



Bridging
**Park &
Market**

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*LOOKING NORTH ON LOCUST STREET BETWEEN INDEPENDENCE BOULEVARD AND 6TH STREET (1920)
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Executive Summary

EXECUTIVE SUMMARY

Route 9 extends from Downtown Kansas City, Missouri, and across the Missouri River to connect to North Kansas City. The two historic neighborhoods of River Market and Columbus Park lie on either side of the river and are divided by the current elevated structure of Route 9. While the River Market and Columbus Park are well-connected to several highways, entry and exit points are counterintuitive. Independence Avenue, a significant corridor that provides access to east Kansas City, is truncated near Route 9 and provides limited connections to Downtown.

The purpose of this Bridging Park & Market project is to improve connectivity between the River Market and Columbus Park neighborhoods by exploring solutions to current challenges posed by Route 9 and Independence Avenue. The goal is to create a more intuitive transportation system which has the potential for economic improvements.

This project gained momentum in 2018 with the Beyond the Loop Planning and Environmental Linkages (PEL) Study, where the project was outlined as Phase V: Bring Route 9 to Grade. The study recommended the following:

- Bring Route 9 to grade between the Heart of America Bridge and Interstate-70 (I-70).
- Reconnect Independence Avenue.

This Bridging Park & Market study focused on the relationship of Route 9 and Independence Avenue with the surrounding street network and the connectivity between River Market and Columbus Park.

This project included Stakeholder Meetings aimed at understanding the key issues and opportunities surrounding the project's intent. In the Fall 2020, the entire public was engaged through neighborhood meetings with Columbus Park and River Market, an online Public Open House, and an online Public Survey. Project partners included the City of Kansas City, Missouri; Downtown Council of Kansas City; and various neighborhood and community associations.

Alongside stakeholder and public input, concepts were initially developed based on a review of the existing conditions. During this analysis, a few key items were discovered that influenced the development of solutions, including:

- The location of the expansion joint on the Heart of America Bridge at 1st Street and Guinotte Avenue makes it possible to lower the grade of Route 9 as it travels south into downtown.
- The expansion joint also provides the opportunity to cut piers and add new supports or widen the ramps to and from 3rd Street.
- The American Association of State Highway and Transportation Officials (AASHTO) recommends a grade change of no more than six percent, which eliminated a few potential configurations for bringing Route 9 to grade, notably as it traveled south of I-70 to Admiral Boulevard.
- Connecting Independence Avenue to Route 9 cannot be completed in conjunction with I-70 interchange improvements due to physical constraints.

Four final concepts emerged from existing conditions analysis and input from the Stakeholder Group, including:

PEDESTRIAN ENHANCEMENTS. This concept proposed opening up the underpasses at 3rd and 5th Streets and improving pedestrian and bicycle infrastructure without changing current traffic patterns, as shown in *Figure V.1*. Public response to this concept was positive, but many argued that additional enhancements were desired.

RESTORE INDEPENDENCE AVENUE. This concept connects Independence Avenue with an at-grade intersection at Route 9 and the removal of the I-70 ramps to and from Route 9, as shown in *Figure V.2*. Public survey respondents thought that this concept was a critical first step to linking the neighborhoods and creating development opportunities; however, did not do enough for pedestrian and bicycle infrastructure between Columbus Park and Route 9.

EAST ALIGNMENT. This concept works with the “Restore Independence Avenue” concept, which would be required for this enhancement to be viable with minimal impacts to the Columbus Park neighborhood. Route 9 is shifted to the east to utilize some of the existing Cherry Street alignment and includes signalized intersections with 3rd Street and 5th Street, as seen in *Figure V.3*. Public response was mixed with some respondents concerned of the larger intersections it would create, notably at 3rd Street for pedestrians and bicycles to cross Route 9, while several noted that this concept seemed like the best choice as it would solve many of the main connection issues.

BOULEVARD ALIGNMENT. This concept is an alternative to the “East Alignment” concept that utilizes the existing ramps to and from 3rd Street and would allow the bridge structure south of 1st Street to be removed. The south and north traffic would be split to create a mini boulevard centered around 3rd Street, as seen in *Figure V.4*.



FIGURE V.1 PEDESTRIAN ENHANCEMENTS



FIGURE V.2 RESTORE INDEPENDENCE AVENUE



FIGURE V.3 EAST ALIGNMENT



FIGURE V.4 BOULEVARD ALIGNMENT

Public survey results for this concept were positive, but with some hesitations over supporting the investment without knowing how the open space would be utilized and maintained.

Overall, public response was mixed across the four concepts, and varying between neighborhoods. Some participants in the planning process felt that the current network functions well and does not need to be reconfigured, while others expressed that this project is an absolute necessity as it acts as a barrier between River Market and Columbus Park.

There are varying steps to implement each of these options as outlined in *Section 6 - Next Steps*.

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Section

1

INTRODUCTION

PROJECT OVERVIEW

Bridging Park & Market is a project that aims to improve connectivity between the River Market and Columbus Park neighborhoods in Kansas City, Missouri, by exploring solutions to current challenges posed by Route 9 and Independence Avenue. Potential improvements to the current road network could increase safety for vehicles, improve traffic flow and connectivity, construct or redevelop bicycle and pedestrian infrastructure, and solve issues related to the grade difference of Route 9.

This report outlines the project process, explores design development up to and including final concepts, and details public comments and findings from the Public Open House and Public Survey.

The goal is to create a more intuitive transportation system which has the potential for economic improvements.

? *What does it mean to lower a highway to grade?*

Grade is the measure of a roadway incline or slope. A roadway that is completely flat has a grade of 0%. Lowering a highway to grade means eliminating grade-separated crossings (interchanges and bridges) and replacing them with standard at-grade intersections, often controlled by a traffic signal.



COLUMBUS PARK LOOKING NORTHWEST, SOURCE: KANSAS CITY PUBLIC LIBRARY

BACKGROUND AND PURPOSE

This process initially began in 2018 with the Beyond the Loop Planning and Environmental Linkages (PEL) Study, where the project was outlined as Phase V: Bring Route 9 to Grade. The PEL Study recommended that strategies along Route 9 between the Heart of America Bridge and Interstate-70 (I-70) should include bringing the street to grade and reconnecting Independence Avenue all the way to Broadway Boulevard. Since 2018, the project evolved into Bridging Park & Market, which is focused on the relationship between Route 9 and Independence Avenue with the surrounding street network and the division of River Market and Columbus Park. Project partners include the City of Kansas City, Missouri; Downtown Council of Kansas City; and neighborhood and community associations.

This aspirational community enhancement project focused on the River Market and Columbus Park neighborhoods, Route 9, and Independence Avenue. The goal is for residents and visitors to experience a more livable, safe, and connected community that encompasses a more intuitive multimodal transportation system.

The project evaluated the concept of bringing Route 9 to grade between I-70 and the Heart of America bridge over the Missouri River and reconnecting Independence Avenue across Route 9. It also looked at ways to change the current disjointed highway and street network into an intuitive design of interconnected roadways, freeways, sidewalks, transit, and bicycle routes. This included restoring Independence Avenue connections to the River Market and Central Business District (CBD), repairing an important, broken connection to east Kansas City.



*AERIAL VIEW OF THE KANSAS CITY CBD FROM COLUMBUS PARK,
SOURCE: KANSAS CITY PUBLIC LIBRARY*

? *What is the Central Business District?*

The Central Business District, or CBD, refers to the commercial and business center of a city, often characterized by large office and commercial buildings. In terms of this project, the CBD refers to downtown Kansas City within the boundaries created by I-70, I-35, and I-670 and includes the Finance District, Convention District, Garment District, Library District, Quality Hill, East Village, and Power and Light.

Figure 1.1 shows the study area. Early on in the planning the process, the project was divided at 5th Street into a north and south section. The north section focused on addressing 3rd and 5th Street improvements while the south section addressed Independence Avenue and I-70. After initial concept development and existing condition studies, the study area was redefined without the north and south designation and final concepts emerged with no section division.

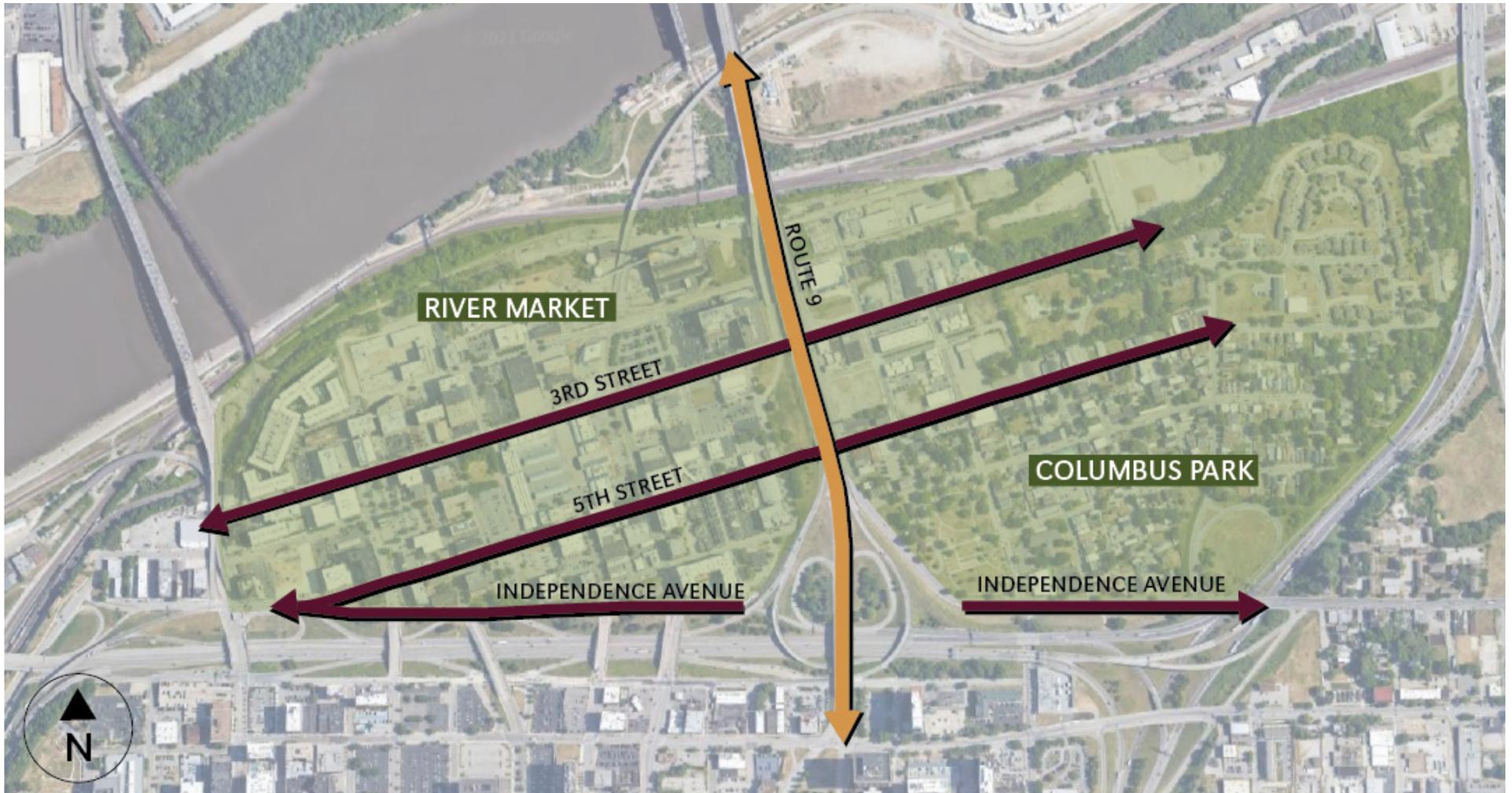


FIGURE 1.1 STUDY AREA

PROCESS

Key work items included:

- Develop conceptual layouts and costs.
- Develop public meeting displays.
- Coordinate with Project Partners and Federal Highway Administration (FHWA) on changes to the Interstate system
- Determine a justification for any redesigns.
- Conceptualize and document potential reuses of any vacated portions of the System.

Figure 1.2 shows the project timeline leading up to the final report.

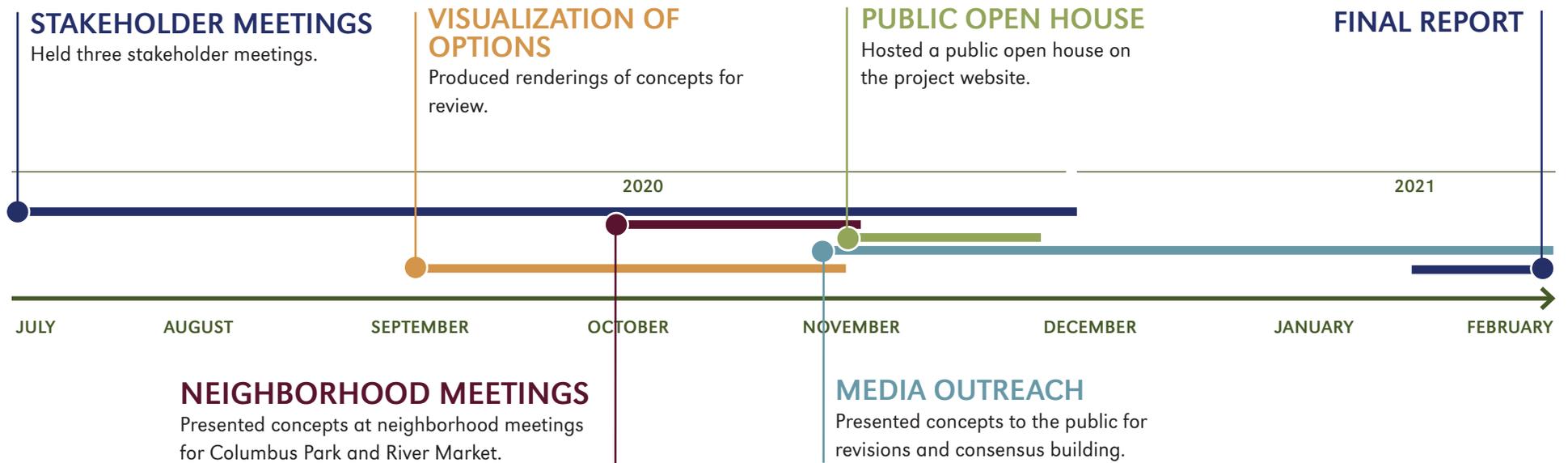


FIGURE 1.2 PROJECT TIMELINE

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Section 2

**EXISTING
CONDITIONS**

Route 9 creates a significant barrier between the River Market and Columbus Park neighborhoods. While there are crossing points underneath Route 9 at 3rd and 5th Streets, the current layout poses safety and connectivity concerns for vehicles, pedestrians, and cyclists.

REVIEW OF BRIDGE PLANS

The Heart of America Bridge on Route 9 connects downtown Kansas City to North Kansas City across the Missouri River. Upon an initial review, attention was drawn to the expansion joint at 1st Street and Guinotte Avenue, as seen in *Figure 2.1*. The location of the joint makes it possible to lower the grade of Route 9 as it travels south into downtown. It also provides the opportunity to cut piers and add new supports or widen the ramps to and from 3rd Street.



FIGURE 2.2 EXPANSION JOINTS AT 1ST AVENUE LOOKING EAST

TOPOGRAPHICAL REVIEW

Topography plays a crucial role on the physical limitations and feasibility of engineering projects and this project is no exception. Topography affects both horizontal and vertical alignment of roads and streets. The section of Route 9 included in the study area has significant grade changes that directly influenced the proposal and rejection of concepts throughout the process.

The American Association of State Highway and Transportation Officials (AASHTO) publication, “A Policy on Geometric Design of Highways and Streets,” commonly referred to as “The Green Book,” recommends a grade change of no more than six percent. Grade changes higher than that become increasingly difficult to execute, especially when working in an urban area densely surrounded by existing road networks, neighborhoods, landmarks, and areas of cultural significance. Steeper grades can also create significant safety concerns during extreme weather conditions.

Grade calculations for proposed concepts are detailed in *Section 3 - Initial Concepts*.

TRAFFIC VOLUME

To understand current traffic patterns, Average Annual Daily Traffic (AADT) counts were conducted on Route 9 by MoDOT at the Heart of America Bridge and at the I-70 bridge in 2019, as seen in *Table 2.1*.

Generally, an arterial street can handle 500 to 750 vehicles per hour per lane, which suggests that Route 9 may be underutilized in this area and traffic may be unevenly distributed among the current street network.

Route 9 has many connection points to the highways surrounding downtown Kansas City. The Heart of America Bridge over the Missouri River is one of three bridges within a one-mile radius connecting downtown to North Kansas City, situated between the Buck O'Neil Bridge (Broadway / Route 169) to the west and the Christopher S. Bond Bridge on Interstate 29 (I-29) to the east.

