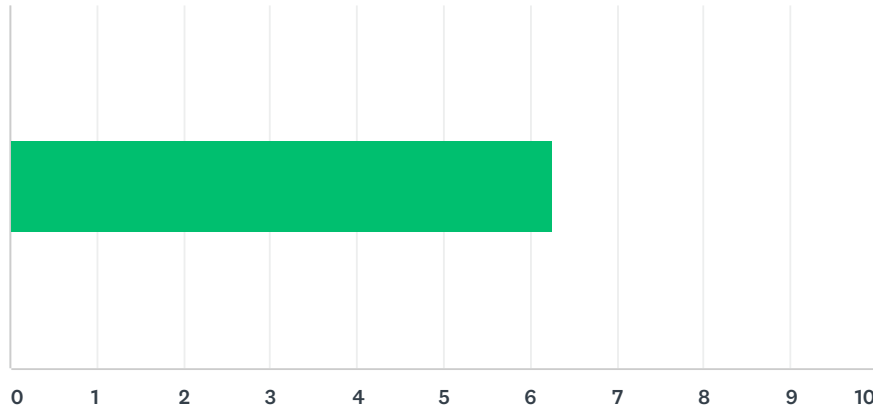
1 : I do not like this option

I like this option very much : 10

10. 4th Street Connection

Q9 Remove and Reclassify

Answered: 257 Skipped: 14



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,609 | 257 |
| Total Respondents: 257 | | | |

| BASIC STATISTICS | | | | |
|------------------|---------|--------|------|--------------------|
| MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| 0.00 | 10.00 | 8.00 | 6.26 | 3.85 |



-  Northbound
-  Southbound
-  Eastbound
-  Westbound
-  Bike/Ped Connection

STUDY TEAM EVALUATION

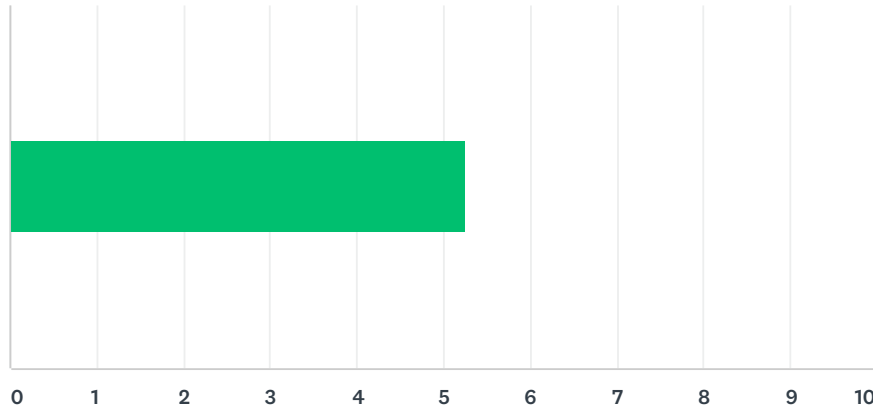
-  **NEED 1**
Improve Physical Conditions
-  **NEED 2**
Optimize System Performance
-  **NEED 3**
Improve Safety and Security
-  **GOAL 1**
Improve Transportation Choices
-  **GOAL 2**
Improve Economic Vitality and Placemaking
-  **GOAL 3**
Improve Sustainability

COST \$\$\$\$\$



Q10 4th Street Connection

Answered: 253 Skipped: 18



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 5 | 1,328 | 253 |
| Total Respondents: 253 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 5.00 | 5.25 | 2.78 |

11. 5th and 6th Street Connection



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

— Bike/Ped Connection

STUDY TEAM EVALUATION

- 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

COST \$\$\$\$\$



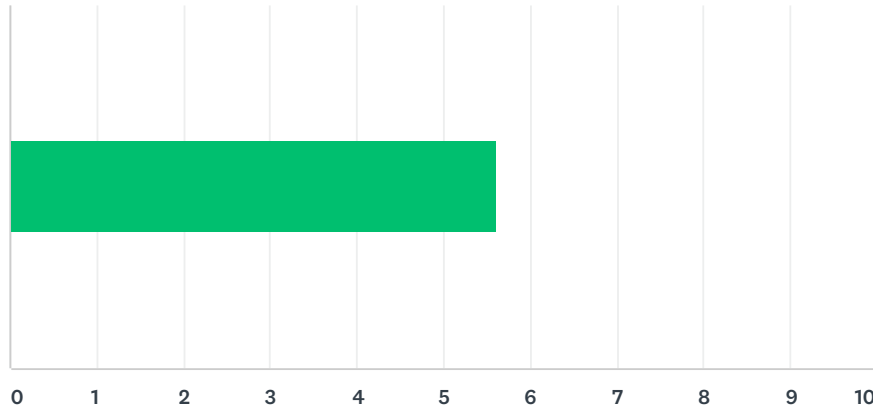
1 : I do not like this option

I like this option very much : 10



Q11 5th and 6th Street Connection

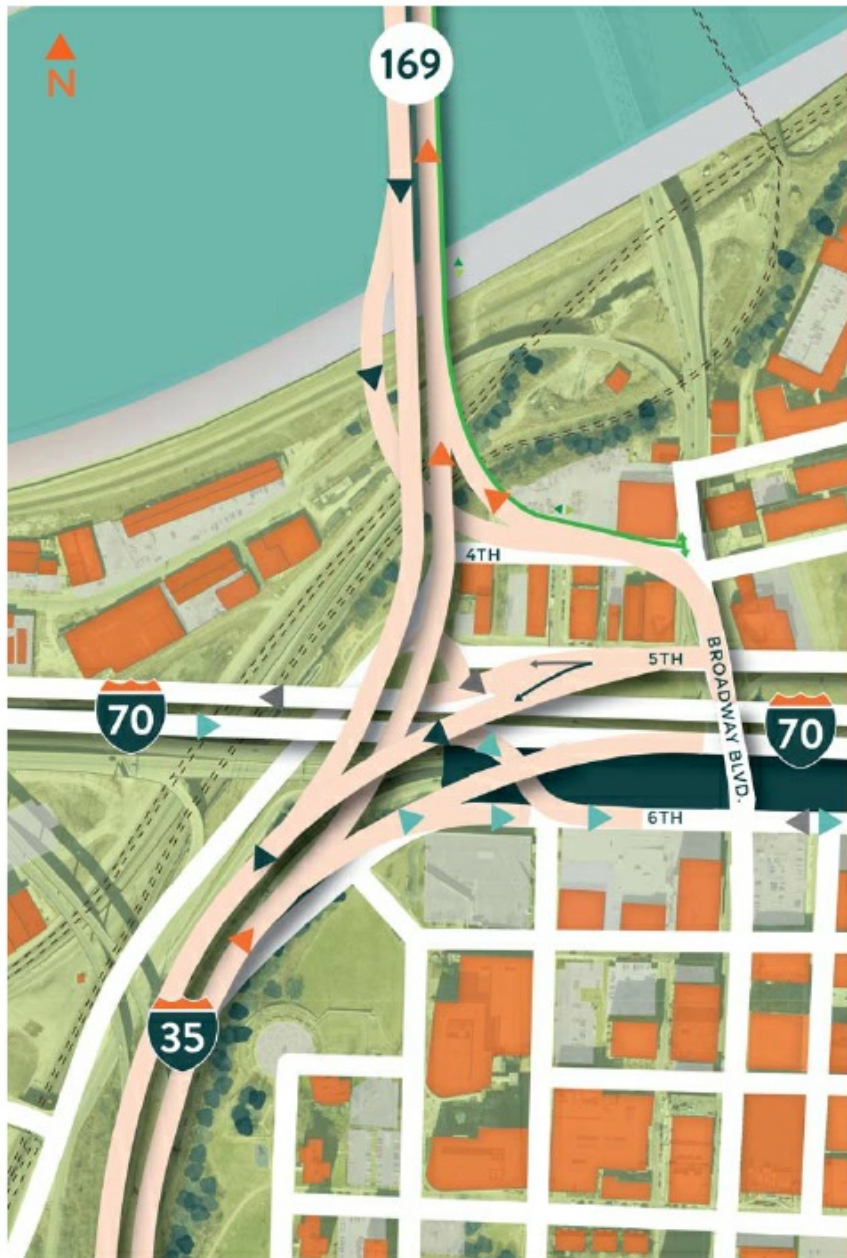
Answered: 256 Skipped: 15



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,437 | 256 |
| Total Respondents: 256 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 6.00 | 5.61 | 2.67 |

12. Broadway Direct Connection



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

— Bike/Ped Connection

STUDY TEAM EVALUATION

- 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

COST \$\$\$\$\$



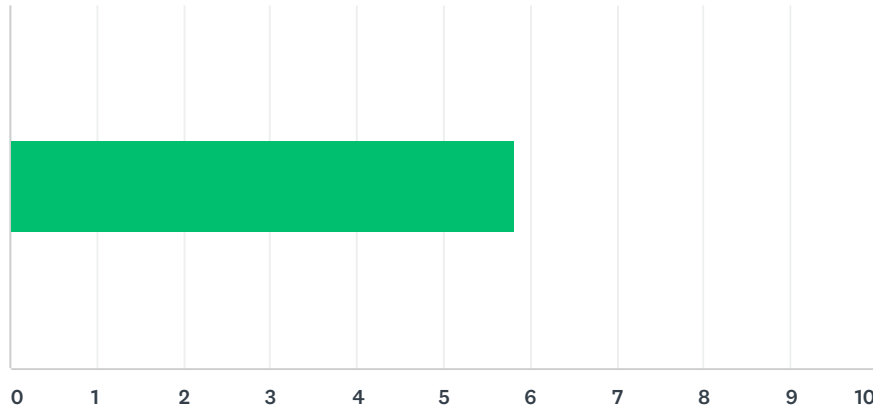
1 : I do not like this option

I like this option very much : 10



Q12 Broadway Direct Connection

Answered: 256 Skipped: 15



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,489 | 256 |
| Total Respondents: 256 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 6.00 | 5.82 | 2.86 |

