



BEYOND THE LOOP

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

Public Meeting:
Feb 23, 2017
Information Guide



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TIME-LINE

JANUARY 2017

Baseline traffic counts, mapping, and analysis are underway.

FEBRUARY 2017

First public meeting will examine possible future scenarios.

SPRING/SUMMER 2017

Purpose and need for the project are established. Alternatives are identified and modeled.

SUMMER /FALL 2017

Results of modeling are presented to public for refinement and comment.

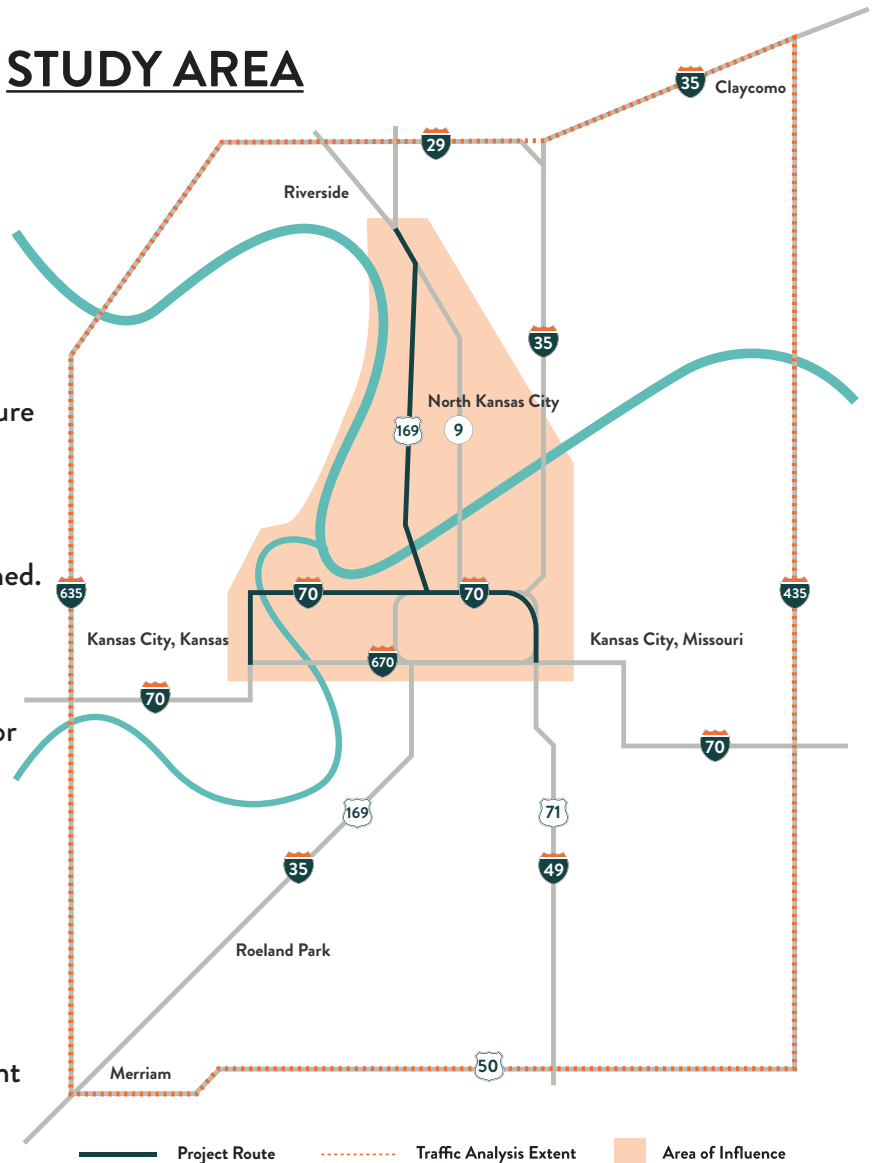
FALL/WINTER 2017

Final set of alternatives are modeled, cost estimated, and analyzed. Final document is prepared.