TABLE 2.1 TRAFFIC VOLUMES ON ROUTE 9

AT HEART OF AMERICA BRIDGE

NORTHBOUND

- AM PEAK HOUR: 328 VEHICLES
- PM PEAK HOUR: 420 VEHICLES
- AADT: 9,371 VEHICLES

SOUTHBOUND

- AM PEAK HOUR: 338 VEHICLES
- PM PEAK HOUR: 387 VEHICLES
- AADT: 9,407 VEHICLES

AT I-70 BRIDGE

NORTHBOUND

- AM PEAK HOUR: 361 VEHICLES
- PM PEAK HOUR: 462 VEHICLES
- AADT: 10,308 VEHICLES

SOUTHBOUND

- AM PEAK HOUR: 371 VEHICLES
- PM PEAK HOUR: 426 VEHICLES
- AADT: 10,335 VEHICLES



What are AM and PM peak hours?

AM and PM peak hours refer to the one-hour time period of morning and evening where traffic on a roadway reaches a peak in volume. This can be thought of as the formal measurement of rush hour. AM peak hour is typically around 8 a.m. and PM around 5 p.m.

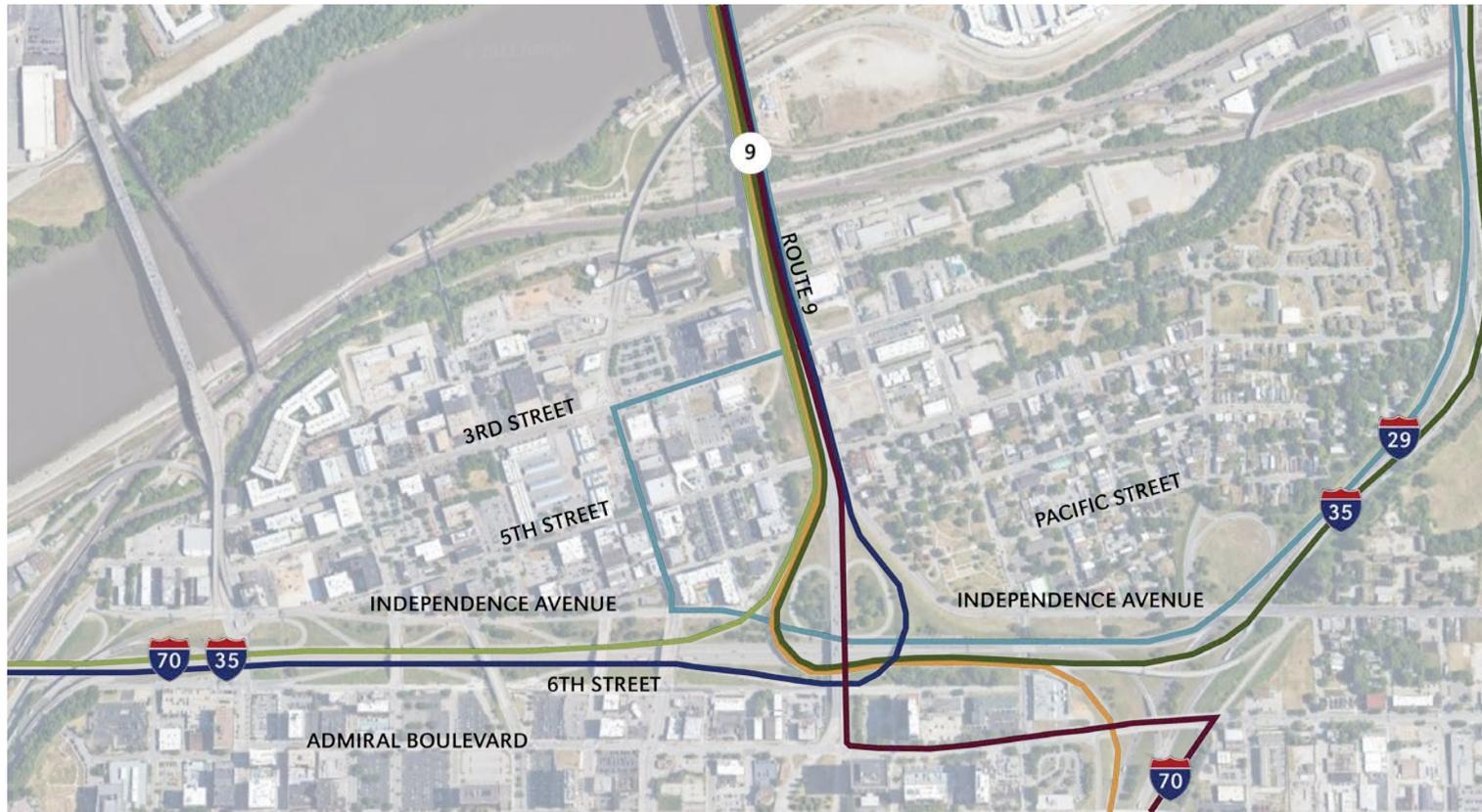
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Section 3

INITIAL CONCEPTS

This section will review the original concepts from the PEL study and how Bridging Park & Market concepts emerged from more detailed design reviews.

The first concepts that emerged during the PEL study were focused on the Route 9 and Independence Avenue intersection and how it interacted with I-70. **Figure 3.1** shows current access to Route 9.



ACCESS TO ROUTE 9

To Route 9 from:

- I-70 W
- I-29 / I-35 S
- I-70 E / I-35 N

From Route 9 to:

- I-70 E
- I-70 W / I-35 S
- I-29 / I-35 N



FIGURE 3.1 ACCESS TO ROUTE 9

PEL CONCEPTS

CONCEPT A

In this concept, the Route 9 bridge over I-70 would be replaced (indicated by the green dashed rectangular outline on *Figure 3.2*). New intersections along Route 9 would be created with 3rd Street, 5th Street, Missouri Avenue, Independence Avenue, and 6th Street, as illustrated in *Figure 3.2*.

Upon further development, studies showed that the proposed changes would make Route 9 too steep. The 12.51 percent grade along Route 9 that would occur with these changes is much higher than the recommended six percent grade change from the AASHTO Green Book. For this reason, Concept A is not physically possible.



FIGURE 3.2 PEL CONCEPT A

CONCEPT B

In this concept, the bridge over I-70 would be kept as-is, but an at-grade intersection of Route 9 with Missouri Avenue would be created, as seen in *Figure 3.3*.

Concept B also proved to be physically impossible upon further investigation. An at-grade intersection at Missouri Avenue and Route 9 could not be provided without significant grade changes on Missouri Avenue and/or grades on Route 9 that were too steep. The grade change is over the recommended six percent. This Concept was also likely to increase traffic in Columbus Park with I-70 access.

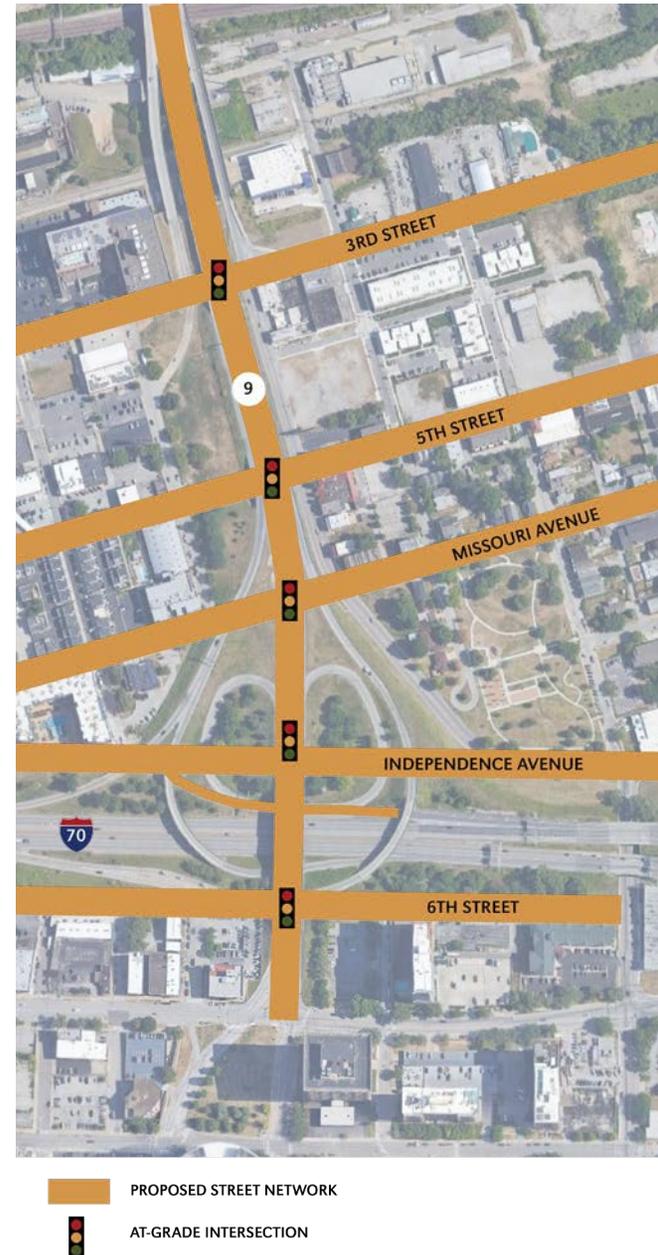


FIGURE 3.3 PEL CONCEPT B

BRIDGING PARK & MARKET INITIAL CONCEPTS

A second set of concepts were developed as part of this project after Concepts A and B from the PEL Study were determined to be physically undesirable. As part of this project, concepts were broken into north and south sections using 5th Street as a division line.

NORTH SECTION CONCEPTS

BICYCLE / PEDESTRIAN ENHANCEMENTS. The least invasive of the concepts presented, this option keeps Route 9 as-is on a grade higher than the street network. The 3rd and 5th Streets underpasses are upgraded to improve bicycle and pedestrian infrastructure, as shown in *Figure 3.4*. The sides of the underpasses are pulled back to make room for multimodal pathways separated from vehicular traffic.



FIGURE 3.4 BICYCLE / PEDESTRIAN ENHANCEMENTS

EAST ALIGNMENT CONCEPT. This concept lowers Route 9 to grade and includes at-grade intersections with 3rd and 5th Streets, as shown in *Figure 3.5*.

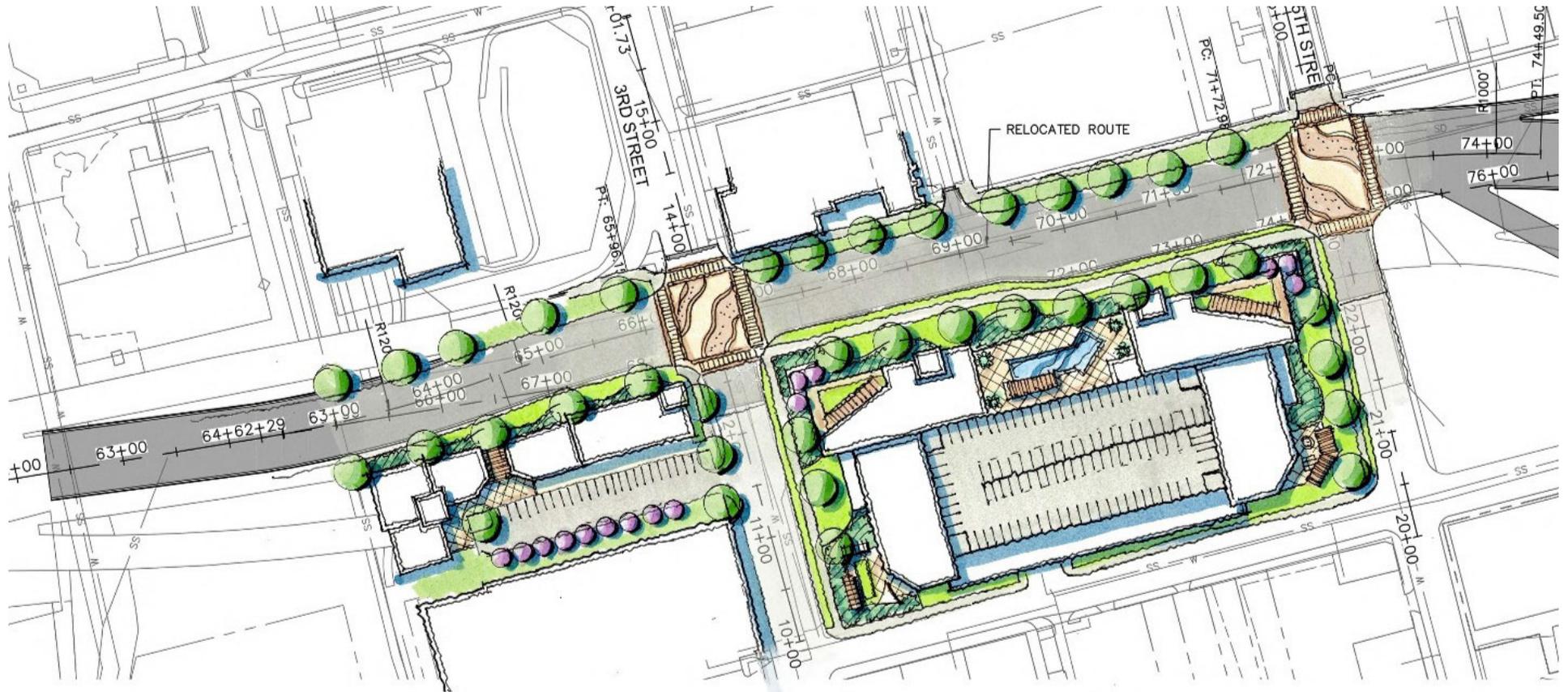


FIGURE 3.5 EAST ALIGNMENT CONCEPT

SOUTH SECTION CONCEPTS

RESTORE INDEPENDENCE AVENUE. Independence Avenue cannot be connected, or restored, while maintaining the I-70 ramps. However, given there are a significant amount of access to the regional freeway system, as shown in *Figure 3.7*, the removal of the I-70 interchange can be considered while still maintaining access via other existing ramps as shown. The map in *Figure 3.7* shows the proposed concept to remove on / off ramps to connect Independence Avenue at its current end points on either side of the existing Route 9.



RESTORE INDEPENDENCE AVENUE

-  On / off ramp removal
-  Independence Ave connection
-  To / from W I-70 and I-35
-  To / from S I-70
-  To / from N I-29 and I-35



FIGURE 3.7 RESTORE INDEPENDENCE AVENUE

INDEPENDENCE AVENUE CONCEPT. This concept incorporates an at-grade intersection of Route 9 and Independence Avenue, shown in *Figure 3.8*.

Further development of the South Section Concepts revealed several design issues. The sub-standard nature of the I-70 interchanges. Reworking the interchange system would be too complex and have too tight of constraints. One viable option for the intersection was to raise Independence Avenue to grade with Route 9.



FIGURE 3.8 INDEPENDENCE AVENUE CONCEPT

OVERALL CONSTRAINTS

Connecting Independence Avenue to Route 9 cannot be completed in conjunction with I-70 interchange improvements due to physical constraints. Since there is sufficient access to the highway system with the current street network, the focus shifted to the intersections at 3rd and 5th Streets and Independence Avenue. Prioritizing the local street system would have a greater impact on improving connectivity within the neighborhoods.

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FINAL CONCEPTS

BRIDGING PARK & MARKET FINAL CONCEPTS

From the initial concepts, four final concepts were developed and presented to the public. These concepts include a proposed solution to connect Independence Avenue and two options for incorporating at-grade intersections with 3rd Street and 5th Street. The concept that would only include improving the current underpasses at 3rd and 5th Streets was also presented.

All concepts can occur within existing right-of-way, with no additional property acquisition anticipated. Some of the concepts may provide an opportunity for existing right-of-way to be purchased back from MoDOT and utilized for other purposes, including potential new development or public spaces.

PEDESTRIAN ENHANCEMENTS. Opening up the underpasses at 3rd Street and 5th Street, which are dark and narrow today, would improve connectivity between River Market and Columbus Park. This option could occur without changing how current traffic operates. The sloped walls under the 5th Street bridge could be pulled back to provide more pedestrian and bicycle accommodations together with improved lighting. The same could apply to 3rd Street and the sloped wall on the south side. These enhancements are illustrated in *Figures 4.1 and 4.2*.



FIGURE 4.1 PEDESTRIAN ENHANCEMENTS DAYTIME



FIGURE 4.2 PEDESTRIAN ENHANCEMENTS NIGHTTIME

RESTORE INDEPENDENCE AVENUE. Instead of focusing on the freeway system, the concept of reconnecting Independence Avenue emphasizes the local street network. With the loop ramps that exist today at the I-70 and Route 9 interchange, reconnecting Independence Avenue would be difficult and expensive - if not impossible - while maintaining current design standards.

However, by reconnecting Independence Avenue with a signalized intersection at Route 9, the existing street network would still provide connections to the freeway system and Route 9, relying on Independence Avenue to provide critical movements and keep traffic passing through the area out of Columbus Park and the River Market. By removing the I-70 ramps at the Route 9 and Independence Avenue intersection, this option also opens the possibility to purchase excess land from MoDOT to use for redevelopment. *Figures 4.3 and 4.4* illustrate this option in greater detail.

VIDEO RENDERINGS CAN BE SEEN [HERE](#)



FIGURE 4.3 ROUTE 9 AND INDEPENDENCE AVENUE LOOKING NORTHWEST



FIGURE 4.4 ROUTE 9 AND INDEPENDENCE AVENUE LOOKING SOUTHWEST

EAST ALIGNMENT. With Independence Avenue connected, the option exists to lower Route 9 between I-70 and the Missouri River, providing new signalized intersections with 3rd Street and 5th Street. While it would be physically possible to do this and maintain the I-70 interchange, the impact to that change on Cherry Street would likely shift traffic passing through the area into the Columbus Park neighborhood, resulting in an undesirable situation.