13. Hybrid Connection



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

— Bike/Ped Connection

STUDY TEAM EVALUATION

- 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

COST \$\$\$\$\$



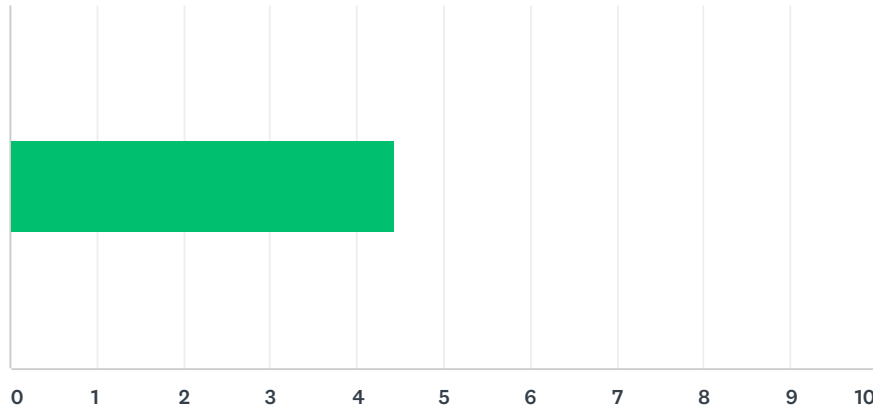
1 : I do not like this option

I like this option very much : 10



Q13 Hybrid Connection

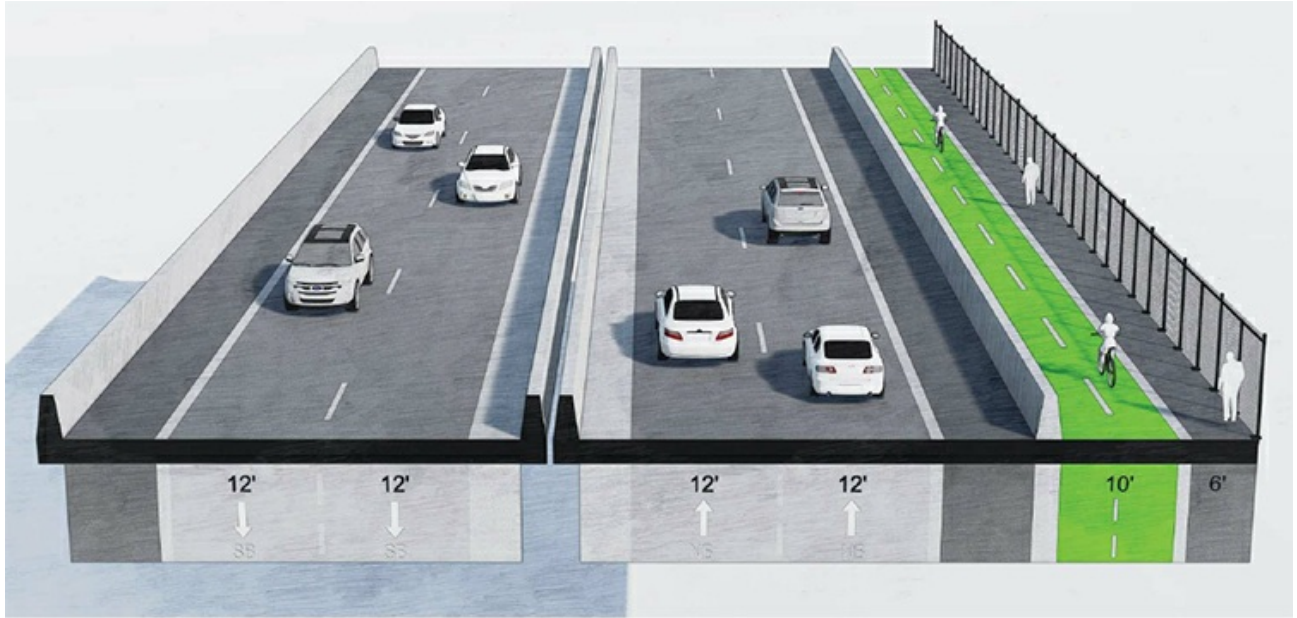
Answered: 254 Skipped: 17



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 4 | 1,128 | 254 |
| Total Respondents: 254 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 4.00 | 4.44 | 3.11 |

14. Bike/Ped Bridge Connection



NEW BRIDGE BIKE/PED
ACCOMMODATIONS

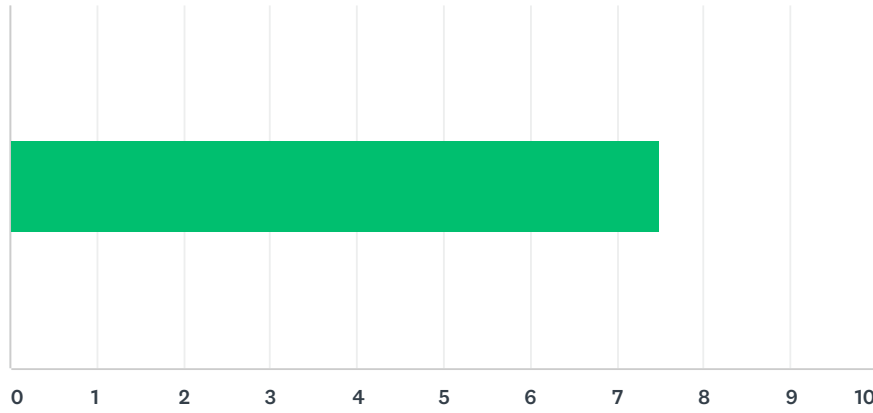
1 : I do not like this option

I like this option very much : 10



Q14 Bike/Ped Bridge Connection

Answered: 263 Skipped: 8



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,971 | 263 |
| Total Respondents: 263 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 8.00 | 7.49 | 2.85 |

15. Ramp Consolidation Open Space Opportunities

NORTH LOOP OPEN SPACE OPPORTUNITIES

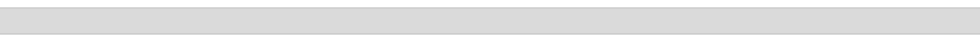


ACCESS CONSOLIDATION

A. Open space adjacent to streets can be utilized for bio-swales or other stormwater treatment and collection strategies.

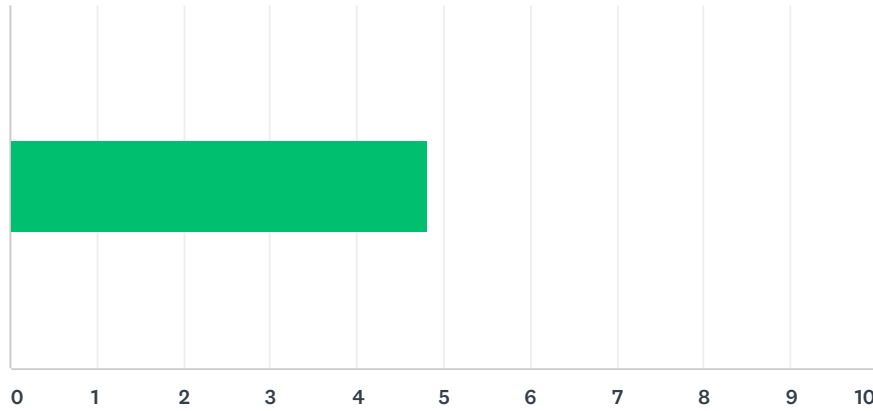
1 : I do not like this option

I like this option very much : 10



Q15 Ramp Consolidation Open Space Opportunities

Answered: 253 Skipped: 18



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 5 | 1,215 | 253 |
| Total Respondents: 253 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 5.00 | 4.80 | 3.05 |

16. Compressed South Open Space Opportunities



COMPRESSED SOUTH 01

B. Series of open spaces are positioned along Independence Avenue providing neighborhood pocket parks and plazas.

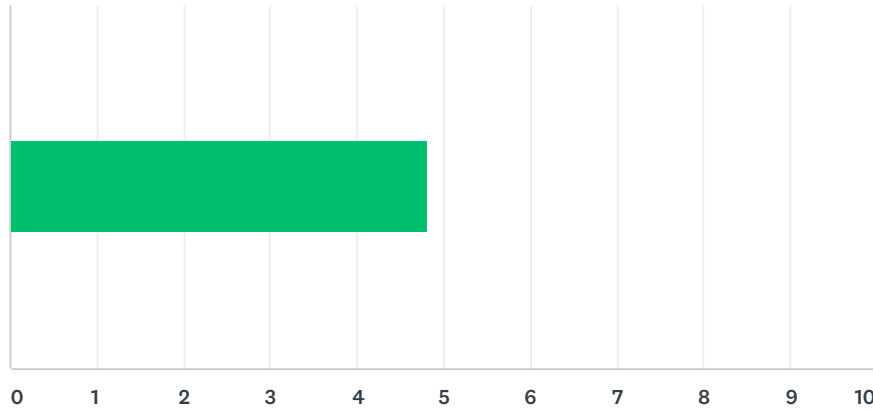
1 : I do not like this option

I like this option very much : 10



Q16 Compressed South Open Space Opportunities

Answered: 257 Skipped: 14



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 5 | 1,237 | 257 |
| Total Respondents: 257 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 5.00 | 4.81 | 2.82 |

17. Compressed South 2 Open Space Opportunities

NORTH LOOP OPEN SPACE OPPORTUNITIES

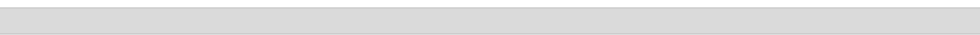


COMPRESSED SOUTH 02

C. A larger park is created by combining the open space adjacent to Independence with a deck park. Adjacent development height is increased to mitigate the land devoted to open space.