JANUARY 2018

Final document is available for public comment and prepared for submittal.

STUDY AREA



What is Beyond the Loop KC?

Beyond the Loop KC is a year-long study of potential improvements to key transportation connections in the heart of the Kansas City metro.

The Broadway Bridge, recently renamed the John Jordan "Buck" O'Neil Memorial Bridge, is a triple-arch bridge over the Missouri River on U.S. Highway 169 that provides a key north/south regional connection. It directly interacts with the North Loop, the portion of Interstate 70 between the Paseo and the Kaw River on the north side of Kansas City's downtown, a key east/west route that provides interstate access to nearby neighborhoods and industrial districts and connects downtown Kansas City, Missouri with downtown Kansas City, Kansas.

The study area also includes significant aviation, railroad, transit and waterway facilities that may impact or be impacted by changes to the roadway network.

Before making any decisions about improvements to the bridge and North Loop, we will ask stakeholders to consider how our communities want to grow and develop over the next 50 years – and then think about how new infrastructure investments might support that vision.

Why?

While still in safe condition, the Broadway/O'Neil Bridge is nearing the end of its projected lifespan and will require significant investments to continue to serve the traveling public in the future. Opened in 1956, the bridge recently celebrated its 60th year of operation.

More than 50,000 people drive across the Buck O'Neil Memorial Bridge each day and 70,000 vehicles pass through the North Loop. Many others also walk and bike in the study area, though there are few safe or accessible facilities to accommodate them. The study will examine ways to improve safety and connectivity.

With more than a dozen on and off ramps woven tightly along the North Loop, it's common for traffic to backup during rush hour. Because of the confined nature of the highway, emergency vehicles encounter difficulties as they provide aid. Residents have expressed concerns about pedestrian safety between the downtown Central Business District and the River Market.

The population continues to grow north of the Missouri River, and residential units in the areas surrounding River Market and downtown are at full occupancy with more apartments under construction. The bridge and supporting highways run through thriving and growing neighborhoods. This study will ask how we can improve the relationship between our transportation infrastructure and the communities it serves.

What Will the Study Do?

Replacing or rehabilitating the Broadway/O'Neil Bridge will mean both a significant investment and a significant opportunity in a critical regional corridor. With this study, we will take a fresh and objective look at options for the bridge and I-70 corridor in the North Loop.

The study will assess ideas suggested by the community and identify several feasible options for the future of the bridge and corridor. It will build on prior studies by KDOT of the Lewis and Clark viaduct and I-70 access to downtown KCK and Fairfax.

While the study's primary purpose is to identify long-term options, it will also recommend some short- and medium-term opportunities for improvements. For example, it will examine ways to better connect the street grid between River Market and downtown Kansas City for future development.

Will the Study Recommend one Strategy Over the Others?

No. The focus of this study is to identify a series of feasible alternatives. While there is no limit to the number of alternatives that can be suggested, the study will help narrow these options using in-depth analysis and modeling.

What Kind of Study is This?

This Planning and Environmental Linkages (PEL) study will use a process established by the Federal Highway Administration (FHWA) to more efficiently evaluate a full range of transportation concepts and identify preferred improvements. This process allows early planning decisions to be carried forward to streamline future environmental reviews and project development activities.

With a PEL study, it's not necessary to spell out exactly where the money for future improvements will come from — that step will come later.

Who is Conducting the Study?

The project sponsors are the Mid-America Regional Council, the City of Kansas City, Missouri, and the Missouri Department of Transportation. The sponsors will work alongside the Unified Government of Wyandotte County and Kansas City, Kansas, the Kansas Department of Transportation, and the U.S. Department of Transportation. Advising the study will be dozens of agencies, governments, neighborhood associations, citizens groups and residents.



BEYOND THE LOOP

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A project of the Mid-America Regional Council, the City of Kansas City, Missouri, the Missouri Department of Transportation in partnership with the Unified Government of Wyandotte County and Kansas City, Kansas, the Kansas Department of Transportation, and the U.S. Department of Transportation.



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