One option would be to shift Route 9 to the east to utilize some of the existing Cherry Street alignment, without going further east than Cherry Street currently exists. This would provide the potential for a significant amount of land west of Route 9 to be purchased from MoDOT for new uses. To accommodate this, a new bridge structure would need to be constructed just north of 3rd Street, tying into the Heart of America bridge over the Missouri River near 1st Street. The existing bridge joint at that location makes this feasible. This option is illustrated in *Figures 4.5 and 4.6*.

VIDEO RENDERINGS CAN BE SEEN [HERE](#)



FIGURE 4.5 ROUTE 9 AND 3RD STREET INTERSECTION LOOKING SOUTHWEST



FIGURE 4.6 ROUTE 9 AND 3RD STREET INTERSECTION LOOKING NORTHWEST

BOULEVARD ALIGNMENT. *Figures 4.7 through 4.10* show the Boulevard Alignment Concept.

An alternative option to the East Alignment concept would be to utilize the existing ramps that exit to 3rd Street, which would allow the bridge structure to be removed south of 1st Street. The current ramps are wide enough to accommodate two lanes of traffic in each direction, but would require a new pedestrian/ bicycle bridge to be constructed east of the current ramps.



FIGURE 4.7 ROUTE 9 WITH BOULEVARD LOOKING NORTHWEST



FIGURE 4.8 ROUTE 9 WITH BOULEVARD AT 3RD STREET CROSSING LOOKING SOUTHWEST

While providing less opportunity for new development, this option creates a mini boulevard centered around 3rd Street which could be activated for pedestrian activities. *Figure 4.8* illustrates how the River Market Dog Park (located between 3rd Street and 5th Street west of Route 9) could be relocated to the northeast corner of the new Route 9 and Independence Avenue intersection.

VIDEO RENDERINGS CAN BE SEEN [HERE](#)



FIGURE 4.8 DOG PARK AT ROUTE 9 AND INDEPENDENCE AVENUE INTERSECTION



FIGURE 4.9 BOULEVARD WITH PEDESTRIAN AND BICYCLE PATHWAYS LOOKING SOUTH

COST ESTIMATES

The following section provides an overview of potential costs related to the proposed concepts. These costs include construction of the transportation elements as well as the associated soft costs for survey, design, and inspection. They do not include any utility relocations or the acquisition of right-of-way for either construction or the purchase of excess right-of-way for redevelopment opportunities. Please note that these are estimates only. A full breakdown of costs has been included as *Appendix A - Cost Estimates*.

PEDESTRIAN ENHANCEMENTS

\$800,000 TO \$900,000

RESTORE INDEPENDENCE AVENUE

\$6.2 TO \$6.8 MILLION

EAST ALIGNMENT

\$13.4 TO \$14.8 MILLION

\$19.6 to \$21.6 million total in conjunction with Restore Independence Avenue

BOULEVARD ALIGNMENT

\$11.5 TO \$16.6 MILLION

\$17.7 to \$19.4 million total in conjunction with Restore Independence Avenue

TRAFFIC IMPACTS

TRAFFIC IMPACTS IN THE YEAR 2040. Signalized intersections are often evaluated based on their level of service (LOS) provided to drivers. Based on average delays per vehicle, the level of service is a rating of LOS A to LOS F, where LOS A represents minimal delays and LOS F represents over capacity conditions where drivers must frequently wait through multiple cycles of a traffic signal to clear an intersection. Incremental ratings of LOS B, C, D, and E represent gradually worsening conditions.

The City of Kansas City, Missouri, often looks to provide a LOS D or better rating at major signalized intersections, and MoDOT has a goal of providing LOS C or better. Based on the analysis for 2040 traffic conditions, assuming Independence Avenue is a signalized intersection to Route 9, and 3rd Street and 5th Street are converted to signalized intersections, all of the intersections would operate at LOS C or better.

Route 9 Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS ¹	Delay ²
Independence Ave	B	17.2	C	23.2
5th Street	B	18.8	B	12.3
3rd Street	C	24.7	B	17

1 – Level of Service
2 – Delay in average seconds per vehicle

TABLE 4.1 ROUTE 9 LOS 2040 PREDICTIONS

Table 4.1 details the level of service (LOS) predictions for 2040 for the Route 9 intersections included in this report.

With Route 9 at-grade in year 2040, the main intersections would operate at LOS C or better during the peak periods. The planned construction of the Buck O’Neil Bridge over the Missouri River will provide significant enhancements to the flow of traffic, so much so that the growth anticipated on Route 9 between now and year 2040 would grow at between one and two percent per year. Should the improvements to Independence Avenue, and the corresponding elimination of the I-70 / Route 9 interchange occur, that growth in traffic on Route 9 would decrease even further.

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**PUBLIC
ENGAGEMENT**

Bridging Park & Market is a community enhancement project. Throughout the project, residents of River Market, Columbus Park, and the greater Kansas City area were engaged in the process, included in the conversation, and encouraged to share their thoughts on concept development.

MEDIA OUTREACH

PROJECT WEBSITE. The Bridging Park & Market website at bridgingparkmarket.com was created as final concepts were developed. The site provided project background, goals, and information on each of the four concepts previously described. The purpose of the site was to house the self-guided online Public Open House and remained open after the event for members of the public to review the information. The website is available in English, Spanish, and Vietnamese. The Downtown Council of Kansas City also has a dedicated page to the project at downtownkc.com/hwy9.

PRESS RELEASE. A press release was published through the Downtown Council of Kansas City on November 4, 2020 to announce the self-guided online Public Open House and share project information.

LOCAL PUBLICATIONS. CitySceneKC published an article on July 27, 2020 titled “Study Seeks to Reunite River Market and Columbus Park.” The article was written just after the first steering committee meeting and talked about how the goal of the project was to go beyond improving transportation conditions by connecting the River Market and Columbus Park neighborhoods.

The Kansas City Business Journal published an article on the project on November 20, 2020 titled “Downtown Council Unveils 4 Ideas for Bridging the Divide a Highway Created between River Market, Columbus Park.” The article talked about the four final concepts presented in the Public Open House and shared the Downtown Council of Kansas City’s desires to create a safer, more livable downtown while maintaining the authenticity of the neighborhoods.

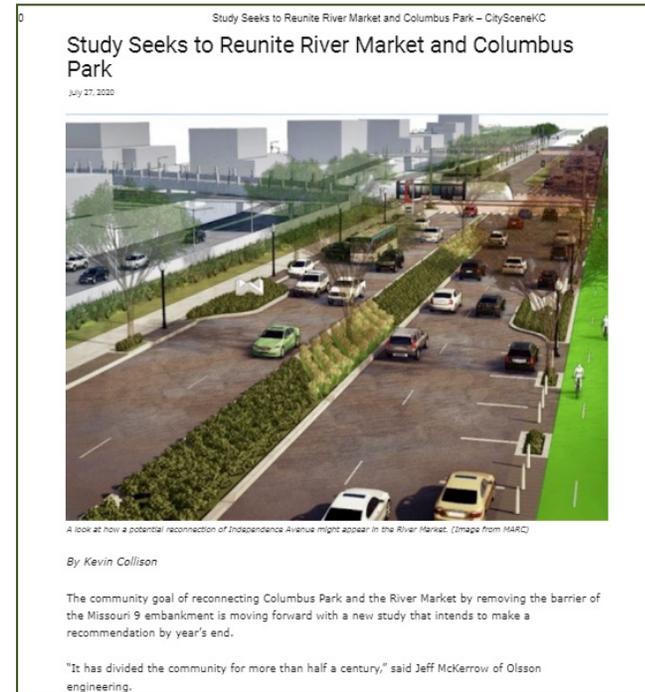


FIGURE 6.1 CITYSCENEKC ARTICLE

Northeast News published an article on December 2, 2020 titled “Residents Weary of Route 9 Changes.” The article gives a brief history of the area, project background, and focuses on Columbus Park residents’ response to the four final concepts presented at the neighborhood meeting on November 25.

NEIGHBORHOOD MEETINGS. Meetings with the River Market and Columbus Park neighborhoods took place on October 8 and November 25, 2020. Residents expressed that if 3rd and 5th Streets had at-grade intersections with Route 9, Independence Avenue would have to be connected and intersected with Route 9, as well. If not, there would likely be unwanted traffic diversion through the Columbus Park neighborhood which would negatively impact residential areas. Additionally, meetings were held with the Downtown Council’s Infrastructure Committee and the Northland Regional Chamber of Commerce’s Planning & Development Committee on October 9 and 22.

PUBLIC OPEN HOUSE

The Public Open House took place on the project website (bridgingparkmarket.com) November 11 through 25, 2020. The site walked participants through, webpage-by-webpage, and explained the project background, goals, progress to date, and a presentation of the four final concepts.

The Public Survey was part of the Public Open House and provided an opportunity for participants to provide feedback on the four final concepts. Survey findings are highlighted in Public Survey Responses by overall response and broken out by residents in the River Market versus Columbus Park. A full documentation of Public Survey results can be found in *Appendix B - Full Documentation of Public Survey Responses*.

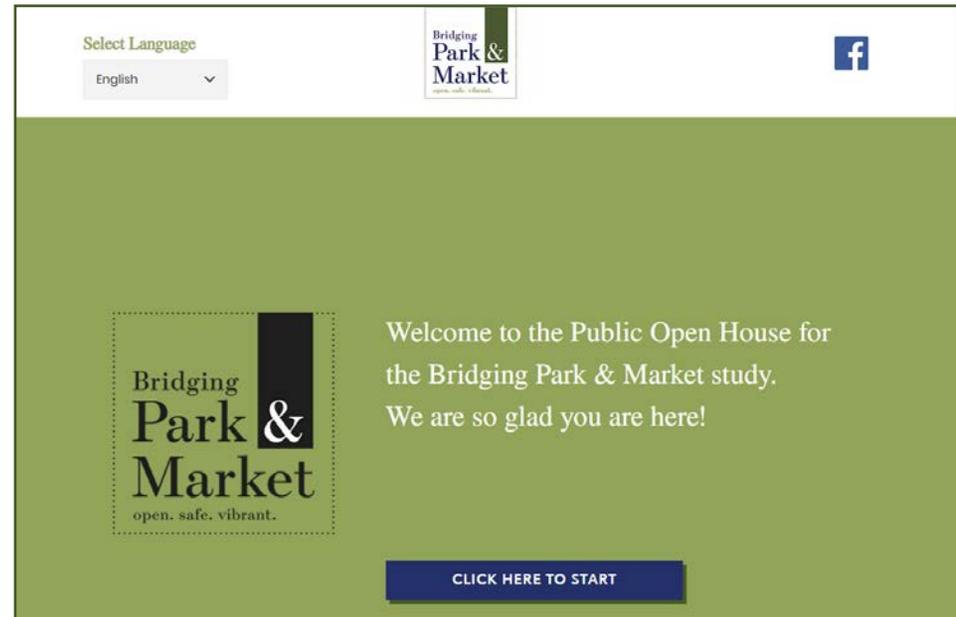


FIGURE 6.2 PUBLIC OPEN HOUSE HOMEPAGE ON WEBSITE



FIGURE 6.3 PRESENTING PEDESTRIAN ENHANCEMENTS IN SPANISH

PUBLIC SURVEY RESPONSES

COMMON THEMES

There were strong opinions on both sides of the concepts - be it lowering Route 9 or leaving it as-is. Some participants in the planning process felt that the current network functions well and does not need to be reconfigured. Others expressed that this project is an absolute necessity as it acts as a barrier between River Market and Columbus Park.

Of all the responses, the comment type that stood out the most is the fear of change, particularly the fear of changing the character of Columbus Park and River Market. There is concern over attracting high-rise development and luxury apartments and loss of history, culture, and community amenities such as the River Market Dog Park. Lowering Route 9 to grade would mean that the highway would be at the same level as front and back yards, which was a repeated concern from people who do not mind the grade separation. Some respondents even noted that they liked having Route 9 at a higher level because it separates the more intense traffic from the community. There is fear that Route 9 at-grade would look too much like Southwest Trafficway or The Paseo, which are not seen as pedestrian- and bicycle-friendly streets. Several people also expressed concerns for traffic increases throughout the area.

PEDESTRIAN ENHANCEMENTS

ALL RESPONSES

Figure 6.4 shows the responses for the Pedestrian Enhancement Concept. Generally, respondents thought that this concept was a good starting point and should happen (if anything). Safety enhancements are always a positive and many people cross underneath the bridges who would appreciate improvements. There is also a unique opportunity for public art. Conversely, others expressed that these enhancements alone would not be enough and that many current issues would still exist after investing in this option.

RIVER MARKET RESIDENT RESPONSES

The chart in *Figure 6.5* shows the responses for the Pedestrian Enhancement Concept from River Market residents. Over two-thirds of River Market residents who took the survey liked or loved this concept.

COLUMBUS PARK RESIDENT RESPONSES

The chart in *Figure 6.6* shows the responses for the Pedestrian Enhancement Concept from Columbus Park residents. Over three-fourths of Columbus Park residents who took the survey liked or loved this concept.

- I love this concept
- I like this concept
- I am indifferent about this concept
- I do not like this concept
- I strongly dislike this concept

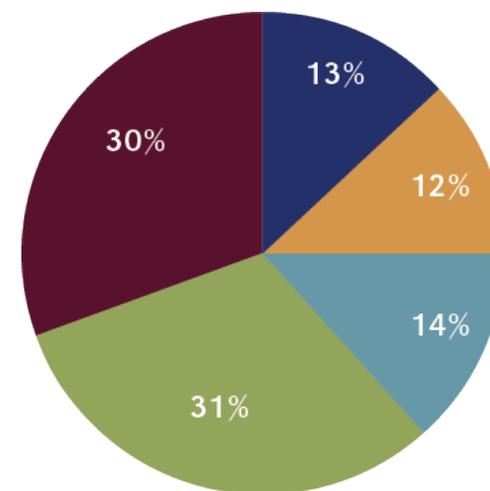


FIGURE 6.4 ALL PEDESTRIAN ENHANCEMENT RESPONSES

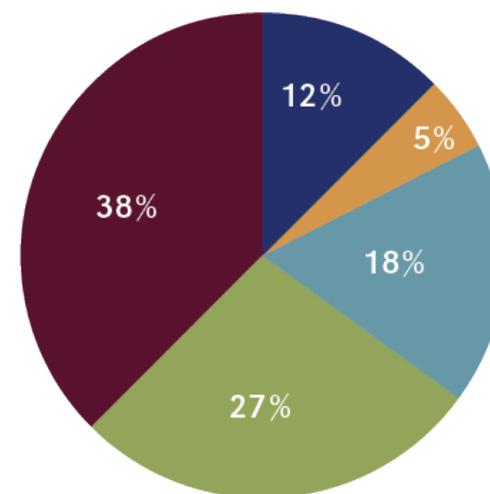


FIGURE 6.5 RIVER MARKET PEDESTRIAN ENHANCEMENT RESPONSES

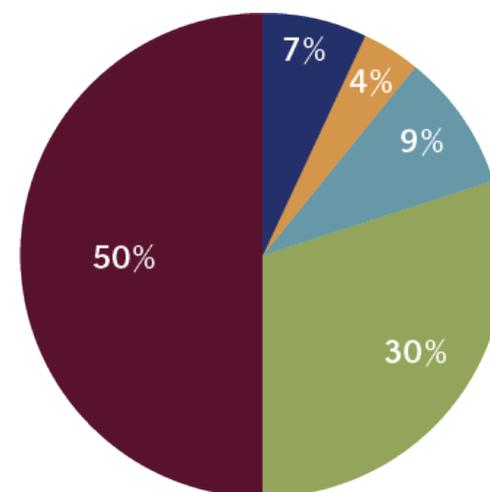


FIGURE 6.6 COLUMBUS PARK PEDESTRIAN ENHANCEMENT RESPONSES

RESTORE INDEPENDENCE AVENUE

ALL RESPONSES

The chart in *Figure 6.7* shows the responses for the Independence Avenue Connection Concept. Respondents thought that this concept was a critical first step to linking the neighborhoods and creating development opportunities, but it does not do enough for pedestrian and bicycle infrastructure. There were safety concerns over pedestrians and bicyclists crossing that many lanes of traffic. People also worried that, since Route 9 would still be a highway, high speeds and traffic would still serve as a barrier between Columbus Park and River Market.

RIVER MARKET RESIDENT RESPONSES

The chart in *Figure 6.8* shows the responses for the Restore Independence Avenue Concept from River Market residents. Over half of River Market residents who took the survey strongly disliked this concept.

COLUMBUS PARK RESIDENT RESPONSES

The chart in *Figure 6.9* shows the responses for the Restore Independence Avenue Concept from Columbus Park residents. Responses from the neighborhood were split on loving, liking, or strongly disliking this concept.