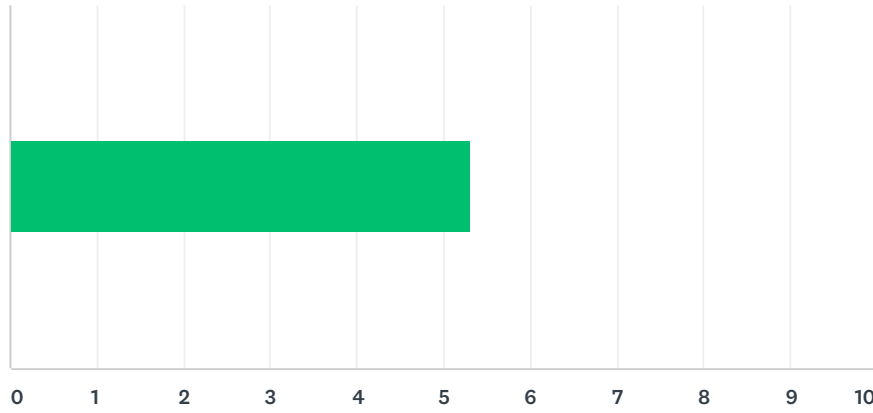
1 : I do not like this option

I like this option very much : 10



Q17 Compressed South 2 Open Space Opportunities

Answered: 254 Skipped: 17



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 5 | 1,350 | 254 |
| Total Respondents: 254 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 6.00 | 5.31 | 2.96 |

18. Compressed South 3 Open Space Opportunities

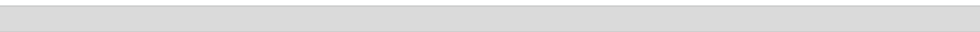


COMPRESSED SOUTH 03

D. Deck park expanded to create direct connection between development on Independence Avenue and open space.

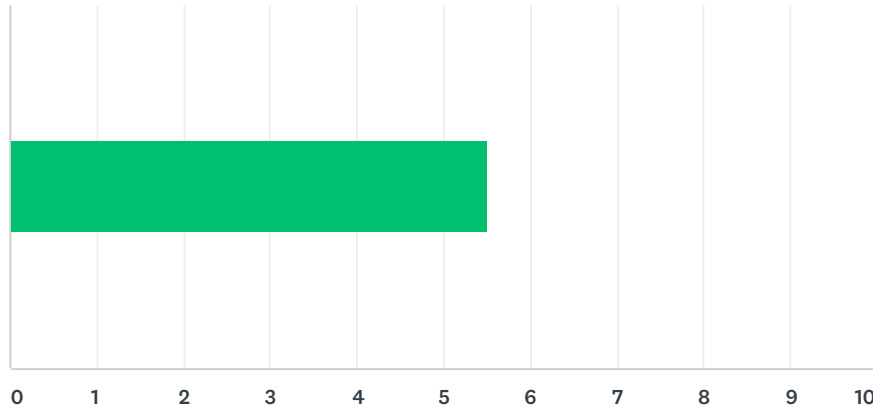
1 : I do not like this option

I like this option very much : 10



Q18 Compressed South 3 Open Space Opportunities

Answered: 256 Skipped: 15



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,411 | 256 |
| Total Respondents: 256 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 6.00 | 5.51 | 3.11 |

19. Remove and Reclassify 1 Open Space Opportunities

NORTH LOOP OPEN SPACE OPPORTUNITIES



REDESIGNATE AND RECLASSIFY 01

E. Series of neighborhood and pocket parks are positioned along the reconnected downtown street grid. A larger open space is created at the Delaware / Main bridge crossing providing an area to construct a significant stormwater strategy.

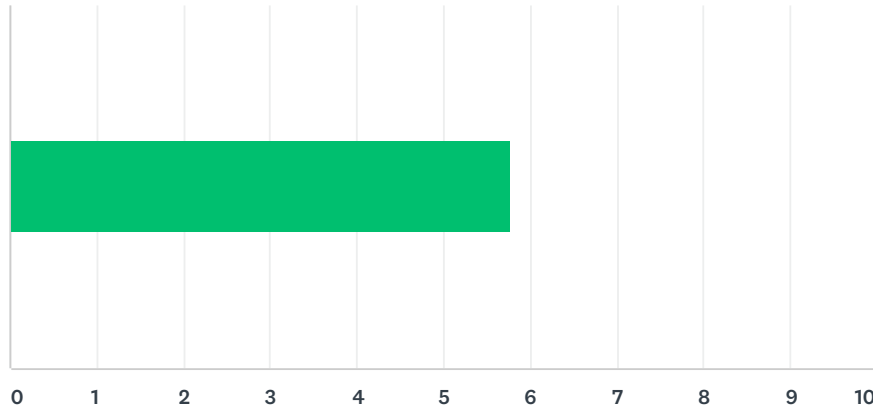
1 : I do not like this option

I like this option very much : 10



Q19 Remove and Reclassify 1 Open Space Opportunities

Answered: 256 Skipped: 15



| ANSWER CHOICES | | AVERAGE NUMBER | | TOTAL NUMBER | | RESPONSES | |
|------------------------|---------|----------------|--------|--------------|--------------------|-----------|--|
| | | 6 | | 1,479 | | 256 | |
| Total Respondents: 256 | | | | | | | |
| BASIC STATISTICS | | | | | | | |
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION | | |
| | 0.00 | 10.00 | 6.00 | 5.78 | 3.46 | | |

20. Remove and Reclassify 2 Open Space Opportunities



REDESIGNATE AND RECLASSIFY 02

F. A continuous open space connects the new development to the reconnected street grid. This green connection creates a unique setting and provides an opportunity to include a significant volume of stormwater treatment strategies.

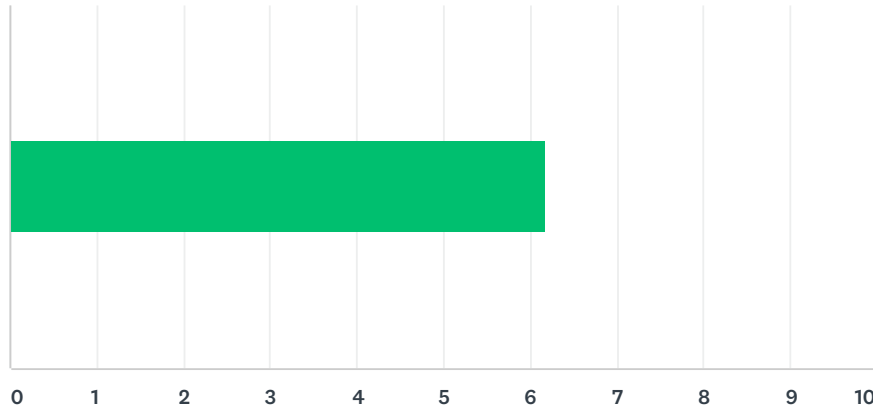
1 : I do not like this option

I like this option very much : 10



Q20 Remove and Reclassify 2 Open Space Opportunities

Answered: 254 Skipped: 17



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,568 | 254 |
| Total Respondents: 254 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 7.00 | 6.17 | 3.58 |

21. Highway 9 At-Grade East

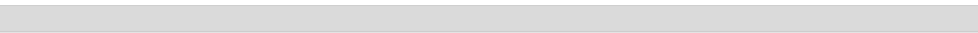


HIGHWAY 9 AT GRADE
POTENTIAL EASTERN ALIGNMENT

- Highway 9 brought to grade and reconnected to at Independence Avenue, and 6th Street: \$20.3 Million
- Highway 9 Brought to grade at 3rd Street and reconnected to Independence Avenue: \$44 Million

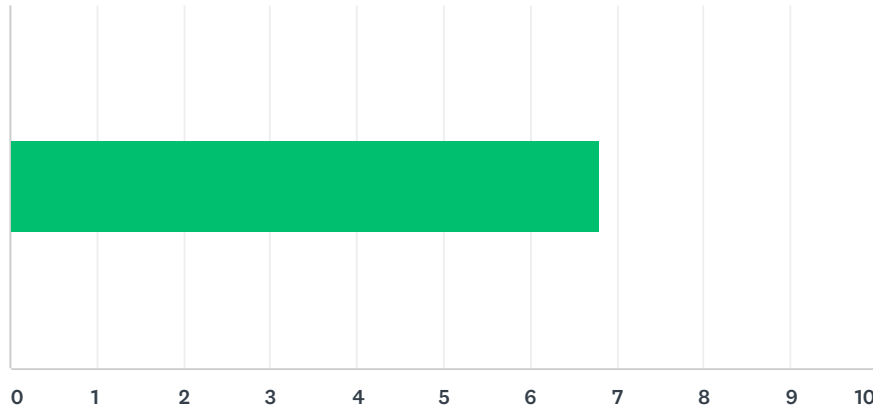
1 : I do not like this option

I like this option very much : 10



Q21 Highway 9 At-Grade East

Answered: 259 Skipped: 12



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,763 | 259 |
| Total Respondents: 259 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 7.00 | 6.81 | 2.87 |

22. Highway 9 At-Grade West



HIGHWAY 9 AT GRADE
POTENTIAL WESTERN ALIGNMENT

- Highway 9 brought to grade and reconnected to at Independence Avenue, and 6th Street: \$20.3 Million
- Highway 9 Brought to grade at 3rd Street and reconnected to Independence Avenue: \$44 Million

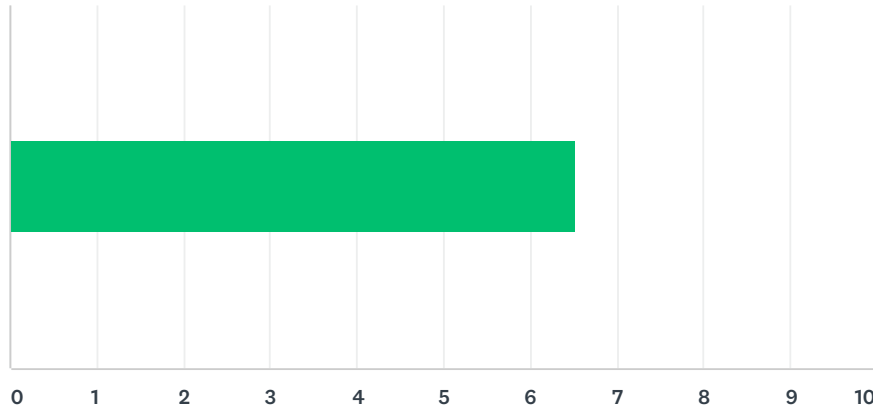
1 : I do not like this option

I like this option very much : 10

☐

Q22 Highway 9 At-Grade West

Answered: 252 Skipped: 19



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,644 | 252 |
| Total Respondents: 252 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 7.00 | 6.52 | 2.81 |

23. Independence Ave. Alternatives (North Compressed)

INDEPENDENCE AVENUE OPTIONS



OPTIONS COMPATIBLE WITH COMPRESSED NORTH STRATEGY

PLACE DOT NEXT TO
PREFERRED OPTION



A



B

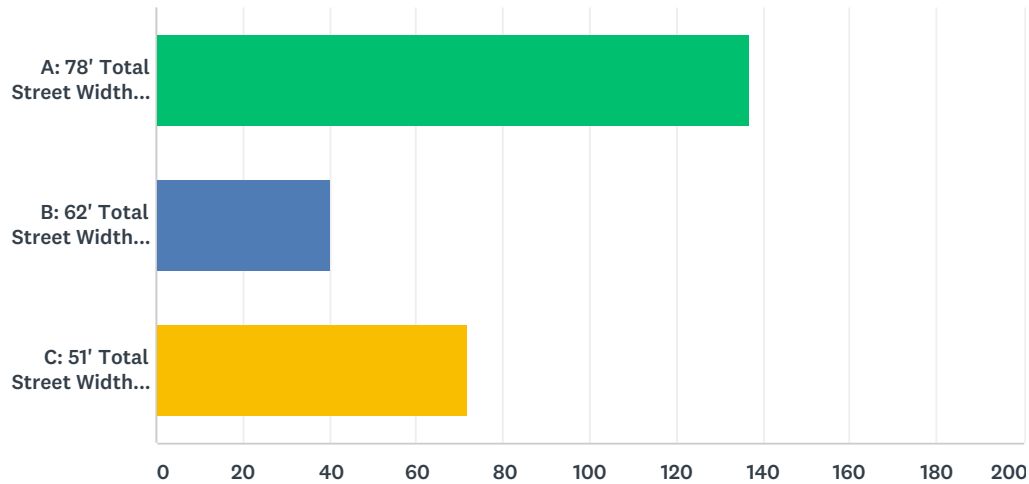


C

- ☐ A: 78' Total Street Width Curb-to-Curb/2-lanes each direction (with 16' median)
- ☐ B: 62' Total Street Width Curb-to-Curb/2-lanes each direction (with no median)
- ☐ C: 51' Total Street Width Curb-to-Curb/1-lane each direction (with center turn lane)

Q23 Independence Ave. Alternatives (North Compressed)

Answered: 249 Skipped: 22



| ANSWER CHOICES | | RESPONSES | |
|--|--|-----------|-----|
| A: 78' Total Street Width Curb-to-Curb/2-lanes each direction (with 16' median) (1) | | 55.02% | 137 |
| B: 62' Total Street Width Curb-to-Curb/2-lanes each direction (with no median) (2) | | 16.06% | 40 |
| C: 51' Total Street Width Curb-to-Curb/1-lane each direction (with center turn lane) (3) | | 28.92% | 72 |
| TOTAL | | | 249 |

| BASIC STATISTICS | | | | |
|------------------|---------|--------|------|--------------------|
| Minimum | Maximum | Median | Mean | Standard Deviation |
| 1.00 | 3.00 | 1.00 | 1.74 | 0.88 |

24. Independence Ave. Alternatives (South Compressed)

INDEPENDENCE AVENUE OPTIONS



OPTIONS COMPATIBLE WITH COMPRESSED SOUTH / REDESIGNATE AND RECLASSIFY STRATEGIES

PLACE DOT NEXT TO PREFERRED OPTION



A



B

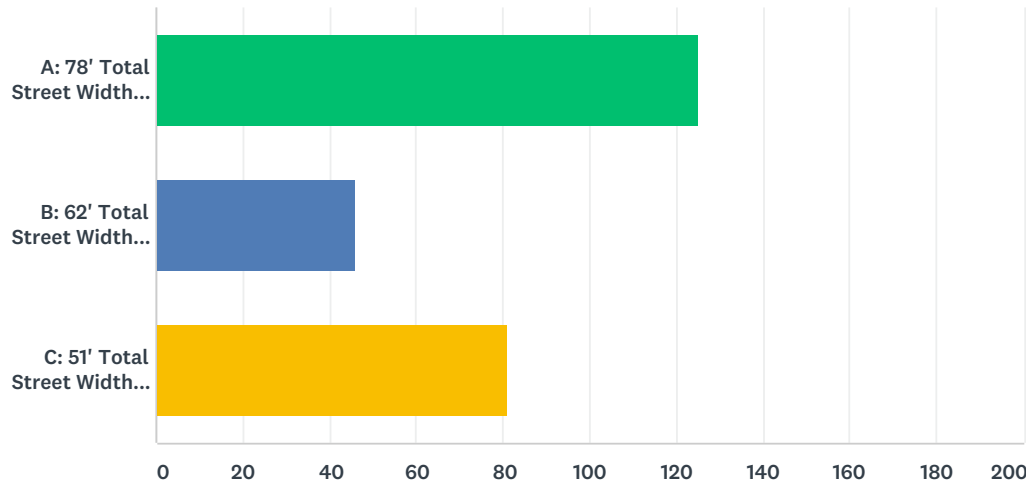


C

- ☐ A: 78' Total Street Width Curb-to-Curb/2-lanes each direction (with 16' median)
- ☐ B: 62' Total Street Width Curb-to-Curb/2-lanes each direction (with no median)
- ☐ C: 51' Total Street Width Curb-to-Curb/1-lane each direction (with center turn lane)

Q24 Independence Ave. Alternatives (South Compressed)

Answered: 252 Skipped: 19



| ANSWER CHOICES | | RESPONSES | |
|--|--|-----------|-----|
| A: 78' Total Street Width Curb-to-Curb/2-lanes each direction (with 16' median) (1) | | 49.60% | 125 |
| B: 62' Total Street Width Curb-to-Curb/2-lanes each direction (with no median) (2) | | 18.25% | 46 |
| C: 51' Total Street Width Curb-to-Curb/1-lane each direction (with center turn lane) (3) | | 32.14% | 81 |
| TOTAL | | | 252 |

| BASIC STATISTICS | | | | |
|------------------|---------|--------|------|--------------------|
| Minimum | Maximum | Median | Mean | Standard Deviation |
| 1.00 | 3.00 | 2.00 | 1.83 | 0.89 |

25. I-35 South to SW Trafficway



TRAVEL TIME MODEL ASSESSMENT



REMOVE &
RECLASSIFY

| | NOW | 2040 | | |
|-------------------|--|---|--|--|
| | 2017 EXISTING POINT-TO-POINT TIME: | *NO BUILD 2040 POINT-TO-POINT TIME: | **FULL REMOVAL 2040 POINT-TO-POINT TIME: | ***FULL REMOVAL 2040 AV/CV POINT-TO-POINT TIME: |
| AM PEAK | 4:38 | 4:58 | 6:12 (+1:14) | 4:58 (:00) |
| PM PEAK | 4:42 | 6:17 | 7:33 (+1:16) | 4:44 (-1:33) |
| (Time in minutes) | | | | |



I-35 South from northeast corner of the Loop
(Bond Bridge) to Southwest Trafficway.

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

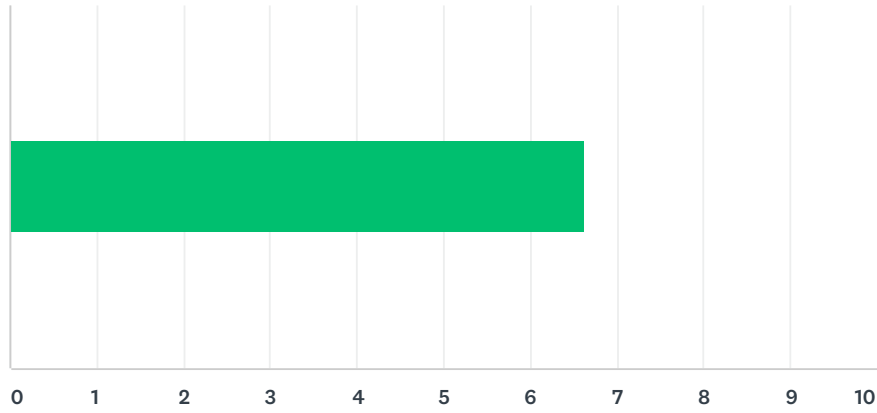
1 : These times are
unacceptable

These times are reasonable :
10



Q25 I-35 South to SW Trafficway

Answered: 242 Skipped: 29



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,604 | 242 |
| Total Respondents: 242 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 7.00 | 6.63 | 3.17 |

26. SW Trafficway to I-35 North



TRAVEL TIME MODEL ASSESSMENT



REMOVE & RECLASSIFY



| | NOW | 2040 | | |
|-------------------|------------------------------------|-------------------------------------|--|---|
| | 2017 EXISTING POINT-TO-POINT TIME: | *NO BUILD 2040 POINT-TO-POINT TIME: | **FULL REMOVAL 2040 POINT-TO-POINT TIME: | ***FULL REMOVAL 2040 AV/CV POINT-TO-POINT TIME: |
| AM PEAK | 4:17 | 4:25 | 5:12 (+:47) | 4:10 (-:15) |
| PM PEAK | 4:55 | 8:05 | 15:11 (+7:06) | 9:57(+1:52) |
| (Time in minutes) | | | | |



I-35 North from Southwest Trafficway to the northeast corner of the Loop (Bond Bridge).