- I love this concept
- I like this concept
- I am indifferent about this concept
- I do not like this concept
- I strongly dislike this concept

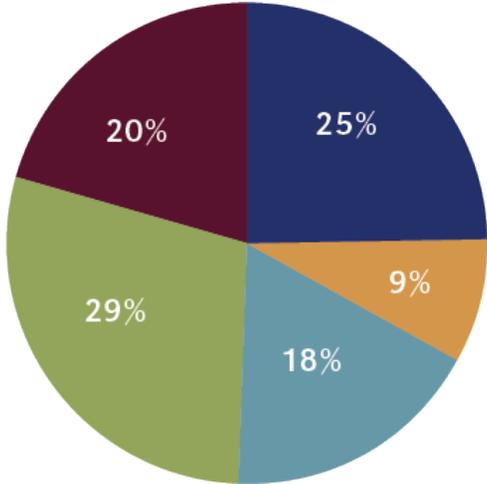


FIGURE 6.7 ALL RESTORE INDEPENDENCE AVENUE

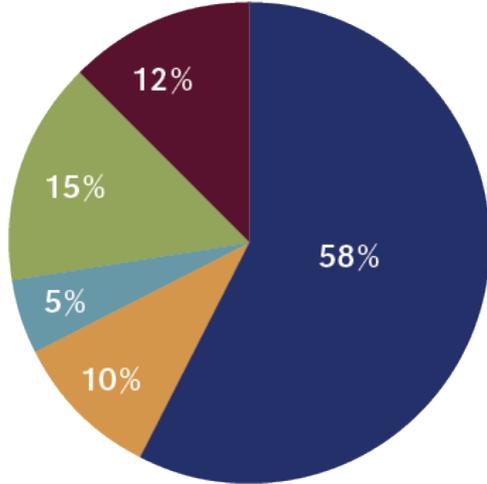


FIGURE 6.8 RIVER MARKET RESTORE INDEPENDENCE AVENUE RESPONSES

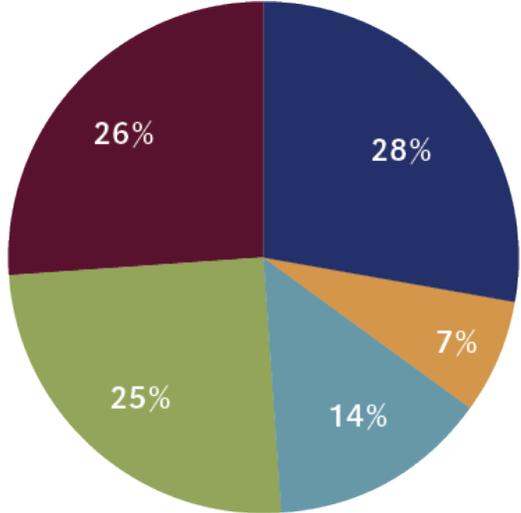


FIGURE 6.9 COLUMBUS PARK RESTORE INDEPENDENCE AVENUE RESPONSES

EAST ALIGNMENT

ALL RESPONSES

The chart in *Figure 6.10* shows the responses for the East Alignment Concept. Respondents were worried about the lack of pedestrian and bicycle infrastructure presented in this concept. Having a highway at-grade raised concerns for safety and nuisances related to traffic and noise. This concept highlighted creating development opportunities, which some considered a great investment and others saw as destructive to the nature of the area. Several respondents noted that this concept seemed like the best choice of the four concepts presented, as it would solve many of the main connection issues without investing too far into the Boulevard Alignment Concept.

RIVER MARKET RESIDENT RESPONSES

The chart in *Figure 6.11* shows the responses for the East Alignment Concept from River Market residents. Nearly two-thirds of River Market residents who took the survey did not like or strongly disliked this concept.

COLUMBUS PARK RESIDENT RESPONSES

The chart in *Figure 6.12* shows the responses for the East Alignment Concept from Columbus Park residents. Over Over half of Columbus Park residents who took the survey did not like or strongly disliked this concept.

- I love this concept
- I like this concept
- I am indifferent about this concept
- I do not like this concept
- I strongly dislike this concept

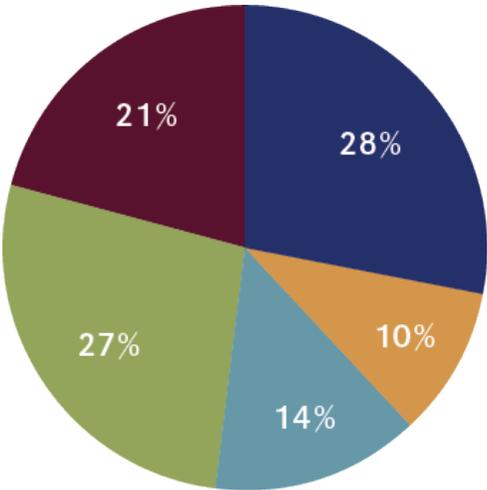


FIGURE 6.10 ALL EAST ALIGNMENT RESPONSES

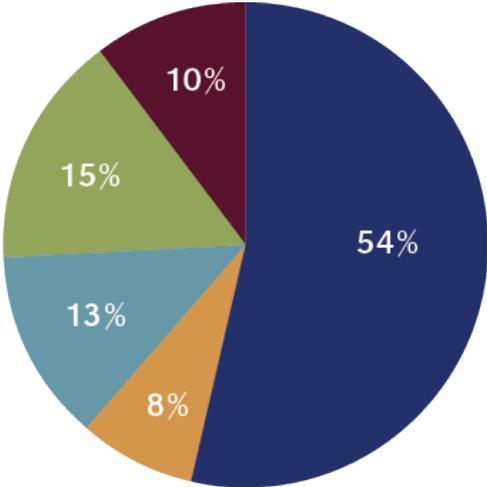


FIGURE 6.11 RIVER MARKET EAST ALIGNMENT RESPONSES

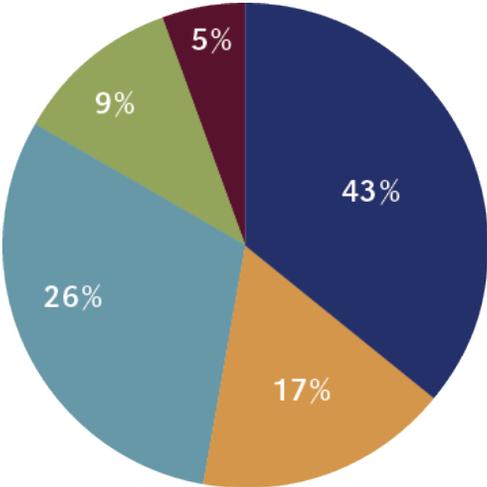


FIGURE 6.12 COLUMBUS PARK EAST ALIGNMENT RESPONSES

BOULEVARD ALIGNMENT

ALL RESPONSES

The chart in *Figure 6.13* shows the responses for the Boulevard Alignment Concept. The Boulevard Alignment Concept generated excitement as a beautiful, much appreciated addition of green space that does the most for foot traffic out of the four concepts presented. Several also noted that it was a nice nod to the Kansas City legacy of the boulevard. There was also hesitation over supporting this concept. As the most expensive option, the investment seemed risky to some respondents without knowing that the green space would be a usable, well-maintained asset to the area.

RIVER MARKET RESIDENT RESPONSES

The chart in *Figure 6.14* shows the responses for the Boulevard Alignment Concept from River Market residents. Over half of River Market residents who took the survey liked or loved this concept. Nearly one-fourth of residents strongly disliked this concept.

COLUMBUS PARK RESIDENT RESPONSES

The chart in *Figure 6.15* shows the responses for the Boulevard Alignment Concept from Columbus Park residents. Over half of Columbus Park residents who took the survey liked or loved this concept. Over one-fourth of residents strongly disliked this concept.

- I love this concept
- I like this concept
- I am indifferent about this concept
- I do not like this concept
- I strongly dislike this concept

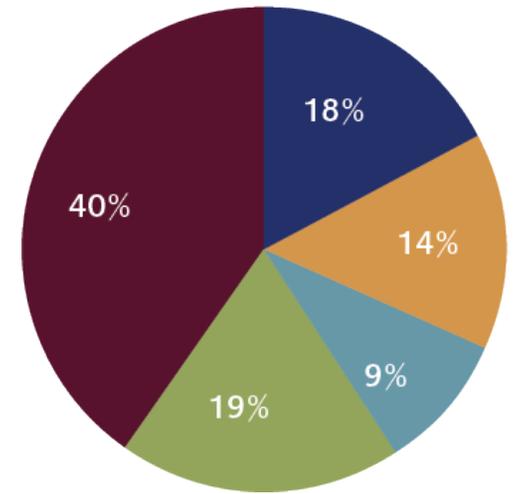


FIGURE 6.13 ALL BOULEVARD ALIGNMENT RESPONSES

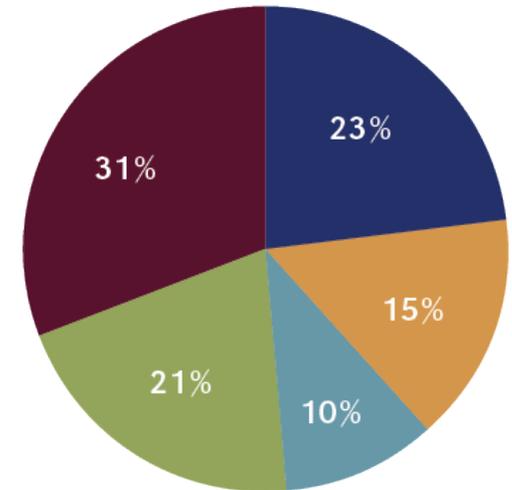


FIGURE 6.14 RIVER MARKET BOULEVARD ALIGNMENT RESPONSES

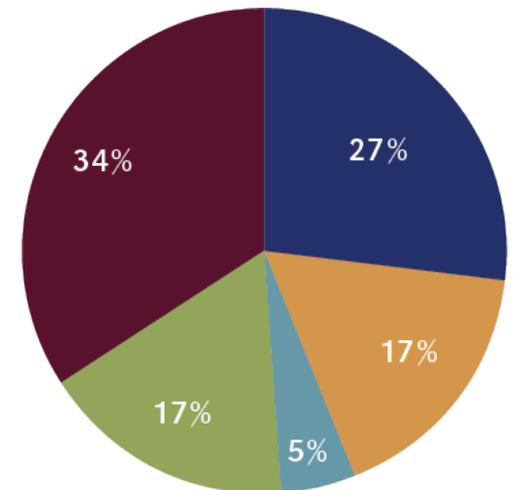


FIGURE 6.15 COLUMBUS PARK BOULEVARD ALIGNMENT RESPONSES

Bridging
Park &
Market

Section 6

NEXT STEPS

ACTION ITEMS

After concept selection, the project must secure funding, intergovernmental agreements, and interdepartmental agreements. Additionally, any approval or permitting processes should commence, including but not limited to FHWA and environmental approvals.

This project has identified a number of potential improvements to this region and additional steps, beyond the identification of funding, will be necessary before each of these alternatives can be realized:

PEDESTRIAN ENHANCEMENTS. In addition to being the lowest cost alternative, this option will be the simplest to implement. As there is no change to the flow of vehicular traffic, this project can be advanced through typical MoDOT design and construction permitting processes. Depending on the degree of aesthetic improvements and lighting implemented, maintenance agreements between MoDOT and Kansas City may be required.

RESTORE INDEPENDENCE AVENUE. This concept includes the elimination of an interchange with I-70 and, as a result, will require approval from the Federal Highway Administration. A more complex and detailed Access Modification study will be required, including detailed analysis of the impact on the freeway operations and adjacent interchanges. As part of this process, additional documentation and approval through the National Environmental Policy Act (NEPA) will be required. As this project does not anticipate additional right-of-way acquisition, it is anticipated that this NEPA approval could be obtained through either a Categorical Exclusion (CE) or Environmental Assessment (EA). Once those approvals are obtained this project can advance through typical

MoDOT design and construction permitting. As with the Pedestrian Enhancements, maintenance agreements between MoDOT and Kansas City may also be required for amenities within the right-of-way.

EASTERN ALIGNMENT / BOULEVARD ALIGNMENT. Either of these options could advance concurrent with the Restore Independence Avenue project, or follow that project in a future phase. If in a future phase, MoDOT may require additional traffic studies at that time as well as subsequent NEPA approvals if deemed appropriate. As before, once these approvals are obtained this project can advance through typical MoDOT design and construction permitting. Maintenance agreements may be required between MoDOT and Kansas City.

EXCESS RIGHT-OF-WAY. There is the potential for excess right-of-way to be made available through many of these options. The disbursement of this excess right-of-way, acquired predominately by the Missouri Highways and Transportation Commission (MHTC), may require several steps that likely cannot occur until after the construction of these options is underway or complete. If purchased as a right-of-way easement, research would need to be conducted on the original underlying property owner and consideration could be made to vacating that right-of-way to that initial owner. If that owner could not be identified, or if the property was acquired fee simple, the excess property could be purchased at Fair Market Value from the MHTC. In each of these cases, MoDOT and MHTC would have to determine they do not need this property for future maintenance or future improvements.

ADDITIONAL CONSIDERATIONS

The final concepts presented have not been further developed to consider parking. On-street parking should be based on private development needs. Bump-out parking sections may be considered to define spaces and protect pedestrians.

Further development must address public transit. The Kansas City Area Transportation Authority (KCATA) bus stop locations will be determined based on current and projected demand. There is also the potential for streetcar expansion to the north and east. KCATA will be involved with the project as these considerations are being made.

Bridging
Park &
Market

Appendix A

COST ESTIMATES



ENGINEER'S ESTIMATE - CONCEPT PLANS

Client: City of Kansas City Missouri
Project: Route 9 Study - 5th Street and 3rd Street walls under bridges
Project Number: 020-1268
Date: 11/6/2020

	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST \$	COST \$
1	Mobilization	1	Lump Sum	\$32,000.00	\$32,000.00
2	Removal of Existing Structures	1	Lump Sum	\$30,000.00	\$30,000.00
3	Unclassified Excavation	500	Cu. Yd.	\$18.00	\$9,000.00
4	Compaction of Earthwork (All types)	200	Cu. Yd.	\$2.00	\$400.00
5	Walls under 5th both sides	1680	Sq. Ft.	\$150.00	\$252,000.00
6	Wall under 3rd south side	712	Sq. Ft.	\$150.00	\$106,800.00
7	Curb and Gutter, Combined	502	Lin. Ft.	\$25.00	\$12,550.00
8	Sidewalk Construction (4")	7280	Sq. Ft.	\$4.50	\$32,760.00
9	Sidewalk Construction Ramps (6")	1200	Sq. Ft.	\$16.00	\$19,200.00
10	Detectable Warning Surface	144	Sq. Ft.	\$50.00	\$7,200.00
11	Specialty lighting under bridge	1	Lump Sum	\$30,000.00	\$30,000.00
12	Traffic Control	1	Lump Sum	\$10,000.00	\$10,000.00
13	Contractor Construction Staking	1	Lump Sum	\$15,000.00	\$15,000.00

SUBTOTAL 2020 DOLLARS		\$556,910.00
CONTINGENCY	20%	\$111,382.00
OPINION OF PROBABLE COST		\$668,292.00

NOTES:

- 1 Assumed to be a stand alone project
- 2 Utility relocation is not accounted for



ENGINEER'S ESTIMATE - CONCEPT PLANS

Client: City of Kansas City Missouri
Project: Route 9 Study - Option 1 North - Split roadway utilizing existing ramps for through traffic
Project Number: 020-1268
Date: 11/6/2020

	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST \$	COST \$
1	Mobilization	1	Lump Sum	\$568,000.00	\$568,000.00
2	Clearing and Grubbing	1	Lump Sum	\$60,000.00	\$60,000.00
3	Removal of Existing Structures	1	Lump Sum	\$375,000.00	\$375,000.00
4	Unclassified Excavation	77778	Cu. Yd.	\$18.00	\$1,400,004.00
5	Compaction of Earthwork (All types)	20000	Cu. Yd.	\$2.00	\$40,000.00
6	Asphaltic Concrete (Surface Course)(2")	1379	Ton	\$90.00	\$124,110.00
7	Asphaltic Concrete (Base Course)(10")	6894	Ton	\$80.00	\$551,520.00
8	Aggregate for Base (Type 5)(6")	12257	Sq. Yd.	\$8.00	\$98,056.00
9	Concrete Pavement (12" UNIFORM)(AE)(BR APP)	35	Sq. Yd.	\$200.00	\$7,000.00
10	NB Ramp Bridge Widening	7658	Sq. Ft.	\$175.00	\$1,340,150.00
11	Pedestrian Bridge	9788	Sq. Ft.	\$130.00	\$1,272,440.00
12	Curb and Gutter, Combined	4429	Lin. Ft.	\$25.00	\$110,725.00
13	Concrete Median Nose	1	Each	\$1,500.00	\$1,500.00
14	Sidewalk Construction (4")	5023	Sq. Ft.	\$4.50	\$22,603.50
15	Sidewalk Construction Ramps (6")	209	Sq. Ft.	\$16.00	\$3,344.00
16	Detectable Warning Surface	40	Sq. Ft.	\$50.00	\$2,000.00
17	15" Storm Sewer (RCP Class III)	140	Lin. Ft.	\$75.00	\$10,500.00
18	24" Storm Sewer (RCP Class III)	410	Lin. Ft.	\$90.00	\$36,900.00
19	30" Storm Sewer (RCP Class III)	400	Lin. Ft.	\$105.00	\$42,000.00
20	36" Storm Sewer (RCP Class III)	500	Lin. Ft.	\$130.00	\$65,000.00
21	Inlet (Curb)(6'x4')(Complete)	14	Each	\$5,500.00	\$77,000.00
22	Junction Box (4'x5')(Complete)	6	Each	\$5,200.00	\$31,200.00
23	Guardrail, Steel Plate (MGS)	200	Lin. Ft.	\$52.00	\$10,400.00
24	Guardrail End Terminal (MGS)	2	Each	\$2,800.00	\$5,600.00
25	Traffic Signal Installation (3rd St)	1	Lump Sum	\$400,000.00	\$400,000.00
26	Traffic Signal Installation (5th St)	1	Lump Sum	\$350,000.00	\$350,000.00
27	Street Lighting	1	Lump Sum	\$150,000.00	\$150,000.00
28	Permanent Traffic Control Signs	1	Lump Sum	\$20,000.00	\$20,000.00
29	Traffic Control	1	Lump Sum	\$250,000.00	\$250,000.00
30	Permanent pavement marking	1	Lump Sum	\$90,000.00	\$90,000.00
31	Erosion Control	1	Lump Sum	\$75,000.00	\$75,000.00
32	Contractor Construction Staking	1	Lump Sum	\$75,000.00	\$75,000.00