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

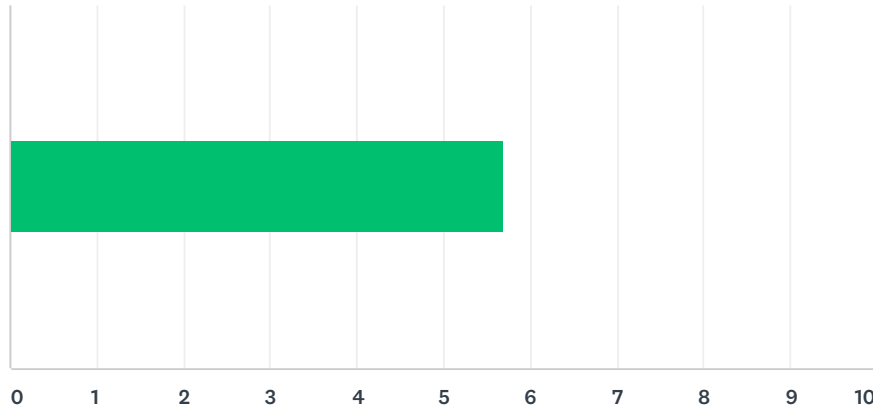
1 : These times are unacceptable

These times are reasonable : 10



Q26 SW Trafficway to I-35 North

Answered: 245 Skipped: 26



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,395 | 245 |
| Total Respondents: 245 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 6.00 | 5.69 | 3.36 |

27. I-70 East (KCK) to I-70 East SE corner of Loop



TRAVEL TIME MODEL ASSESSMENT



REMOVE & RECLASSIFY



NOW

2017 EXISTING
POINT-TO-POINT
TIME:

AM PEAK 4:12

PM PEAK 4:10

2040

*NO BUILD 2040
POINT-TO-POINT
TIME:

4:22

4:46

**FULL REMOVAL 2040
POINT-TO-POINT
TIME:

5:20 (+:58)

7:51 (+3:05)

***FULL REMOVAL
2040 AV/CV
POINT-TO-POINT
TIME:

4:16(-:06)

7:10 (+2:24)

(Time in minutes)



I-70 East from KCK/Fairfax to I-70 East in southeast corner of the Loop

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

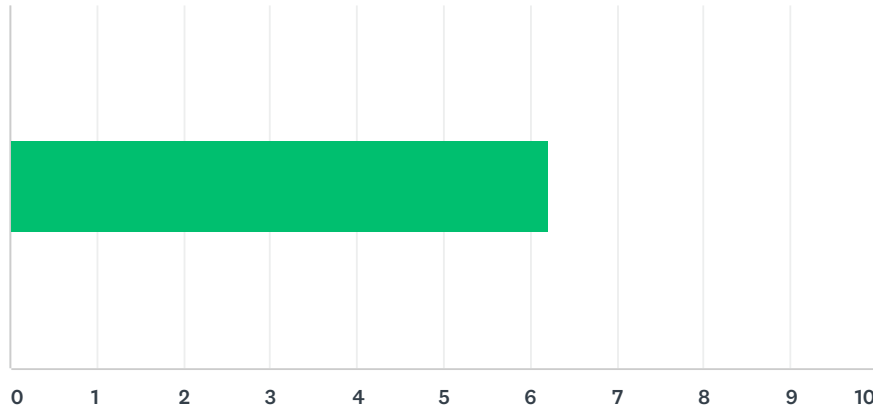
1 : These times are
unacceptable

These times are reasonable :
10



Q27 I-70 East (KCK) to I-70 East SE corner of Loop

Answered: 242 Skipped: 29



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,505 | 242 |
| Total Respondents: 242 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 7.00 | 6.22 | 3.08 |

28. I-70 West SE corner of Loop to I-70 West (KCK)



TRAVEL TIME MODEL ASSESSMENT



REMOVE &
RECLASSIFY



| | NOW | 2040 | | |
|-------------------|--|---|--|--|
| | 2017 EXISTING POINT-TO-POINT TIME: | *NO BUILD 2040 POINT-TO-POINT TIME: | **FULL REMOVAL 2040 POINT-TO-POINT TIME: | ***FULL REMOVAL 2040 AV/CV POINT-TO-POINT TIME: |
| AM PEAK | 4:35 | 4:35 | 6:22 (+1:47) | 5:06 (+:31) |
| PM PEAK | 4:08 | 4:15 | 5:41 (+1:26) | 4:45 (+:30) |
| (Time in minutes) | | | | |



I-70 West from southeast corner of the Loop
to KCK/Fairfax.

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

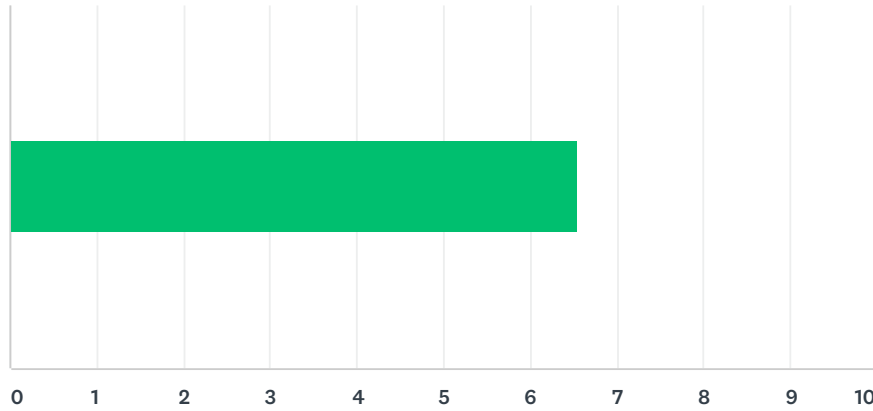
1 : These times are
unacceptable

These times are reasonable :
10



Q28 I-70 West SE corner of Loop to I-70 West (KCK)

Answered: 242 Skipped: 29



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,587 | 242 |
| Total Respondents: 242 | | | |

| BASIC STATISTICS | | | | |
|------------------|---------|--------|------|--------------------|
| MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| 0.00 | 10.00 | 7.00 | 6.56 | 3.09 |

29. 169 South (O'Neil Bridge) to I-70 East



TRAVEL TIME MODEL ASSESSMENT



NOW

2017 EXISTING
POINT-TO-POINT
TIME:

AM PEAK 7:49

PM PEAK 6:43



REMOVE &
RECLASSIFY

2040

*NO BUILD 2040
POINT-TO-POINT
TIME:

7:49

7:46

**FULL REMOVAL 2040
POINT-TO-POINT
TIME:

10:46 (+2:57)

11:56 (+4:10)

***FULL REMOVAL
2040 AV/CV
POINT-TO-POINT
TIME:

8:37 (+:48)

9:13 (+1:27)

(Time in minutes)



169 South (O'Neil Bridge) in northwest corner
of the Loop to I-70 East.

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

1 : These times are
unacceptable

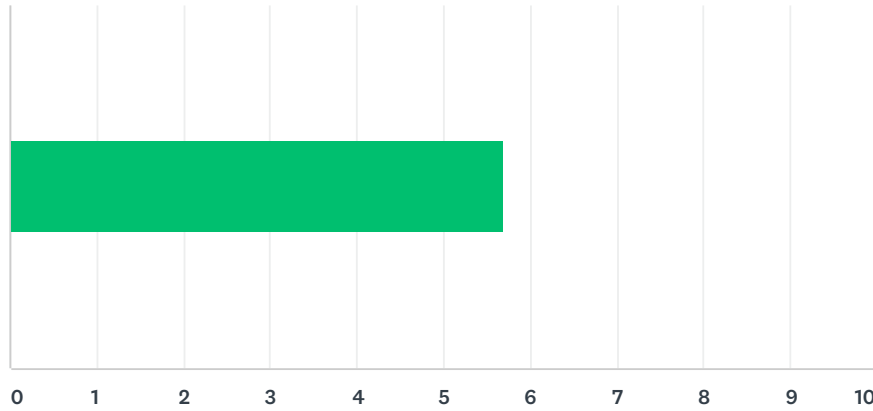
These times are reasonable :

10



Q29 169 South (O'Neil Bridge) to I-70 East

Answered: 244 Skipped: 27



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,390 | 244 |
| Total Respondents: 244 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 6.00 | 5.70 | 3.30 |

30. I-70 West to 169 North (O'Neil Bridge)



TRAVEL TIME MODEL ASSESSMENT



REMOVE & RECLASSIFY



| | NOW 2017 EXISTING POINT-TO-POINT TIME: | 2040 | | |
|---------|---|---|--|--|
| | | *NO BUILD 2040 POINT-TO-POINT TIME: | **FULL REMOVAL 2040 POINT-TO-POINT TIME: | ***FULL REMOVAL 2040 AV/CV POINT-TO-POINT TIME: |
| AM PEAK | 6:36 | 6:37 | 8:27 (+1:50) | 6:46 (+:09) |
| PM PEAK | 6:47 | 7:43 | 9:29 (+1:46) | 7:01 (-:42) |

(Time in minutes)



I-70 West from southwest corner of the Loop
to 169 North (O'Neil Bridge).

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

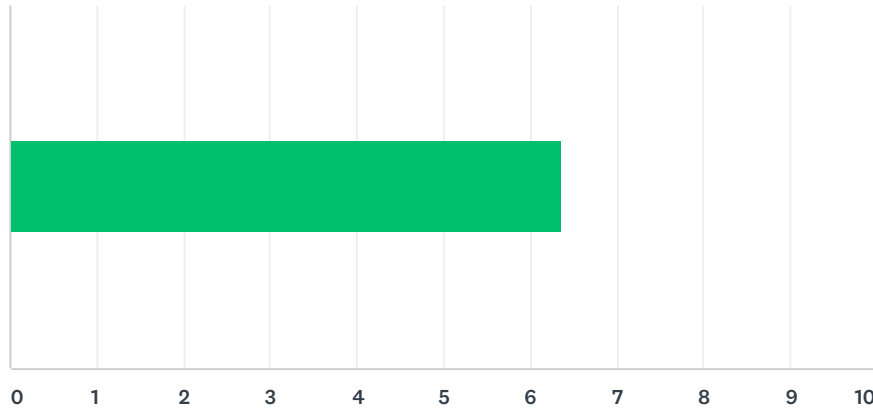
1 : These times are
unacceptable

These times are reasonable :
10



Q30 I-70 West to 169 North (O'Neil Bridge)

Answered: 243 Skipped: 28



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 6 | 1,544 | 243 |
| Total Respondents: 243 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 7.00 | 6.35 | 3.30 |

31. I-70 West through the Loop



TRAVEL TIME MODEL ASSESSMENT



REMOVE & RECLASSIFY

| | NOW | 2040 | | |
|---------|------------------------------------|-------------------------------------|--|---|
| | 2017 EXISTING POINT-TO-POINT TIME: | *NO BUILD 2040 POINT-TO-POINT TIME: | **FULL REMOVAL 2040 POINT-TO-POINT TIME: | ***FULL REMOVAL 2040 AV/CV POINT-TO-POINT TIME: |
| AM PEAK | 2:38 | 2:49 | 4:24 (+1:35) | 3:26 (+:37) |
| PM PEAK | 3:39 | 6:14 | 7:17 (+1:03) | 7:30 (+1:16) |
| | | | (Time in minutes) | |



I-70 West from southwest corner of the Loop to 169 North (O'Neil Bridge).

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

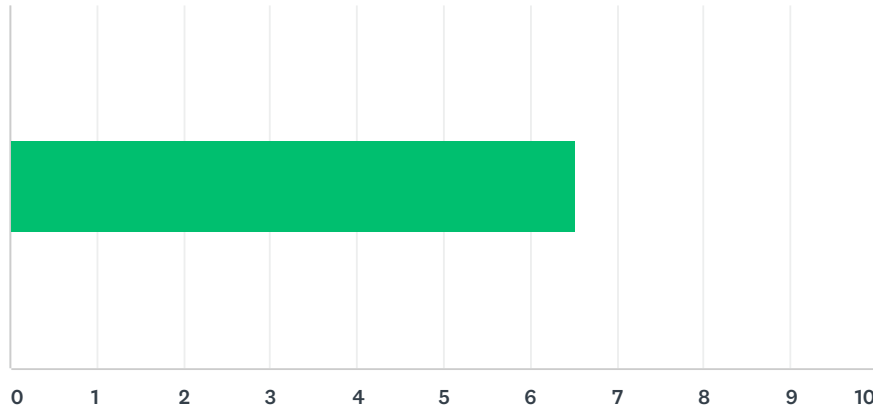
1 : These times are unacceptable

These times are reasonable :

10

Q31 I-70 West through the Loop

Answered: 243 Skipped: 28



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,588 | 243 |
| Total Respondents: 243 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 7.00 | 6.53 | 3.24 |

32. I-70 East through the Loop



TRAVEL TIME MODEL ASSESSMENT



REMOVE & RECLASSIFY

NOW

2017 EXISTING
POINT-TO-POINT
TIME:

AM PEAK 3:07

PM PEAK 2:32

2040

*NO BUILD 2040
POINT-TO-POINT
TIME:

3:20

2:35

**FULL REMOVAL 2040
POINT-TO-POINT
TIME:

4:30 (+1:10)

2:45 (:10)

***FULL REMOVAL
2040 AV/CV
POINT-TO-POINT
TIME:

3:36 (+:16)

2:34 (-:01)

(Time in minutes)



I-70 West from southwest corner of the Loop
to 169 North (O'Neil Bridge).

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

1 : These times are
unacceptable

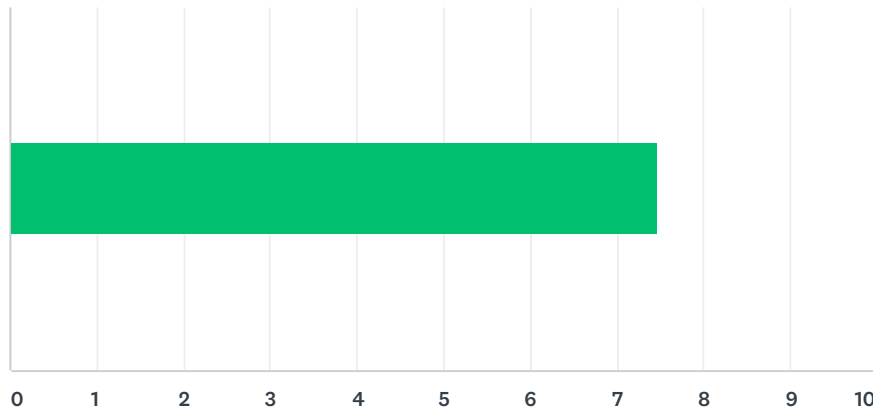
These times are reasonable :

10



Q32 I-70 East through the Loop

Answered: 242 Skipped: 29



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,808 | 242 |
| Total Respondents: 242 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 8.00 | 7.47 | 2.89 |

33. 169 South to Southwest Trafficway



TRAVEL TIME MODEL ASSESSMENT



REMOVE &
RECLASSIFY

| | NOW | 2040 | | |
|-------------------|--|---|--|--|
| | 2017 EXISTING POINT-TO-POINT TIME: | *NO BUILD 2040 POINT-TO-POINT TIME: | **FULL REMOVAL 2040 POINT-TO-POINT TIME: | ***FULL REMOVAL 2040 AV/CV POINT-TO-POINT TIME: |
| AM PEAK | 7:02 | 7:52 | 9:09 (+1:17) | 7:19 (-:33) |
| PM PEAK | 5:57 | 7:02 | 6:51 (-:11) | 5:07 (-1:55) |
| (Time in minutes) | | | | |



169 South from the northwest corner of the
Loop to I-35 South to Southwest Trafficway.

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

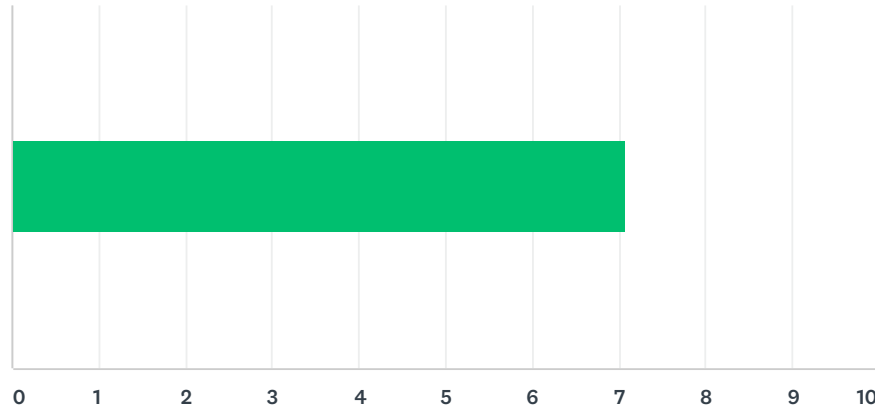
*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

1 : These times are
unacceptable

These times are reasonable :
10

Q33 169 South to Southwest Trafficway

Answered: 244 Skipped: 27



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,725 | 244 |
| Total Respondents: 244 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 8.00 | 7.07 | 3.03 |

34. Southwest Trafficway to 169 North



TRAVEL TIME MODEL ASSESSMENT



REMOVE &
RECLASSIFY



169 South from the northwest corner of the
Loop to I-35 South to Southwest Trafficway.

NOW

2017 EXISTING
POINT-TO-POINT
TIME:

AM PEAK 7:11

PM PEAK 7:21

2040

*NO BUILD 2040
POINT-TO-POINT
TIME:

6:59

7:39

**FULL REMOVAL 2040
POINT-TO-POINT
TIME:

5:37 (-1:22)

9:50 (+2:11)

***FULL REMOVAL
2040 AV/CV
POINT-TO-POINT
TIME:

4:30 (-2:29)

6:13 (-1:26)

(Time in minutes)

* NO BUILD means that the Buck O'Neil Bridge is replaced but no other new projects are added.

** FULL REMOVAL assumes a new bridge and I-70 is replaced with a two-way boulevard between Broadway and I-29.

*** 2040 AV/CV assumes a new bridge and future Autonomous and Connected Vehicles (AV/CV) will improve existing freeway capacity. Based on other similar studies, generally travel time improves by about 20%.

1 : These times are
unacceptable

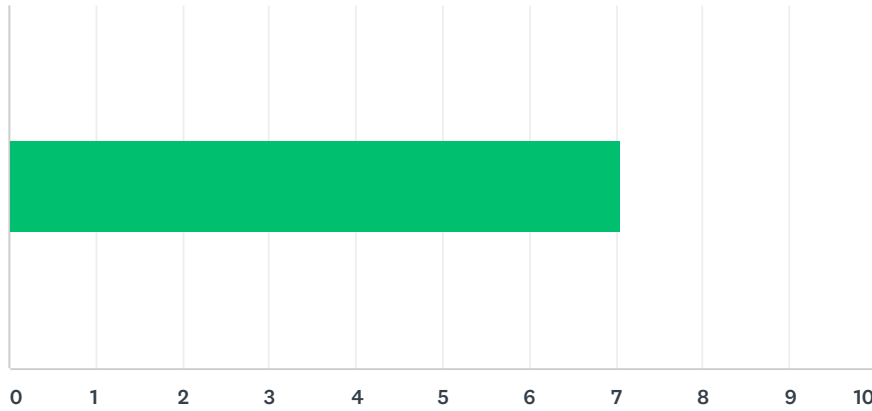
These times are reasonable :
10



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

Q34 Southwest Trafficway to 169 North

Answered: 243 Skipped: 28



| ANSWER CHOICES | AVERAGE NUMBER | TOTAL NUMBER | RESPONSES |
|------------------------|----------------|--------------|-----------|
| | 7 | 1,711 | 243 |
| Total Respondents: 243 | | | |

| BASIC STATISTICS | | | | | |
|------------------|---------|---------|--------|------|--------------------|
| | MINIMUM | MAXIMUM | MEDIAN | MEAN | STANDARD DEVIATION |
| | 0.00 | 10.00 | 8.00 | 7.04 | 2.98 |

Q35 Any additional comments? Send them to the project team here. Thank you!