SUBTOTAL 2020 DOLLARS		\$7,665,052.50
CONTINGENCY	20%	\$1,533,010.50
OPINION OF PROBABLE COST		\$9,198,063.00

NOTES:

- 1 Assumed to be a stand alone project
- 2 Utility relocation is not accounted for



ENGINEER'S ESTIMATE - CONCEPT PLANS

Client: City of Kansas City Missouri
Project: Route 9 Study - Option 2 North - Shifting Route 9 east
Project Number: 020-1268
Date: 11/6/2020

	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST \$	COST \$
1	Mobilization	1	Lump Sum	\$664,000.00	\$664,000.00
2	Clearing and Grubbing	1	Lump Sum	\$60,000.00	\$60,000.00
3	Removal of Existing Structures	1	Lump Sum	\$375,000.00	\$375,000.00
4	Unclassified Excavation	77778	Cu. Yd.	\$18.00	\$1,400,004.00
5	Compaction of Earthwork (All types)	20000	Cu. Yd.	\$2.00	\$40,000.00
6	Asphaltic Concrete (Surface Course)(2")	1731	Ton	\$90.00	\$155,790.00
7	Asphaltic Concrete (Base Course)(10")	8653	Ton	\$80.00	\$692,240.00
8	Aggregate for Base (Type 5)(6")	15383	Sq. Yd.	\$8.00	\$123,064.00
9	Concrete Pavement (12" UNIFORM)(AE)(BR APP)	92	Sq. Yd.	\$200.00	\$18,400.00
10	Route 9 Bridge	23064	Sq. Ft.	\$155.00	\$3,574,920.00
11	Curb and Gutter, Combined	4323	Lin. Ft.	\$25.00	\$108,075.00
12	Sidewalk Construction (4")	4992	Sq. Ft.	\$4.50	\$22,464.00
13	Sidewalk Construction Ramps (6")	210	Sq. Ft.	\$16.00	\$3,360.00
14	Detectable Warning Surface	40	Sq. Ft.	\$50.00	\$2,000.00
15	15" Storm Sewer (RCP Class III)	520	Lin. Ft.	\$75.00	\$39,000.00
16	24" Storm Sewer (RCP Class III)	725	Lin. Ft.	\$90.00	\$65,250.00
17	30" Storm Sewer (RCP Class III)	525	Lin. Ft.	\$105.00	\$55,125.00
18	36" Storm Sewer (RCP Class III)	500	Lin. Ft.	\$130.00	\$65,000.00
19	42" Storm Sewer (RCP Class III)	50	Lin. Ft.	\$175.00	\$8,750.00
20	Inlet (Curb)(6'x4')(Complete)	16	Each	\$5,500.00	\$88,000.00
21	Junction Box (4'x5')(Complete)	4	Each	\$5,200.00	\$20,800.00
22	Guardrail, Steel Plate (MGS)	200	Lin. Ft.	\$52.00	\$10,400.00
23	Guardrail End Terminal (MGS)	2	Each	\$2,800.00	\$5,600.00
24	Traffic Signal Installation (3rd St)	1	Lump Sum	\$350,000.00	\$350,000.00
25	Traffic Signal Installation (5th St)	1	Lump Sum	\$350,000.00	\$350,000.00
26	Street Lighting	1	Lump Sum	\$150,000.00	\$150,000.00
27	Permanent Traffic Control Signs	1	Lump Sum	\$20,000.00	\$20,000.00
28	Traffic Control	1	Lump Sum	\$250,000.00	\$250,000.00
29	Permanent pavement marking	1	Lump Sum	\$90,000.00	\$90,000.00
30	Erosion Control	1	Lump Sum	\$75,000.00	\$75,000.00
31	Contractor Construction Staking	1	Lump Sum	\$75,000.00	\$75,000.00

SUBTOTAL 2020 DOLLARS		\$8,957,242.00
CONTINGENCY	20%	\$1,791,448.40
OPINION OF PROBABLE COST		\$10,748,690.40

NOTES:

- 1 Assumed to be a stand alone project
- 2 Utility relocation is not accounted for



ENGINEER'S ESTIMATE - CONCEPT PLANS

Client: City of Kansas City Missouri
Project: Route 9 Study - South Option 3 - Independence Ave Tie-in to Route 9
Project Number: 020-1268
Date: 11/6/2020

	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST \$	COST \$
1	Mobilization	1	Lump Sum	\$233,000.00	\$233,000.00
2	Clearing and Grubbing	1	Lump Sum	\$90,000.00	\$90,000.00
3	Removal of Existing Structures	1	Lump Sum	\$750,000.00	\$750,000.00
4	Unclassified Excavation	20000	Cu. Yd.	\$18.00	\$360,000.00
5	Compaction of Earthwork (All types)	20000	Cu. Yd.	\$2.00	\$40,000.00
6	Asphaltic Concrete (Surface Course)(2")	572	Ton	\$90.00	\$51,480.00
7	Asphaltic Concrete (Base Course)(10")	2860	Ton	\$80.00	\$228,800.00
8	Aggregate for Base (Type 5)(6")	5085	Sq. Yd.	\$8.00	\$40,680.00
9	MSE Retaining Walls	16500	Sq. Ft.	\$80.00	\$1,320,000.00
10	Curb and Gutter, Combined	2671	Lin. Ft.	\$25.00	\$66,775.00
11	Sidewalk Construction (4")	12552	Sq. Ft.	\$4.50	\$56,484.00
12	Sidewalk Construction Ramps (6")	209	Sq. Ft.	\$16.00	\$3,344.00
13	Detectable Warning Surface	40	Sq. Ft.	\$50.00	\$2,000.00
14	15" Storm Sewer (RCP Class III)	182	Lin. Ft.	\$75.00	\$13,650.00
15	18" Storm Sewer (RCP Class III)	450	Lin. Ft.	\$80.00	\$36,000.00
16	24" Storm Sewer (RCP Class III)	500	Lin. Ft.	\$90.00	\$45,000.00
17	30" Storm Sewer (RCP Class III)	200	Lin. Ft.	\$105.00	\$21,000.00
18	Inlet (Curb)(6'x4')(Complete)	10	Each	\$5,500.00	\$55,000.00
19	Junction Box (4'x5')(Complete)	2	Each	\$5,200.00	\$10,400.00
20	Traffic Signal Installation (Independence and route 9)	1	Lump Sum	\$350,000.00	\$350,000.00
21	Street Lighting	1	Lump Sum	\$80,000.00	\$80,000.00
22	Permanent Traffic Control Signs	1	Lump Sum	\$10,000.00	\$10,000.00
23	Traffic Control	1	Lump Sum	\$90,000.00	\$90,000.00
24	Permanent pavement marking	1	Lump Sum	\$50,000.00	\$50,000.00
25	Erosion Control	1	Lump Sum	\$60,000.00	\$60,000.00
26	Contractor Construction Staking	1	Lump Sum	\$50,000.00	\$50,000.00

SUBTOTAL 2020 DOLLARS		\$4,113,613.00
CONTINGENCY	20%	\$822,722.60
OPINION OF PROBABLE COST		\$4,936,335.60

NOTES:

- 1 Assumed to be a stand alone project
- 2 Utility relocation is not accounted for

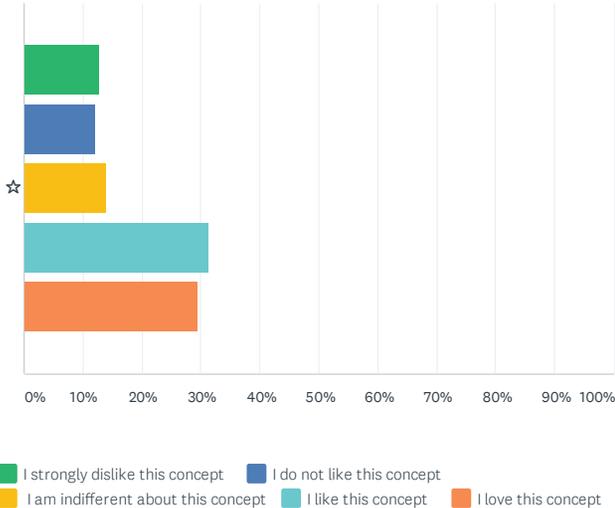
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Appendix B

FULL DOCUMENTATION OF
PUBLIC SURVEY RESPONSES

Q2 Pedestrian Enhancements- Open up underpasses at 3rd Street and 5th Street- Pull back sloped walls to make more room for pedestrians and cyclists- Add lighting, improve sidewalks, and incorporate decorative elements and artwork

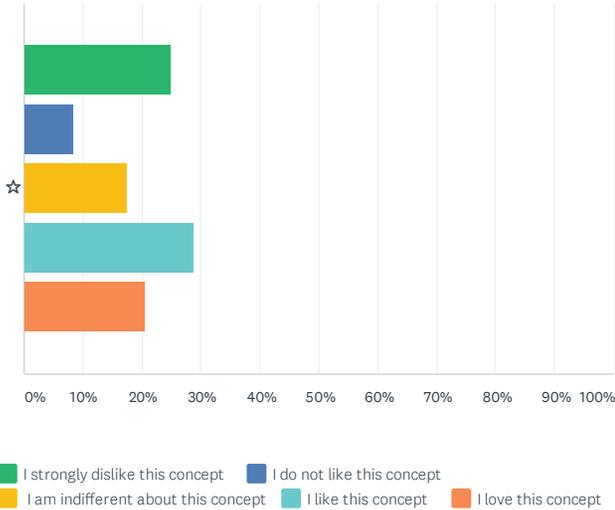
Answered: 213 Skipped: 7



	I STRONGLY DISLIKE THIS CONCEPT	I DO NOT LIKE THIS CONCEPT	I AM INDIFFERENT ABOUT THIS CONCEPT	I LIKE THIS CONCEPT	I LOVE THIS CONCEPT	TOTAL	WEIGHTED AVERAGE
☆	12.68% 27	12.21% 26	14.08% 30	31.46% 67	29.58% 63	213	3.53

Q3 Independence Avenue Connection:- Reconnect Independence Avenue with a signalized intersection at Route 9- Keep traffic from passing through Columbus Park and River Market- Potential to purchase excess land from MoDOT to use for redevelopment

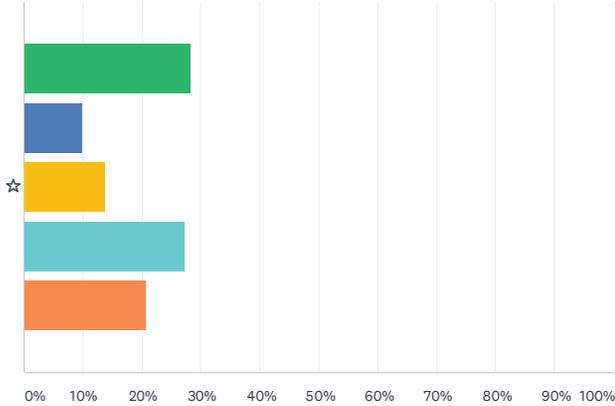
Answered: 205 Skipped: 15



	I STRONGLY DISLIKE THIS CONCEPT	I DO NOT LIKE THIS CONCEPT	I AM INDIFFERENT ABOUT THIS CONCEPT	I LIKE THIS CONCEPT	I LOVE THIS CONCEPT	TOTAL	WEIGHTED AVERAGE
☆	24.88% 51	8.29% 17	17.56% 36	28.78% 59	20.49% 42	205	3.12

Q4 Lowering Route 9 - East Alignment:- Lower Route 9 between I-70 and the Missouri River- Signalized intersections with 3rd Street and 5th Street- Shift Route 9 east, opening up land to the west- Construct bridge just north of 3rd Street, tying into the Heart of America bridge over the Missouri River near 1st Street

Answered: 202 Skipped: 18

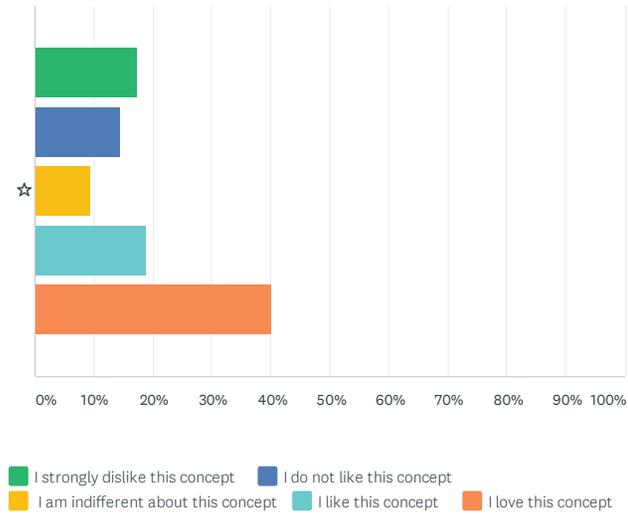


■ I strongly dislike this concept
 ■ I do not like this concept
■ I am indifferent about this concept
 ■ I like this concept
 ■ I love this concept

	I STRONGLY DISLIKE THIS CONCEPT	I DO NOT LIKE THIS CONCEPT	I AM INDIFFERENT ABOUT THIS CONCEPT	I LIKE THIS CONCEPT	I LOVE THIS CONCEPT	TOTAL	WEIGHTED AVERAGE
☆	28.22% 57	9.90% 20	13.86% 28	27.23% 55	20.79% 42	202	3.02

Q5 Boulevard Concept:- Utilize existing ramps exiting onto 3rd Street, allowing the bridge structure to be removed south of 1st Street- Add a new pedestrian / bicycle bridge just east of existing ramps- Create a mini "boulevard" centered around 3rd Street to be activated for pedestrian activities

Answered: 202 Skipped: 18



	I STRONGLY DISLIKE THIS CONCEPT	I DO NOT LIKE THIS CONCEPT	I AM INDIFFERENT ABOUT THIS CONCEPT	I LIKE THIS CONCEPT	I LOVE THIS CONCEPT	TOTAL	WEIGHTED AVERAGE
☆	17.33% 35	14.36% 29	9.41% 19	18.81% 38	40.10% 81	202	3.50

COMMENTS

PEDESTRIAN ENHANCEMENTS

- It is far too dark under the bridges. Visibility is poor and safety is a major concern.
- More ways to add local art into the city would speak well of our cities history. If we could use that as an opportunity to support local art while creating a safer neighborhood then its a win win.
- The plan to ease access to this part of the city in order to develop additional commercial revenue will greatly diminish the quality of life of the people in Columbus Park. We have worked to rebuild an area that had once fallen into hard times. It is now a safer, more connected community. It is heartbreaking to know that a commercial plan developed by people who do not call this area home, will diminish the quality of our lives. I disagree with Jeff McKerrow's statement in downtownkc.org's, "Project aims to reconnect Columbus Park and the River Market." He states that the embankment has divided the community Park and Market). I am from Columbus Park. I have no longing to be affiliated with the market. The article states that this is a "community" plan. This is not my community's plan. It is a city government plan.
- Looks like there is still room for homeless people to sleep up there.
- Those walkways under the bridge are horrible now. I don't feel safe. I am not sure the enhancements will help to feel safer but they look better. The lighting would be nice.
- This looks nice, however not many people walk across this area, so I don't see the value in this update.
- If 9 highway isn't removed I like the art and unique (not standard) night lighting being featured. Makes it more inviting and welcoming than just regular night lights. It need to be easy to maintain and should be LED lighting to insure longterm use and low maintence. Lots of local artists should be hired for the concepts.
- These improvements are needed, but it does not go far enough. There are still columns and barriers that are unfriendly to pedestrians and cyclists.
- Although this is a creative idea, I feel like this would not make much of a difference.
- This option strikes me as lower cost and higher reward. I love walking and cycling through that intersection without having to wait to/worry about crossing a busy intersection.
- This is not a worthwhile improvement over the current situation. It does not remedy the separation between River Market and Columbus Park caused by the elevated highway. It does not create development opportunities.
- Bring it down to grade!
- It seems like it doesn't do enough to make foot traffic to Columbus Park more appealing to River Market visitors.
- Does nothing to remove the existing barriers between neighborhoods and leaves existing ROW underutilized.
- Underpasses should be eliminated off the bat. They're a deterrent, no matter how many improvements you make. They also further entrench the highway system that spews particles into the adjacent neighborhoods and hurts the health of everyone nearby.
- This proposal seems to work well with what is currently existing. If I understand correctly, then this concept could combine with connecting with Independence Avenue, which would be best case scenario. Maintaining low traffic volume and boundaries of Columbus Park would be great, but the connection with Independence Ave would still allow development and connection of Northeast KC, Columbus Park, and River Market.
- I think that this is a good option if the other proposals are not realistic or too expensive.
- If the bridge remains on either street, this is a must to increase safety
- It will not change foot traffic patters. If there it nothing to walk to, no one will walk there
- This is a good concept but grossly insufficient.