Answered: 81 Skipped: 190

| # | RESPONSES | DATE |
|----|--|--------------------|
| 1 | I'd love to be able to get on I-35 and stay on it from South to North and North to South without having to change lanes. Same thing for I-70 East/West. As a commuter from the northland to Roeland Park, it's challenging to deal with downtown traffic when I just want to get through. And it seems like an express I-35 would let people through, who need to get through, while cutting down on accidents from extra, unneeded traffic. | 5/11/2018 1:09 PM |
| 2 | I don't really see the benefit of the full removal plan from a commuter standpoint. Sure, Northland traffic will lighten up, but everywhere else gets a lot worse. The tradeoff doesn't really match up. The north loop isn't very efficient as is, but removing it completely will create more problems than it solves. | 5/11/2018 12:52 PM |
| 3 | This is very hard to follow and difficult to project which is going to be preferable when it goes into effect. It seems like you might have an issue with the homeless in the green spaces you are proposing in the north loop area. | 5/10/2018 4:37 PM |
| 4 | The travel time model scenarios provided relating to various options is not clear communicated (i.e. it is not easy to determine what you're asking.) And the print related thereto is too small to read. | 5/10/2018 12:17 PM |
| 5 | Deck I-70 with a park | 5/8/2018 4:13 PM |
| 6 | I-70 needs to be three lanes, maybe four in places..... | 5/6/2018 8:39 AM |
| 7 | Must keep all three lanes of I-70 on the north side. Evening rush hour backs up in two lanes across the north side due to traffic back up going to I-29 north and I-70 east. With further development north of the river, and east of KC, we need all lanes of traffic on the north side. Priority should be to drivers commuting, not to real estate investors who aren't in the traffic jam. | 5/6/2018 7:22 AM |
| 8 | I couldn't tell how I'm supposed to go from 169 S to I-70 E (or even West) in the Broadway Bridge connection maps. Is there supposed to be a connection or not? I have always been a bid advocate for removing the interstate from downtown. I think this is the best route to go in order to consolidate what is already downtown and help improve development and urban life. With the removal of the interstate and added development, the city needs to ensure that the new space if beautified and that proper public transit is available if this new space is going to thrive. | 5/3/2018 6:26 AM |
| 9 | The items were a bit complicated for me to assess. I just wanted to voice my opposition to any plan to close the north side of the loop, or make it into a lower speed limit thoroughfare. Even a bit after 7am, the traffic is bad on sb I35 heading downtown. | 5/2/2018 1:26 AM |
| 10 | This survey /the material is beautiful, but fairly difficult to clearly see the key differences/considerations. In general, I dislike highways and fast-speed traffic. I would like to see much more ped-oriented streetcaping and the proposed vertical infill looks great - just need to be mindful of air quality for the residents living near busy auto-centric streets! | 5/1/2018 1:53 PM |
| 11 | Make downtown extend as far North and East as possible by getting rid of the I-70 artery that tore through the beautiful Paseo neighborhoods. Connect these people back to the city like it was designed. | 5/1/2018 11:20 AM |
| 12 | Xxx | 5/1/2018 9:11 AM |
| 13 | It's hard to see how removing the north loop is anything but a hassle; both for getting past downtown and getting around d the city. | 4/30/2018 6:32 PM |
| 14 | I want to maintain ability to travel south directly into B'dway/downtown without looping west. I would like some reduction in exits off the I-70 north loop or for that loop to be removed. I like the idea f open/green space. A new bridge should definitely accommodate pedestrian traffi. This survey is too difficult to decipher, graphics too small, distinctions between several options hard to detect without more descriptive text and larger pics. I don't think it's fair to ask for thoughtful responses to this inadequate survey design, and especially for such a major project and change. | 4/27/2018 8:58 PM |

Broadway/O'Neil Bridge & North Loop Feedback Round 2

| | | |
|----|---|--------------------|
| 15 | Remove the North Loop. Lower 9 hwy to grade and add as much dense development as possible with a little green space too. | 4/26/2018 10:10 PM |
| 16 | The city is under a consent decree from the EPA. If stormwater improvements are not a major component of these improvements, the politicians are too involved. | 4/26/2018 5:52 PM |
| 17 | Please look into a rapid transit system for north of the river. Reduce the empty buses south of the city and use the transportation money for a light rail system to the northland where the growth is!! And I'm a downtown resident! Please don't sell the highway out to developers and remove the highway. There needs to be more lanes to the northland - not less. Possibly look at a toll tag option. For those of you not old enough to remember, it used to cost a quarter to cross the Broadway Bridge - think about a prepaid toll tag to pay for a light rail and redesigning the highway connections. Don't care about greenspace or making room for more development!!!! | 4/25/2018 11:50 PM |
| 18 | I have no idea how 3,5,7,9 are asking anything different than 2,4,6,8 | 4/25/2018 10:50 AM |
| 19 | Removal of I-70 on the North side of the Downtown loop will help the city to continue to grow, as long as MO-9 and US-169 are supported in better ways. | 4/25/2018 7:58 AM |
| 20 | Increase trees. NO more new buildings. Enough CO2 problems as it is. We need more trees to keep pollution problems at a minimum. | 4/25/2018 6:07 AM |
| 21 | Please work to close the ramp onto Buck O'Neil going southbound from the airport right at the bridge. | 4/24/2018 7:59 PM |
| 22 | Having 35 North to 169 North be direct rather than through a light (with a left turn where people sometimes go into wrong lane) would be an improvement. | 4/24/2018 3:11 PM |
| 23 | Most growth is in the Northland so we need to worry about maintaining connections across the river to downtown and doubling the transit time is not acceptable. | 4/24/2018 2:39 PM |
| 24 | I really prefer using the 35N to 70E because I don't like the way that 670E is laid out when merging into traffic and then having to get over on the 35N loop. It's much easier to go the way we have it now. | 4/24/2018 2:25 PM |
| 25 | Exciting stuff! The best part will be connecting 169 directly to I35. Exiting one highway to drive on city streets to get to another highway makes no sense and really slows down traffic. Glad this is being considered!! | 4/24/2018 1:08 PM |
| 26 | I have lived in the Northland my entire life and have been driving downtown for over 30 years. You CANNOT get rid of I-70 through the north side of the loop and put everyone on I-670. The traffic is already bad enough with having both I-70 and I-670 and you want to put everyone on the same highway. You will increase my drive time from 30 minutes to 90 minutes because of all of the cars on 670 going eastbound towards the stadiums and Blue Springs. Fix the Buck O'Neill bridge so that it bypasses 6th street and flows directly onto I-35 South and leave I-70 alone. | 4/24/2018 11:09 AM |
| 27 | Leave 9 Hwy elevated. | 4/24/2018 10:25 AM |
| 28 | Keep the I -70 North Loop! | 4/24/2018 9:43 AM |
| 29 | None | 4/24/2018 9:07 AM |
| 30 | I think we need the current north loop to keep traffic moving around the city. The biggest issue is the 169/I35/I70 interchange needs a major update. | 4/24/2018 8:58 AM |
| 31 | This is a good time to use the space available in what are currently parking lots on the south side of the North Loop, and any open space that might be created by redesigning that road, to have a dedicated bike path (to the extent possible) from Delaware St. in the River Mkt. over to The Junction at 9th and Main. There is already some space on the west side of Main that could be incorporated into that. | 4/16/2018 12:56 PM |
| 32 | Thank You. | 4/15/2018 10:39 PM |
| 33 | Please try to keep in mind new technologies and the ability to shift plans. 2040 is quite far away, much will likely change so having a plan that allows flexibility will be important. Also, as a downtown resident i do not feel there is enough green space in the downtown. Please try to maximize the amount of green space. | 4/13/2018 9:05 AM |
| 34 | Green space and additional running trails could drive a more active culture and have additional savings in health care costs of the metro area. Currently running trails are short and broken by busy roads, the city needs safe places to run. | 4/9/2018 10:32 PM |
| 35 | More options wit a full removal or move underground would be great | 4/6/2018 2:19 PM |

Broadway/O'Neil Bridge & North Loop Feedback Round 2

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| 36 | As a long-time resident of Kansas City, I'm thrilled to see some real thought and potential innovation being put into improving the feel and flow of the downtown area by rethinking our interstate system. | 4/4/2018 1:24 PM |
| 37 | Removing the north part of the loop is an ideal way to reclaim downtown real estate. Also, long-term, covering portions of highway 71 and removing stop signs and overpasses should be part of plan to reverse the scars on neighborhoods caused by that highway's construction in the past half century. And for god's sake, regional light rail, including a line that connects the revamped KCI to downtown. | 4/4/2018 10:02 AM |
| 38 | You still need to address the traffic that cuts through the downtown airport in an attempt to bypass the slowdowns. They only cause additional slow-downs when they re-enter the highway. Airport access needs to be for airport traffic ONLY. Perhaps make the only access to 169 South from the airport be at the north end of the airport, with the exception of emergency vehicles. | 4/3/2018 11:39 AM |
| 39 | I feel the what needs to be corrected the most in the loop is to reduce the number of short on-ramps without mergerlanes. I drive downtown through my work day and the numerous ramps on the north and east side of the loop are dangerous and confusing. I would prefer fewer ramps with longer merge lanes fed by less confusing frontage roads. | 3/31/2018 8:29 PM |
| 40 | Keep in mind the potential for Downtown Ballpark as identified by 2017 study. Consider implications. Likely would need to be bound by 8th St to south, Central to west, Independence to north (assuming 1-70 removal) and Main to east. | 3/29/2018 2:42 PM |
| 41 | For the new bridge connection I would think Independence would work better than 5th, especially with the possibility of the North Loop being removed. | 3/27/2018 11:53 PM |
| 42 | I don't think your PM peak times are accurate. I drive SW Trafficway north to 169 on I-35 and it takes at least twice as long as what you have here. | 3/27/2018 8:53 PM |
| 43 | If the highway were to be removed how would this impact the Lewis and Clark Viaduct that KDOT is currently replacing? | 3/27/2018 8:51 PM |
| 44 | I live on the North loop and would love love love to see more development! Parking lots suck. | 3/27/2018 8:52 AM |
| 45 | I understand the idea behind ramp consolidation as it reduces the weaving potential from drivers entering/exiting I-70 on the north loop. However, it cuts down on the options to get across the river(s) in the event of an accident. As someone that uses these routes every day to get to/from work, it is nice to have options. If there is a backup on the Kit Bond Bridge, I can choose I-670 south loop OR I-70 north loop and then bail out onto Buck O'Neil Bridge/169 OR 9 HOA/9 Hwy Bridge OR Lewis & Clark Viaduct/I-70 to 18th Street Expressway Bridge. Consolidating ramps limits my options in the event of an accident. | 3/26/2018 4:26 PM |
| 46 | This survey is not well explained. Many of the questions seem to be repeats of one another. Better information upfront would be preferable. | 3/26/2018 4:25 PM |
| 47 | There doesn't seem to be a plan for NOT changing the loop at the cost of millions of dollars to taxpayers for the purpose of giving a gift to real estate developers. Strange. | 3/26/2018 2:04 PM |
| 48 | More Bicycle Infrastructure Please! | 3/26/2018 1:58 PM |
| 49 | the north loop should not be a primary focus of development. The downtown focus should be on the east side [current 60% parking lots/vacant]. I support efforts/resources to upgrade the south loop via covering traffic lanes and making it green space or park area. This would be more effective and tie in better with eastside development. | 3/26/2018 1:37 PM |
| 50 | 1. For those of us living in the Historic Northeast, we are in desperate need of a better traffic flow system at Independence Avenue/Paseo. 2. We are also in need of longer lights for the people coming off the highway and turning left onto Independence Avenue. 3. We need to implement NO U-TURN signs, 4. We need better Pedestrian Walkway markings on the road 5. At the intersection of Admiral/Paseo going East, the traffic flow was changed so the left lane goes straight, and the right lane turns right. It should have been changed so the left lane turns left and the right lane turns right - too many issues with current configuration. 6. The current interchange where I-35 exits onto Independence Avenue (2H?) feels extremely unsafe at certain hours. Too many panhandlers during late night hours. 7. Will there be trash cans at any of these intersections? If the state is unwilling to make it illegal to stand at a corner and ask for money, they should be willing to put trash cans at each intersection to aid in the proper disposal of trash. | 3/26/2018 1:00 PM |
| 51 | Room for streetcar/light rail across new bridge. | 3/26/2018 11:35 AM |

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| 52 | I would like some group to consider how these changes hinder or allow streetcars/light rail to cross the river. It is not in this current plan, but the future, I hope brings that opportunity. Why not consider the need to rehab/rebuild the bridge as an opportunity to include infrastructure that could be developed in this direction? | 3/25/2018 11:10 AM |
| 53 | 10 feet and 6 feet seem narrow for the bike/ped lanes on the bridge. These should be at least 12 and 8 feet, respectively. | 3/25/2018 9:10 AM |
| 54 | Would love to understand opportunities to keep 169 open through repair/replacement of bridge. | 3/24/2018 7:21 PM |
| 55 | Must keep all north loop lanes to handle current and future traffic! At rush hour at night, the north loop usually has two eastbound lanes backed up at least halfway across the loop. If those north loop lanes are lost, I-670 will be a parking lot of backed up traffic. | 3/24/2018 4:58 PM |
| 56 | Nope | 3/23/2018 8:54 PM |
| 57 | Instead if removal and/or consolidation, cover the North Loop making it a tunnel with green space city park on top. | 3/23/2018 8:08 PM |
| 58 | I would love to see the highway replaced with green space and living space. Our neighborhood has been so carved up and separated. If we do this, however, we need affordable housing and more services for low income workers and the homeless; Too many people are being priced out of downtown. We need a facility as a Day Center for mental health and for addiction. We also need help cleaning up current homeless camps that have become trash dumps. Public transportation should be a priority. The streetcar has been a great thing for us. | 3/23/2018 3:22 PM |
| 59 | The Broadway Bridge needs to connect into the NW corner of the loop, with ramps off of it to Broadway. I don't understand why we would make travel times worse in the area by getting rid of I-70 and/or making Route 9 at-grade. Pedestrians have safe ways to get over I-70 by using the existing bridges and sidewalks. Please do not create another Bruce Watkins - where pedestrians are killed frequently. And the cost estimates seem a little goofy. They don't include costs for lowering Route 9 to at-grade. Or the costs for additional ramp improvements on I-670, which I have no idea how that could work - and additional congestion issues created on I-670 / Truman Road. | 3/23/2018 1:34 PM |
| 60 | I hate all of these as driving with the Lewis and Clark viaduct down is already a nightmare. | 3/23/2018 11:37 AM |
| 61 | I may have missed this. But I didn't see any options for the Broadway bridge connection if the north loop is removed. | 3/23/2018 9:19 AM |
| 62 | Get rid of it all. Downtown should not be the host of freeway interchanges for traffic from outside the area. Route traffic coming from outside downtown and continuing beyond downtown elsewhere on our massively overbuilt freeway system and terminate the freeways for local access at the edges of downtown. I oppose replacing the Broadway bridge with a new bridge designed to route traffic between US 169 and I-35; this traffic should not traverse downtown, period. | 3/23/2018 8:55 AM |
| 63 | We still need to address removing I-70 through KCK. Just get rid of like it was pre-interstate and redevelop KCK. Also, Penn Valley Park needs to be way way more people friendly and less car friendly. These efforts are vital dovetails to Beyond The Loop. | 3/22/2018 10:42 PM |
| 64 | The less of the city core that's devoted to moving vehicles through at the highest possible speeds the better. Quit wasting space and money on highway infrastructure. | 3/22/2018 4:54 PM |
| 65 | None of these plans take into how to handle the traffic coming down I-35 from the Liberty area. You need to maintain the northside of the loop with exit ramps. I do not feel the times posted in this survey are accurate or they were taken when there is minimal traffic. There needs to be more evaluation and consideration of the traffic coming from the Liberty area. | 3/22/2018 4:01 PM |
| 66 | You need to consider those that are coming to downtown from I-35S... this makes their commute a nightmare! | 3/22/2018 3:45 PM |
| 67 | What exactly is the need for construction on i70? Is it purely cost driven? | 3/22/2018 3:37 PM |
| 68 | Get rid the north loop ASAP | 3/22/2018 3:34 PM |
| 69 | Please try and make the bridge eye popping and have character not plain jane | 3/22/2018 2:46 PM |

Broadway/O'Neil Bridge & North Loop Feedback Round 2

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| 70 | 1. There is NO way that current I-670 can handle all the traffic and the I don't think the the estimated drive times can be accurate. 2. There is no room to widen I-670 to accommodate the increased. 3. People commuting to work in the north part of downtown from the Liberty area are going to be severely impacted. They will have to travel all the way to the south of downtown and then use side streets to get back to the north part of downtown. This is completely unacceptable and the downtown streets will not accommodate this traffic. 4. We will no longer actually have a LOOP if a fourth of it is removed. The loop serves a purpose and makes Kansas City easy to navigate. Since we do not have any sort of mass transit in our city, we need to ensure that our highways and interstates are functional. | 3/22/2018 1:31 PM |
| 71 | Let's keep the momentum going, lots to like here. If there are skeptics, show them pictures of KC without the loop! | 3/22/2018 11:32 AM |
| 72 | Please get rid of the north loop!!!!!!! | 3/22/2018 9:42 AM |
| 73 | Reduce the width of the street!! Don't replace a highway with a highway | 3/22/2018 8:00 AM |
| 74 | Eliminate north loop. Cover south loop (670) and put in usable space (preferrable park space for much of it). Funnel all traffic thru the south loop. Thank you for asking for opinions! | 3/22/2018 7:55 AM |
| 75 | Your survey is poorly designed. It does not provide enough information and clarify the changes for each question to make an informed decision. Additionally, asking about the times is completely unclear. There are 4 sets of times-which ones are being asked about. | 3/22/2018 7:52 AM |
| 76 | Your times are totally inaccurate, maybe you should not make them worse then they actually are. On another point if people knew how to actually drive we wouldn't be spending millions of dollars accommodating bad drivers. | 3/22/2018 6:43 AM |
| 77 | Neighborhood connectivity matters. Removal makes pedestrians! | 3/21/2018 10:47 PM |
| 78 | MO 9 is way too wide in the renderings. | 3/21/2018 9:46 PM |
| 79 | Can we re-route 35 on the west side to give me my park back? I know I know. | 3/21/2018 9:39 PM |
| 80 | Please use this opportunity to Repair the urban fabric and connect river Market to downtOwn and Columbus park by eliminating the freeways which divide these neighborhoods | 3/21/2018 9:34 PM |
| 81 | Get rid of the north loop! Please! | 3/21/2018 9:03 PM |