- Rte 9 really needs to be brought down to grade. This would be a big missed opportunity. The bridge would still be a major psychological barrier (as well as physical barrier!) disconnecting these two neighborhoods.
- Quit wasting money on useless projects that we don't need
- This would make it more safe and add something more aesthetically pleasing structure to the the transition between Columbus Park and River Market
- This is brilliant and so desperately needed.
- It still gives off the feeling of the River Market & Columbus Park being divided. Lights go out. Trash continues to accumulate and transient camps will still get created.
- I appreciate the cost effectiveness of this plan.
- This project is not worth wasting tax money on! Let's concentrate on improving safety and lowering crime instead of wasteful projects like this (and all the unused and inconvenient bicycle paths)
- Not a bad idea. I'm in favor of putting 9 hwy to a grade and straightening out Independence Ave. It would connect the two neighborhoods. No matter what you do to the underpass it will still feel divided.
- I am for leaving highway 9 elevated and putting lightening enhancements under the overpasses at 5th and 3rd Streets. This will make it safer for pedestrians.
- This is clearly the best option. It costs the least, and would allow for the best traffic flow from those coming from north of the river (an area that has finally started to see the growth our city leaders have promised for 40+ years). We know that the interchange at the south end of the Buck O'Neil Bridge is a disaster, which will hopefully be rectified when a new bridge is built. However, should there be circumstances that require one of our other bridges to be closed, then the new MO 9 route at grade would become a traffic nightmare.
- This would be better than nothing, but should only be considered if the other options are ruled out or if whichever other options, once chosen, are set so far into the future that this option has time to provide some benefit.
- Inexpensive yet functional.
- Band aid, not a solution to reconnecting these two neighborhoods
- Look at overpass bridges in Austin.
- I would also to see traffic flow and bike lanes connect.
- I support this concept
- Unnecessary expense. Waste of tax money
- While better than what exists now, I do not like it because it assumes not bringing Route 9 to grade.
- Fixes major issues for much lower cost and fewer, shorter-lasting disruptions to daily life for those who use the area frequently.
- Would love this concept if it included a protected Bike lane.
- This is a great concept. Lighting this up and making more room for those walking and cycling is a great design and is really the best way to connect the two areas.
- People already park here and walk to the market on the weekends. Keep the parking in mind please...
- This is the least good choice among many good choices. Same with the 3rd street one.
- I love this concept, minimal intrusion to current network, opens up the space under the overpass making them more friendly and has minimal cost.
- lipstick on a pig. why bother?
- Would be concerned about homeless congregating here-maybe as part of plan could be built some resources to help them in this location.
- It appears to be very costly. Being a Kansas City resident, I believe the money could be better used for other projects. In your plan, I heard one resident say that the on and off ramps will be very dangerous during icy winter months. There are many people that live in the houses in the area for many years. Many people are leaving apartments for home ownership. Many apartments are sitting empty at this time so why build more? There will be too much density in the area with so many people. I believe this plan will bring down property values. I believe the only salvageable list in your plan is adding lights under the bridge.

- Would provide space for crime. Other areas of the city like this primarily used only by unhoused
- Something is better than nothing.
- This concept does not solve the problem of highway 9 isolating Columbus park.
- I like this idea as a last ditch resort if funding is not available, but should not be base case. These overpasses really break up neighborhoods/areas, and removing them should be priority.
- Practical, near-term
- There needs to be at-grade interchanges at 3rd and 5th
- The walkability and connection between the River Market and Columbus Park is so important to me as a resident in order to enjoy what the area offers. Walking in my neighborhood is hugely important. Enhancing the pedestrian safety and walkability for residents and visitors is most important. Also preserving green space is huge. These neighborhoods are dog friendly and dog friendly and those things are essentially important for a healthy neighborhood. People on the street make for a connected and safe neighborhood.
- Bring 9 highway down to grade instead.
- Bridge underpasses will always be unattractive, no matter the improvements.
- This concept is much more practical than lowering a highway. This would provide safety for those going from Columbus Park to the Rivermarket, and vice versa.
- I agree with this plan, we have been asking for improvements on lighting for years.
- If its not broke, don't fix it. That's not saying we can't make what works look nicer.
- All we need is the lighting under the bridge to make it safer. We do not need to waste 34 million dollars to lower Highway 9 while people are losing their businesses, apartments and housing during this pandemic. The monies could be better spent to stabilize our great City.
- Better than today, but still a terrible pedestrian experience and not a good neighborhood connection
- While this lower cost option has merit it does little to address the larger barrier in place created by Route 9. An impact at a pedestrian level of unification is more effective.
- This bridge is dark and often gets trash tossed onto the sidewalk (or broken bottles). It would be great to add lighting and clean up this area!
- Columbus Park does not need Highway 9 lowered. We can safely cross into River Market by walking under Highway 9. As a long time resident we like our neighborhood to feel like a quiet neighborhood.
- There should be ways to improve the lighting and aesthetic of the underpasses without taking highway 9 down to street grade.
- This concept allows pedestrians to feel safer to walk between Columbus Park and River Market. I walk it now frequently, but when it's dark, I am more cautious. Doing an underpass improvement with lighting and such would be great. People live in River Market and Columbus Park because it is a quiet, walkable neighborhood, not much traffic, and though you may imagine that HWY 9 divides us, you would be wrong. People who live here-- actual residents-- walk between the two neighborhoods all the time. Many people in the neighborhood like having HWY 9 up above-- the traffic sounds are not at the pedestrian level, the cars are higher up, making our homes much quieter. There is a real difference in traffic sound from the condos at 600 Admiral (The View), 600 & 700 E 8th Street (The Metropolitan & The Manhattan, louder), vs. the River Market-Columbus Park traffic sounds from 522 Locust Ln (Bridgeworks), 770 E 5th St (CP Lofts). I would invite you to visit these homes, to hear the difference. I'm a realtor and I sell many condos in these areas, and the home buyers can tell the difference, and the home prices reflect that. If you would like more information on that, I'd be happy to provide you with comps, and take you on a tour of the buildings, units and such so you can hear the difference.

- For the cost of this concept, it is absolutely not worth it. It's still under a bridge, and this is just putting lipstick on a pig. This seems like it would be similar looking to 17th St under 35, and just because there's some paint and lighting doesn't make it any better. I'd rather do nothing than this concept. Also, I notice that on the 3rd St concept, the bike is on the sidewalk, and you can't even see the EXISTING bike lane in the concept picture. The fact that this is the bike connection to the HOA bridge shows a real lack of understanding the needs of the community in this area.
- If you can't get anything else done, then go for this option
- This approach is the best for Columbus Park and increases our safety. There are many downsides for us being more connected to other areas, especially crime, noise, and pollution, which have not been addressed in your concepts. It's a substantial threat to our quality of life and survival as a community.
- While making the right-of-way more inviting to walk under, the behemoth of the bridge is too much of a dividing presence to effectively say that the neighborhoods are reconnected. Even then, I'm not sure how many people would want to walk under it, seeing as the main destinations are only on one side of the bridge. This would be a last ditch option in my opinion, i.e. you could only secure \$1.2M or something.
- Open, lighted areas will likely help reduce crime and encourage pedestrian traffic. Keeping heavy, "thru" traffic out of the neighborhood is a better concept than putting it "in" the neighborhood.
- This concept is one of the cheaper options to get non vehicle connection. So if it does not achieve the desired goal it is less of a Burdon on the city than the rest of the options.
- I pick "I love this concept" and I don't understand this star system. I pick the star I like and all stars light up. If I pick "I like this concept" all stars light up EXCEPT THE ONE I WANT. Is this correct ??? Need to put out a clarification on how the "STAR" system works. We need to include lighting for the bridge located at Independence Ave. & Charlotte Street, its an entry portal to Columbus Park and has bus stops at this location. Lighting for evening hours would be very helpful for those waiting for the bus during dark hours.
- This would be fantastic. A way to keep pedestrians and bicyclists safe from the traffic of highway 9.
- Would love for crosswalk enhancements as well. 5th St in particular never feels safe due to cars not stopping at the signs and no clear marked crossing for peds. Also, having clearly marked lanes for bikes/scooters would be great for micro mobility.
- This is the only option I approve
- Love this!! Perfect for a neighborhood runner like me
- This is fine but it doesn't do much.
- I am in favor of improving the pedestrian experience in all the neighborhoods east of the central business district
- Cycling from Columbus Park into River Market feels dangerous as it puts riders very close to traffic. So consideration for bicycle traffic would be helpful
- This is almost a must do scenario. We have had so much issue with the areas under the bridges at 5th and 3rd St. Obviously, this is a moot point, if one of the other proposals is adopted.
- This keep highway traffic and Pedestrian traffic at different levels since the two should not be mixed.
- lipstick on a pig...its still a dangerous, dinghy underpass
- This is the bare minimum solution in my mind. It's an improvement, but little more.
- I walk back and forth between my home and Columbus Park and think this will help to make it feel more comfortable at dawn and dusk.
- This is undeniably an improvement over the existing set up aesthetically, but structurally I'm not sure it changes anything.

- These changes would enhance the safety and walkability between River Market and Columbus Park, but they do not address the damage and harm that the highway has caused and continues to cause to the adjacent neighborhoods. I could see the Independence Avenue connection and underpass improvements as an interim improvement before or instead of lowering Route 9 to grade at 3rd and 5th.
- It doesn't change that people don't want to spend time underneath a freeway overpass
- This is not a long-term solution to solve the problem of connecting Columbus Park with River Market.
- We need to lower MO-9. It's not inviting enough and will restrict the visibility of the neighborhood from the pedestrian POV.
- As southeast River Market resident, I find this option very inviting aesthetically for foot traffic. It is also a lower-priced option, which places less strain budgetarily.
- While nice, you're still dealing with the highway bridge.
- It would be nice to better connect Columbus Park and the River Market in this way, but only if the greater funding for bringing Route 9 to grade never materializes. Note that we use both the 5th and 3rd street underpasses on foot several times a week
- The only thing going for it is that it's cheap. Maybe if you moved the embankment back more you could add the wide sidewalk & retail stalls (similar to what they do in London).
- This concept does nothing to reconnect the City Market and Columbus Park neighborhoods.
- No future concepts should maintain the current roadway as an elevated freeway
- If don't believe the money required for this option would be a good investment. I would rather not do this option to save for the at-grade option.
- Removing the bridge would be more than ideal for traffic efficiency, safety, and aesthetics
- If we do not bring route 9 to at grade (my preference), i like this concept. 5th street under the bridge is excessively wide - you could extend sidewalks into the streets for a better pedestrian experience - i don't think opening up the underpass is necessary. I do really like the lighting and decorative elements. I pass under this bridge on my bicycle multiple times a week, daylight and during the night
- It's a great interim project idea... good candidate for PIAC funds
- If anything, this would be a great improvement.
- This approach provides immediate benefits in safety and aesthetics with minimal investment.
- Anything is an improvement to what it is, but I feel this is just a minor change that does not really connect downtown, Columbus Park & RiverMarket in any meaningful way.
- It is important to make the area more walkable as it could help connect the columbus park area with the river market area. I was almost indifferent though because it does not go far enough.
- At the very least this must happen regardless...
- I like hwy 9 where it is because it helps remove traffic from where I walk around and engage in my community. I LOVE the design of improving the underside of the hwy to make me feel safer and make it look more attractive.
- Good for the cost but doesn't maximize investment

RESTORE INDEPENDENCE AVENUE

- More housing on the excess land would be a plus I believe.
- A portion of the land should include a park, outdoor artwork, dog park and possible community center with a pool for residents of Columbus park and river market to use. Land should not only be given to developers without a benefit being offered for residents and taxpayers.
- I really like this concept and I am looking forward to my neighborhood of Columbus Park to be better connected to the River Market. However I think there is more that could be done to make it safer for pedestrians and cyclists.
- I like this better than opening 5th and 3rd street at ground level.
- I really like this concept, because it allows for more development along the roadway, and make it feel more inviting to walk through. The only downside is that it does not allow as much space for development and option 4 does.
- Removing the I-70 interchange and reconnecting Independence Avenue is a critical first step to linking the neighborhoods and creating development opportunities. The project must not stop here.
- Reconnecting to Independence Avenue is a must!
- Adding traffic back to Independence Ave could encourage more economic development along the Northeast corridor.
- Essential goal of the project. Restore this historical street in a two-way configuration, remove pressure from neighborhoods streets, and return active uses to the large swaths of interchange land.
- It's an improvement, for sure, but there is little attractive about it and being neighbored by I-70 still makes the area a health risk to live in, per many studies on the impact of living within 500 yards of a highway.
- Unlike a lot of the people in the meeting last night, I am a renter in Columbus Park. I am 29 years old with a good job and there is zero way I could afford a house in the neighborhood. I think providing a confined area for development that is currently just highway ramp is a great way of working between maintaining the neighborhood for property owners and also understanding not everyone is well-off enough to buy a house in a nice neighborhood close to downtown. Also, I think the reconnection of Independence Ave to River Market will be enormously helpful in psychologically reconnecting Northeast KC to downtown.
- I think that reconnecting Independence Ave is a great idea. It would NE KC to River Market, giving this area more contiguous. However, this plan does not seem to improve walking / biking infrastructure.
- Bare minimum. Better options include bringing Route 9 down to grade at 5th and 3rd Street
- Quit wasting money on useless projects we don't need
- This would bring a lot of traffic where the children's park is (that needs renovation by the way) creating a concern for safety
- Excellent!
- Looks like SW Trafficway which is a nightmare for bicyclist & pedestrians.
- I like the redevelopment opportunity. Route 9 doesn't need to connect to I-70 with 2 other northland collections to the loop.
- This project is not worth wasting tax money on! Let's concentrate on improving safety and lowering crime instead of wasteful projects like this (and all the unused and inconvenient bicycle paths)
- I like this concept. Looks a little plain. But the concept is great.
- I am for connecting the segments of Independence Ave. but not in favor of the development shown on the Columbus Park side of Highway 9.
- Bringing MO 9 to grade will cause a major traffic headache with people having to sit at signals that MO 9 passes over today. Additional cost does not make this worth it for the city's future.

- Anything that can be done to change the way the heart of the city is carved into pieces which are discouraging to traverse by car and impossible by foot — that should be done.
- Based on the above renderings of the intersection, pedestrian and bicycle accommodations appear to be an afterthought. This intersection would serve as a gateway and should reflect that in the design.
- This concept is still a highway and would be hostile to pedestrians in the same way SW Trafficway is through midtown. Having cars driving through the neighborhood at high speeds is just as bad as the current elevated highway and would continue to be a barrier
- These buildings aren't even fronting the new street! All of these buildings could be built right now as is. Seems like a lot of money for questionable results. Has this actually connected to the two sides any more than they already are?
- I like the potential to purchase excess land from MoDOT to use for redevelopment.
- I hate this
- This cuts off one of the major north Kansas City access points from highway 70. This option needs to create a way to get from the 70 loop to highway 9. Admiral is a disaster anyway.
- Leave elevated interstate. No more added signals and stops please. Waste of tax money.
- STROAD. This and subsequent concepts do not seem more pedestrian friendly. Plus I do not care for spending tons of public dollars just to create more private development opportunity.
- My concern is too much development will change the fabric of Columbus Park. And crossing 5th or 3rd will be more dangerous and too much traffic.
- I am not for this concept. Lowering a highway route that is perfect as it is right now makes no sense. There has to be a way structurally to open up Independence Avenue leaving the highway as is. I find it hard to believe the only option is to lower this to grade.
- This doesn't really help Columbus Park and River Market feel together at all in my opinion. The giant MO-9 embankment is a barrier to that that I would like to see redone. Having said that, this option is still better than the status quo.
- I dislike how this only incorporates areas for new buildings, no green space and is unattractive for residents.
- Important
- Would still need to cross 6 lanes of traffic to move between neighborhoods
- It connects Independence Avenue and creates more developmental land. I am a fan of this option. Solves the problem and creates new opportunities.
- The I-70 loop causes a lot of problems in the city. Reducing I70 interchanges would hopefully reduce use of the loop for short trips, therefore aiding in the case to remove the loop altogether. I like bringing Route 9 down to grade, and like the idea of being able to further develop that area, as there is currently a lot of space wasted as right of way. Finally, having 9 at grade will allow for better usage of the east/west corridors for all users, especially pedestrian/bike.
- Independence Ave. connection would be significant improvement.
- I have concerns about traffic coming from 70W/35N not being able to exit on 6th street and being forced to backtrack essentially.
- The traffic is likely to increase significantly on 5th street. The intersection of 5th and Grand has some timing issues already due to the streetcar line, causing some backup. This added connection into the River Market neighborhood is likely to exacerbate that problem. Is that intersection being modeled as well? Additionally, the turn lanes at blithe 3rd and 5th Street intersections create a much wider pedestrian crossing distance than what exists today with the elevated roadway. The elevated roadway is also relatively quiet for the neighborhood...compared to bringing it all down to grade.

- This is a land grab under the guise of safety and connecting Independence Ave. It is essential for the health, wellbeing and continued desirability of living in the River Market and we NOT continue to destroy our dwindling green space for the purpose of overdevelopment and creating another cheaply constructed “luxury” apartment complex that doesn’t fit into the neighborhoods. We must invest in our green space or we will lose the very thing that so many love about the River Market and Columbus Park neighborhoods.
- Bring it down to grade and be consistent with the prior Beyond The Loop study recommendations. Integrate a separated cycle track or multi-use path on the east side of this corridor connecting from the southern end of the HOA Bridge through this corridor - over the highway and into Downtown KCMO.
- I am not in favor of this concept at all. There is no need to spend millions lowering a highway to open up Independence Ave. There is also no need for highrise apartments when there are so many buildings with apartments that are not filled up as is.
- I feel that lowering Highway 9 is not necessary and is a waste of money that could be utilized to improve our lighting under the 3rd and 5th Street bridges. This money could be better spent on fixing our streets and sewer systems. Building High Rise Apartments on this free land does not fit in with the Columbus Park Neighborhood concept.
- Basically lowers a highway into my back yard. It feels like a very unsafe and intrusive environment.
- Columbus Park is not isolated and we do not need outsiders to tell us something that does not exist. This plan will destroy the uniqueness of Columbus Park and also bring pollution and crime to our neighborhood. In 42 years I have not had to call the police one time on the wall but I know with this plan I will have to call the police due to the increase in criminal activity it will bring. The high rise apartments will definitely bring noise, crime and take away the sun. Does not fit in with our neighborhood that is single family homes .
- I see this concept as more impactful but still reliant on cars and still more difficult for pedestrians.
- With Kansas City currently facing a \$60 million budget shortfall, this is NOT THE TIME to be spending tens of millions of dollars to completely change a roadway like this. Plus the construction would be EXTREMELY disruptive to the western side of Columbus Park.
- Lowering Highway 9 does not benefit Columbus Park. As per our many conversations there is no guarantee what you will develop on the land. This shows many large apartment buildings that will increase density in a small area, increase pollution, crime, and traffic into our neighborhood. This project directly affects me as you are building this right behind my home.
- I like this concept, but only if the new land was developed in an intelligent way. River Market barely has the infrastructure to handle its current residents, and some of this land would need to be used for that. Also opening Independence Avenue to the River Market would likely increase the crime rate. I also worry about the property values of my home at 522 Locust if this was messed up.
- This is a terrible idea. If the residents wanted a 4+ traffic lane systems like this, we’d have stayed in the suburbs. This looks like Lenexa or Overland Park or Independence or Blue Springs. WE DO NOT WANT THAT OR WE WOULD HAVE STAYED OUT THERE. What we love about this neighborhood now is that there are not many cars, NO traffic, and it’s supremely walkable. This wide-road concept needs to STAY OUT OF THE RIVER MARKET. Prospective downtown buyers and renters select these neighborhoods for the same reason the current residents are here-- we do NOT want that sort of trafficway or boulevard. It’s terrible, it’s loud, it’s extremely frustrating to drive in, it discourages pedestrians, and the increased traffic noise will lower our home values.

- I like this concept for the fact that it brings the street down to grade. However, I am confused about how this interacts with Cherry St. In the “looking south” picture, I am assuming the street the forks to the left is Cherry. Does Cherry no longer continue to 3rd? There are currently bike lanes that intersect at 3rd and Cherry/Route 9 (HOA Bridge). This is a critical bike connection across the river, which connects via 3rd St to Grand, or Cherry to Charlotte. It concerns me that based on the rendering, cyclists will be shunted onto a sidewalk to get to the HOA/3rd intersection. This is very unacceptable and I hope that in a more detailed plan, a proper cycle track would be implemented. As someone who bikes this route regularly, I would hope some of the millions this is estimated at would go toward some quality bike infrastructure.
- It is unattractive. I would not support any solution that does not guarantee low and medium density and buildings near us. We want row homes, not apartments. The people near us in downtown will stay for awhile, then move on. We do not.
- For the purposes of reconnecting the neighborhood, this is certainly the first step, but I think that more can be done to adequately reconnect the neighborhoods.
- Independence Ave. should be reconnected to the market area. How will making this change affect possible future extensions of the street car system?
- While it seems a good idea to connect Indep Ave to the River Market and beyond, I question the need and motives of opening land to development.
- The constant overdevelopment of the river market area is depleting our already small amount of green space. We do not want more apartments in an area that is already saturated.
- This option makes the most sense to me. Adding a connection point at Independence while also keeping them at 5th and 3rd without the addition traffic running through at grade in the neighborhoods.
- I really don't want this project for the heavy construction and proposed giant buildings affecting my current building at 5th and Locust. This is unacceptable and will greatly hurt the building financially and with many headaches during construction.
- Solve the crime issues on east side before you give criminals a fast track road into our neighborhood. I used to live over there and I moved to get away from it. Watch gunfire go way up in river market
- I am strongly against making it possible to build yet another apartment complex in River Market while taking away both the dog park and what little grass remains in the neighborhood and around our building. I am against this plan specifically because of the multi-story apartment complex you show on this plan and on every plan that follows it. The complex blocks off Columbus Park from River Market MORE than the current roadway does. There is no park land in River Market and you need to add some on the River Market side (not on the Columbus Park side as one of the other concepts does). I will be fine with this plan if you guarantee that there will be grass around our building, or create a new park in River Market - on the River Market side - and next to the Bridgeworks building. We don't need yet another 531 Grand on our street. You just had one built. How about a place to play some volleyball and some grass. Add to the dog park, don't take it away.
- I am strongin in favor of making access to Independence Ave safer and more pleasant fro people coming from immediately west/south/north
- This drops an already noisy highway with lots of speeding traffic down to the neighborhood level. This would disrupt the neighborhood and would put pedestrians at risk with highway traffic
- I love this, too! My only confusion, comes from early presentations. I thought 9 Hwy would have to start its incline before 5th St. To keep from being too much of an incline?
- I see this at least providing a small benefit to CP. Not as much traffic should go through CP.

- yes, monetize this land...boulevard is bogus as nobody will use the center - velocities too high = danger.
- The sloped walls and lack of lighting are what make this pedestrian unfriendly, especially at night. I do find it unbelievable, though, that lighting is part of this proposal when it has been an approved PIAC project, with funding, FOR YEARS without any progress.
- Keep the dog park, or find it a new home nearby. I'd prefer the existing Columbus Park remain open as it is; a dog park could be nearby, but not take over existing Columbus Park.
- We have a lot of housing already in the River Market and it's not full. I don't think that's a good use of this space at all.
- While putting Independence through is a win, I'm not sure this proposal actually bridges the divide between CP and RM. I think you could argue that this would actually be less walkable since a pedestrian would be crossing six lanes of highway traffic instead of walking under it.
- This seems like the most important concept in the plan. It has the most potential benefit (redevelopment, connectivity) with fewer potential neighborhood impacts than the lowering Route 9 to grade a 3rd and 5th Street.
- It's not bad, but it doesn't reconnect the neighborhoods
- I do not believe this concept will create valuable housing development as shown because of proximity to high-use arterial roads. This will also not produce a welcoming pedestrian connection.
- This option will greatly impact the view from my condo unit if a tall building is to be constructed on the northwestern portion of the intersection of Independence Avenue and Route 9. The main reasons why I don't give this a one or two star rating is that it has the potential to boost my property value, and it specifically DOES NOT connect Missouri Avenue, which runs directly in front of my condo balcony. If Missouri Avenue was connected, it would greatly increase the noise level from traffic driving immediately nearby.
- The connection between the neighborhoods needs to be improved and greater density towards the Columbus Park area is important to continue to enhance the neighborhood. It was important for a long time that Columbus Park was isolated, but the time has come to end that and bring Route 9 to grade.
- At a minimum, we need to reconnect Independence Boulevard and remove the i70 interchange. I am worried that the proposed design makes the car lanes on 9 highway too wide. This would promote speeding and thus cause crashes.
- This is a necessary step to reconnect the neighborhoods.
- It makes a ton of sense to decouple this roadway from I-70, especially given future scenarios involving removing the I-70 north loop. With this concept, it would be interesting to extend the park on the west all the way to Highway 9 and remove that stretch of Cherry Street.
- I like the idea of bringing Hwy-9 to grade, the concepts are not aesthetically pleasing and looks like a raceway through Columbus Park and River Market. If the median width was increased, landscaping added, and mobility lanes added, I would like this concept more
- I like it as long as there are traffic signals to cross between RM and CP.
- I do not like the idea of adding signals. I would vastly prefer roundabouts or anything that doesn't add more stop lights down town
- i love this concept. It is very difficult to get out of and into Columbus Park conveniently and with independence as a main east/west route, all of the traffic is pushed to the 5th st/cherry intersection and I see a lot of drivers rolling through stop signs with little thought given to pedestrians and bicyclists. Keeping the independence traffic on independence will be a better experience for drivers and peds/bicyclists.
- Yes! Those highway embankments take up way too much room and create a dangerous condition on I-70. As a river market resident I love the idea of a better connection to my friends in Columbus Park.

- It is kind of hard to see what this looks like on a broader scale, which is what I think most neighbors are going to care most about - they want to know how new development/public space fits in adjacent to their homes. I'm generally not a huge fan of 4-lane sections. Would love to see MoDot land redeveloped.
- This is OK, although truck traffic at night can be significant, and it's not the most attractive of the designs you have created. It reminds me of SW Trafficway, and not in a good way.
- Removal of dog park in the river market would be a huge loss and lose a ton of appeal to many current residents in the area. This would effect my current property value (decreasing!) by adding more apartments (When there's already a ton of rentals in the market). One of the biggest appeals to this area is that it's more residential and home owner focused with green space. We purposely bought in our location years ago because it was more dog friendly and it wasn't over crowded and full of concrete. More rentals would change that entire dynamic and drive owners out!
- Also, anything is an improvement, the key to future development is bringing together the downtown loop and Columbus Park and River Market. This does not do that. You have three of the highest residential buildings just south of the Loop (The View, The Metropolitan and The Manhattan), we can only access Columbus park via Charlotte, or Grand, with no Pedestrian/bike plan to join them with this I don't like it, add that and my grade goes up.
- It just changes traffic flow and does little to enhance the area.
- I currently live in the elbow by where you would be removing the ramps and developing new building here... this would effectively destroy the reasons why I live where I live.

EAST ALIGNMENT

- I understand wanting to restore the grid for traffic, but this would be much less desirable for pedestrians – and the reason many of us live in Columbus Park is to walk places. If you have tried to walk on Independence across Paseo, for example, you can understand my concern.
- Cleaner look. I like having a light at the intersection.
- Breaking hwy 9 may slow traffic heading into and out downtown. Not a fan of more bumper to bumper traffic. All lights should be timed similar to nkc and Burlington where current traffic doesn't have a lot of stop and go, the lights are timed to be green lights and speed traffic flow heading north and south.
- This will cause noise, pollution and traffic to engulf Columbus Park and the City Market neighborhoods. This is 71 Hi way all over again.
- I love this plan also, it makes even more space for development. I really like this, it makes space for new businesses and could bring jobs. I would like to see some development directly connected to the blv unlike shown in the rendering.
- I feel like having a busy street at-grade would not bring the neighborhoods closer together. That many lanes of traffic is hard to cross, and the existing traffic goes WAY above the speed limit
- This is the preferred concept, of those presented. It creates the most development opportunity and does the best job of restoring neighborhood continuity. As it moves into detailed design, it will be extremely important to design the at-grade street in a context-sensitive manner suitable for the downtown environment. Replacing a grade-separated, high-speed highway with an at-grade, high-speed highway is not an improvement. Generous pedestrian facilities, protected bike facilities, and appropriate design speeds must be a part of the project. Urban development, without setbacks or excessive parking, must be permitted. The corridor should not look like a triple-digits suburban street that belongs 20 miles away from downtown.
- Lowering Route 9 so that people drive through Columbus Park gives the neighborhood more exposure (i.e. you no longer drive over the neighborhood once on MO 9).
- The River Market is development-friendly and eager to build density to support more walkable livability. As such, this option would be the most likely to result in the maximum productive use of reclaimed land, increasing the ROI of the public investment in this project. As with all concepts, aggressive design concepts must be utilized to create a lower-speed environment, as traffic coming from both directions is unimpeded and routinely exceeds posted speed limits by a significant margin. The renderings as-presented don't show a lot of mitigations.
- There does not need to be that many vehicle lanes and it does not provide enough alternative means of getting around, plus I-70 is still right there.
- I think this concept is spending effort and money in the wrong place. The neighborhood is never going to be excited for the dog park to disappear and I can imagine a lot more traffic finding its way into the neighborhood if Cherry St becomes highway 9. I am pro development of the area, but I think this is a step too far for many in the neighborhood. That dog park is heavily utilized.
- This option is good, except that the route 9 / 3rd Street intersection still looks very unappealing to walk or bike across.
- not sure I like slowing down the traffic through here but I think this best reconnects the area
- This is the best concept of all of them. It will likely lead to the most improvement for Columbus Park
- Best option, with the best potential for walkability between Columbus Park and River Market. Best development potential, bringing needed density to area.
- Quit wasting money on useless projects we don't need
- I like this one (over the 1st 2) because it feels like we're trying to reclaim the Market & Columbus Park as a neighborhood. Not some spot where people in cars can fly up or out to their suburban destinations with no regards for people on bikes, walking, kids, pets, etc.

- This project is not worth wasting tax money on! Let's concentrate on improving safety and lowering crime instead of wasteful projects like this (and all the unused and inconvenient bicycle paths)
- A developers dream....not mine.
- Traffic concerns with backups waiting for signals that are currently passed over by MO 9, making it more difficult to commute from a critical growth area for the city: north of the river. There is already a bike lane across the river, which would have to be reconstructed should this option be implemented. This is a poor utilization of tax payer dollars, and our residents know car travel is still vital in our region (despite clear attempts to make driving more difficult around the city).
- Anything that can change the way the heart of the city is carved into pieces which are discouraging to traverse by car and difficult by foot – that should be done. And anything that can reconnect the city TO the river (alongside connection OVER the river) should also be done. I have a special love for the HoA/MO-9 bridge, but the less it cuts the Market off from the East Bottoms, the better.
- This concept is friendly to pedestrian crossing and hopefully includes nice landscaping to minimize the impact of a four lane road. The middle lane where it isn't being used as a turn lane should also be used to soften the road with planters and such
- I like this proposal however the required clearance for ingress/egress from streetcar VMF may be an issue.
- This will be a prime intersection for wrecks. Keep the traffic going downtown out of the neighborhood!
- Please, don't touch this
- Please do not lower Route 9. Bikes are dangerous and cause accidents and congestion. No additional stop lights and delay please
- Still creates a road and more public investment for private gain.
- My concern is too much development will change the fabric of Columbus Park. And crossing 5th or 3rd will be more dangerous and too much traffic.
- This looks lovely except I don't see protected bike lanes rendered.
- Again, I do not see the benefit to lowering the highway. This will create a huge gap between the two areas. You are taking something that will have heavy traffic and lowering it to the ground. Not to mention, those wanting to avoid the heavy traffic will drive through other streets in Columbus Park. While change always happens, it needs to be for the better of the communities, not not to further an agenda. This plan is unsafe.
- I will vote in favour on anything lowering MO-9. People do not have to have a highspeed gateway to the bridge starting at 7th st/Admiral. They can go a little slower.
- Again this concept only allows for new building additions and gives little back to the current community.
- Best solution
- Love the idea of lowering route 9, it would make things more connected. My concern is with the traffic signals and would that make rush hour traffic times even longer.
- Would still need to cross six planes of traffic
- While I love the other concept, this one adds even more opportunity for development. The city would have to decide the cost analysis on this.
- I like the boulevard idea, but worry about the 4-lane road reducing the use of the park in the middle. Would a road diet along the split road be feasible to limit car speeds through here? if Route 9 terminates at Admiral/Locust, and with several now lighted intersections between the river and I70, does Route 9 need to be a 4 lane road at all?
- I think this is a great concept to promote future development but there is no consideration of the elimination of park space for development.
- This concept seems to solve the traffic issues and allows for the greatest opportunities for redevelopment/additional development in this area.

- Similar concerns to the previous concept. Too much additional traffic onto 5th Street and the pedestrian crossing distance east to west is too wide. Many people move to downtown to get away from crossing 4 and 5 lane streets. We are okay with walking under highways. It's part of the city lifestyle and safer than crossing them at grade.
- Again another attempt at a land grab in the name of "development". There is much that needs rehabilitation in these neighborhoods, there are street level business space for rent there are significantly unoccupied rental apartments. We do not see any type of investment in the green space we have. Most importantly expanding and bring a HWY down to grade KILLS the walkability in the area and endangers the safety of children and pets. Looking at I-71 where it is down to grade, there is significant noise, there is NO ONE walking and people speeding 20 to 30 miles an hour over the speed limit. This plan will effectively disconnect Columbus Park from the Market and with it the charm that residents and visitors enjoy in these sister neighborhoods.
- Shift the road to the west to provide ample room for a green edge along the east side that the trail/cycle track extension can be aligned.
- Again, lowering Route 9 is an unnecessary project. This would divide the neighborhoods, rather than "bridge" the gap you keep referring to. Crossing the street can be dangerous, but crossing a highway will be deadly. This will be just like the intersections on 71 highway.
- Lowering Highway 9 is not necessary. This city should have learned their lesson from Highway 71 - going through neighborhoods - what a mess and a waste. Pedestrians get killed crossing that highway, Lowering Highway 9 will destroy our peaceful neighborhood and increase traffic, pollution, crime, and bring density to our neighborhood.
- Lowers a highway into my backyard. This opens the door for more accessibility to my home. The safe snug feeling is gone.
- I do not like this concept as this will take our neighborhood and make it feel like New York. It will take away the uniqueness of Columbus Park. This will also isolate us from the River Market and Downtown. Right now we're connected to these areas and this plan will make the same traffic pattern of 71 Highway and isolate us instead of connect us. It will also make crossing the street dangerous.
- This concept of the 4 I believe has the most economical and pedestrian friendly opportunities. While the mini boulevard would be a nice touch the abundance of developable land east and west of route 9 should be implemented to full potential. By creating economic ties and walkability I believe this option has the most positive long term impact.
- With Kansas City currently facing a \$60 million budget shortfall, this is NOT THE TIME to be spending tens of millions of dollars to completely change a roadway like this. Plus the construction would be EXTREMELY disruptive to the western side of Columbus Park.
- Again not necessary to lower Highway 9 -this is a lot of money being spent on something that is not needed.
- Again, as long as the development was done correctly I would be for this. The Columbus Park side of the neighborhood being connected to River Market might be an issue if Columbus Park is not developed well.
- This is another suburban traffic design that has no business being downtown. 5 lanes of cars- this is the best way to kill the cool vibe of these neighborhood. We need FEWER cars, FEWER lanes of automobile traffic. I do not want Independence Avenue to go all the way through. Why? BECAUSE MORE TRAFFIC. If it's a fast straight shot, more cars will use it, increasing our traffic sound. I suggest you go sit at 5th and Troost, see how fast the cars come through there because it's an easy straight shot from the highway. It's terrible. I have a friend that lives there, she'd be happy to let you sit in her yard and monitor the cars flying by. It's not safe. This traffic idea presented here? Definitely less safe for us pedestrians.

- I like the concept of bring the bridge down to grade, but I'm very concerned about the lack of any bike infrastructure here. The rendering actually removes the EXISTING lanes from 3rd St. There is no mention of how this is supposed to connect the bike lanes on the HOA bridge. The roads in these renderings look incredibly wide and could already use a road diet before they're even built. This initial rendering does not seem to support the city's goal of Vision Zero. I hope that with the cost of this concept some money would be put into supporting healthier, safer, and more environmentally friendly modes of transportation - especially at such a key juncture between KC and NKC.
- Very dangerous for pedestrians. This does not connect us; it exposes us.
- Far and away my favorite option. If Rte 9 must go through, then signaled intersections decrease average speed of cars and make the neighborhood safer for pedestrians and cyclists. The large increase of new land will help patch the neighborhoods together (as long as they're mixed use!) and I wouldn't mind seeing a transit stop or two to seal the deal. I think more people would use Columbus Square, I think the connection of Independence Avenue will reduce traffic on 5th or 3rd street in River Market, I like this all around.
- nope. This will increase traffic in Columbus Park immensely.
- This concept will eliminate the separation of pedestrians and car/truck traffic which is the safer way to move people across a busy roadway. We have many elderly and young people with children who walk to the City market from Columbus Park and lowering the roadway to grade and even with traffic signals this type of crossing may become a challenge to get across in the allotted time. What happens if for some reason something happens and they are caught in the middle of the roadway and the light's change? Very costly project and Route 9 will be closed down for a long time due to the amount of construction required to remove embankments, roads, infrastructure, etc. and rebuild the roadway.
- Asking pedestrians and bicyclists to cross 4 lanes of highway traffic is dangerous. We need to over passes to keep that heavy traffic flow away from our neighborhood.
- The additional traffic running through the neighborhoods isn't beneficial to the people living there. While it would potentially provide more development opportunities it comes at the cost of livability and walkability for the residents. Traffic can run too fast at times currently within the neighborhoods and this would only serve to endanger pedestrians further.
- I really don't want this project for the heavy construction and proposed giant buildings affecting my current building at 5th and Locust. This is unacceptable and will greatly hurt the building financially and with many headaches during construction.
- You're gonna have a lot of dead pedestrians.
- I am strongly against making it possible to build yet another apartment complex in River Market while taking away both the dog park and what little grass remains in the neighborhood and around our building. I am against this plan specifically because of the multi-story apartment complex you show on this plan and on every plan that follows it. The complex blocks off Columbus Park from River Market MORE than the current roadway does. There is no park land in River Market and you need to add some on the River Market side (not on the Columbus Park side as one of the other concepts does). I will be fine with this plan if you guarantee that there will be grass around our building, or create a new park in River Market - on the River Market side - and next to the Bridgeworks building. We don't need yet another 531 Grand on our street. You just had one built. How about a place to play some volleyball and some grass. Add to the dog park, don't take it away. Please do not take away the views from Bridgeworks, I just purchased in the building and I appreciate the grass and nothing over two stories surrounding the building.
- This provided a more open roadway- less congestion.

- I'll say this a few times: my biggest concern about bring 9 Hwy down to grade, is the convenience of getting from Columbus Park to River Market. Currently, that is just a stop sign away. Creating this major thoroughfare will NOT help the connection between the two neighborhoods. In fact, I'm sure it will be worse with intersections, AND increased traffic. That being said, I like a few of the plans you've presented that might facilitate that better than others. This particular design, just seems like a long road to get to somewhere, rather than slowing traffic and beautifying and enjoying our neighborhoods.
- Not a good Idea mixing pedestrian traffic with highway traffic. Also you might want to think about keeping the dog park. People in river market love that dog park
- Same
- Going this route will increase both noise and pollution in our neighborhoods, and act as a barrier to foot traffic between the River Market and Columbus Park. Look at the isolation that Southwest Trafficway creates for an idea of the impact - nobody I know in Valentine walks over to Roanoke (or vice versa).
- Better than current, but not a favorite among choices
- Again, we don't need more housing in the River Market. The buildings built in the past few years are not full.
- This would presumably fix the suicide bike lane entrance to the HOA bridge, and I am favor of that. I think this is a much more effective long term proposal than the prior one since it removes Cherry street. I still question why there needs to be so many lanes of traffic.
- I support lowering route 9 to grade at 3rd and 5th but do not think that this design concept is ideal. As presented, the wide arterial road (six lanes in some places) creates new safety and comfort challenges that limit the value of investment required. I think there are better ways to move at grade traffic through the area that preserve the connectivity and development potential with fewer neighborhood impacts.
- I'm not worried about traffic levels, if the ramps to I-70 go away most traffic will choose other routes. So being a five lane road is probably too wide without bike lanes to connect to the path on the bridge
- This concept has potential to create better pedestrian connections, slow traffic down, and create more valuable development parcels.
- I do not want that traffic flowing so close to my home. It will bring unwanted noise and unexpected disturbances
- My 3-star rating for this concept is in line with the previous concept by assuming that the previously-mentioned concept would have to be enacted for this one to exist. The reasoning for my rating is the same.
- I like the fact that MO-9 would be lowered which would help eliminate the barrier caused by the "elevated" MO-9.
- I like the extra housing density that this option brings on newly available land, however I think it's outweighed by the challenges created for east / west pedestrian and cyclist traffic crossing such a daunting thoroughfare at grade (i.e. the Boulevard option is better).
- Love the concept but we need to make sure that 9 Highway has city street lane widths. Frankly, we would be worse off if we built this and turned it into a car sewer with high volumes and speeds.
- This concept does the most to reconnect the neighborhoods.
- Very smart ideas here and great problem-solving. I would also suggest connecting the other streets in the grid, too. (Missouri and 4th)
- Street cross section appears to be reduced from prior at-grade concept which is promising. However, the lack of protected bike lanes is concerning.
- I think this would be great for accessibility to both Columbus Park and River Market area
- I don't understand any benefits to lowering 9 HWY. It would increase congestion along this route. With this scenario, I'm also concerned how river market traffic will have to adapt or become more crowded which I am not a fan of

- i love this concept. i see a lot of potential to bring columbus park into the river market and downtown community with lowering route 9. we (CP) feel disconnected. Further, there is a ton of opportunity to develop residential in this area. i would caution that development of “luxury apartments” may not meet the intent of growing the community in the CP/RM area
- Again, it is kind of difficult to understand the difference between this concept and the last concept. I think you will get push back from park-adjacent neighbors over new development. I would suggest meeting with them directly.
- This will be a challenge for pedestrians and bicycles to cross, especially at rush hour and at night. It does not seem to enclose Columbus Park as a separate entity.
- This seems to really start getting into a true change of joining Columbus Park, Downtown Loop/East Village and River Market. This gets even better if we think long term and the Royals put a stadium in the East Loop, what a gateway for many people.
- Similar to last comment. It helps lessen the industrial quality of the area a little but makes traffic flow worse without appreciable benefits to make the area more livable. I would rather have the walkways under the elevated roadway.
- Maximizes investment and fully connects neighborhoods. Added development opportunities make this the winner

BOULEVARD ALIGNMENT

- More park and pedestrian space always seems like a plus. More opportunity for adding to Kansas City's personality
- From a pedestrian safety/comfort issue, this is my least favorite choice. I admit to being skeptical regarding how well a boulevard could be maintained, and how many people would be calling it home.
- Would like to see it at 5th St. instead of 3rd.
- I like the green space.
- This is the best design and is a beautiful entrance and you head into Columbus Park / River Market from NKC and the river or as you leave KCMO and cross the river. It's also makes the buffer between the two neighborhoods seem more friendly and less like you are crossing the highway and concrete. It seems like a perfect space to relax and enjoy your neighborhood with residents while enjoying artwork and the benefits of living downtown. It's also a nice buffer between blocks without slowing down traffic. This should also help property values in the neighborhood as it being a nice visual to enjoy and won't cost the tax payers as much as some of the other plans. Best bang for the buck and is a great compromise between public use and fixing the traffic / bridge issues. I can see residents and families using this space between blocks. My favorite part is seeing a water feature and artwork, landscaping not just the bike paths. Thank you for submitting this concept.
- This rendering is beautiful. My concern is for the safety of pedestrians and cyclists in the area and to ensure there are clear and safe crossings for them. I would like to know who would maintain this space over time?
- This looks like a great place to walk and have community gatherings. The green space looks amazing. My only concern is security at night.
- Again, noise, traffic and pollution.
- I like the idea, but will people actually use it?
- I like this concept better, it complements the other boulevards around town. Splitting the new road up will make it easier to cross by bike/foot which is a plus. The 5th street intersection won't have the same benefits though, so I'm not sure about the south half of this plan
- I don't oppose the concept of aesthetic improvements on their face, but I am skeptical of the availability of ongoing funding to adequately develop and maintain the boulevard improvements. This project should not add large ongoing funding obligations for taxpayers.
- Love the idea of using KC's rich parks/boulevard system as a solution for this issue!
- This clearly does the most to encourage foot traffic towards Columbus Park for River Market visitors.
- I am skeptical about the practical usefulness and attractiveness of a roadway median park. This may serve to replace one dead zone with another, serving as a spatial barrier in the urban grid. It also unnecessarily eats up land that could be put to more productive use. If green space is needed, I would prefer investments in existing parkland nearby, or enhancements to parts of reclaimed land, as opposed to shoving an inefficient park into a median.
- As long as speed limits are low enough and tactical work is done to discourage cars racing through, this is by far the best choice. It provides incentive to move around outside of cars, brings much-needed greenery to the area, can create more community and, hopefully, show an alternative to a car-dominant community that exposes the foolishness of I-70 existing in the middle of people's neighborhoods.
- If the highway is going to touch down at 3rd Street I think this is the right approach. The park makes for less lanes to cross at a single time and it is based around enhancing existing infrastructure, which seems like a better call than shifting a highway east. I also think the size of the roads in this circumstance would reduce traffic speed more effectively than everyone coming off the highway directly onto Cherry. I don't know how necessary it is to land at 3rd, but if it is this has my vote.

- This option is absolutely the best - much easier to walk or bike across. Separating the north from south lane of route 9 make is much easier to cross. However, I am somewhat disappointed in the images that there is not a more explicit bicycle / pedestrian connection to Columbus Park. The
- I hate the double intersection on 3rd st
- This will quickly become a place where homeless frequent and residents shy away from. Parks surrounded by roads are never used by the community and attract crime
- OK option but boulevard/park is less needed than additional development/density. Park could become dead if not enough activity around it, especially people walking back and forth between River Market and Columbus Park. Could become pretty but useless (or a lot worse, if not activated and not well maintained).
- Quit wasting money on useless projects we don't need
- Do this one. Everyone likes parks.
- Truly an improvement!
- Now you're speaking my language!!
- This is my favorite plan. The boulevard creates a nice community place to blend the two neighborhoods together.
- This project is not worth wasting tax money on! Let's concentrate on improving safety and lowering crime instead of wasteful projects like this (and all the unused and inconvenient bicycle paths)
- This is by far my favorite idea. I think more people will feel safe walking from the Rivermarket to Columbus Park. If we can keep the green area clean and free from people who trash things out.
- Looks lovely but these landscape plans are difficult to maintain. How about the homeless? Good place to camp out.
- Poorest use to tax payer dollars. This seems to show our city has a limitless supply of funds for pet projects on infrastructure that is still well within its useful lifecycle.
- I like this one the best, but I think it would become a hangout for homeless people and would become trashy/covered with litter and unsafe, people would feel uncomfortable using it with all the vagrants hanging out in it. Not to mention it could become a hangout for bad elements, especially at night. Unless the area is cleaned up and high security added.
- I can see this being superficially appealing – one number in the overall cost picture is lower, and the renderings are intriguing. But the more I think about it, the less I like it. It unnecessarily complicates the 3rd & MO-9 intersection, makes whatever lies across from each other along this stretch farther apart for a pedestrian to contemplate, opens the possibility for a park which then has to find its own funding (competing with others, extant and potential) but might simply never happen or might be done poorly. As with the proposed improvements under the existing overpasses, this would still be better than nothing, and might always turn out something wonderful.
- Explore the possibility of incorporating housing/office uses in the park/median as a way to increase value and provide passive surveillance/safety.
- I like this concept the most, but don't love it because of it's narrow minded focus only on green space. I think this concept would be best applied if the median/park is also open to small scale development that truly connects these two neighborhoods physically. Otherwise, I love the shorter crossings for pedestrians
- I love this concept, however reality would look nothing like this as the location of the streetcar vmf requires train tracks to cut through the middle of the boulevard and would need substantial protection and fencing.
- This seems like it is adding too many cars. A tunnel seems like a better option.
- It's pretty but I don't like the idea of mixing pedestrian areas and car traffic. I do like the potential for extra outdoor space.
- Unnecessary expense. Leave elevated highways and designs as they are
- Pedestrians over traffic. Makes the area more attractive, unique, desirable, and less of a mere pass-through.

- Like the boulevard portion. Too bad there's no concept that extends it all the way to Independence Ave.
- I like the separation treatment- it feels far less commercial. Although i can see this being another homeless camp area, much like the park in Columbus Park. But, if done well, this is appealing than just a large street full of traffic.
- Love maximizing usable, pleasant space for people not in cars. Want to see protected bike lanes.
- Again, in addition to danger that comes with lowering the Route 9, you are now placing pedestrians in the middle this. This just welcomes brings more safety concerns to the area.
- I think a normal street works better than a miniature boulevard. It's so small and I would rather see the land developed considering there are two high quality park areas within a 5~10 minute walk of 3rd and MO-9.
- I love this concept, bringing the traffic to pedestrian level will be unattractive and this concept gives green space to the current community that we do not currently have. The green space will make the road more attractive and damper sounds of any heavy traffic. Beautiful concept.
- I strongly disagree with the whole plan. I live in KC and believe the money could be used more wisely for other projects. The Columbus Park community has always being very viable. Many families have lived in the area for generations. They love and appreciate their neighborhood. I do not believe we need more apartments in KC.
- waste of money. land planners think people will use the median. they wont. a waste of space. put a greenspace on one side or the other
- I love this concept, and I think it would be a great way to get through to downtown. Opens up lots of chances for community activities and walking/biking too.
- Good in theory, would only require crossing two lanes of traffic at a time, but continuous upkeep costs may not be worth it. Bike lanes outside of the boulevard would be too close to road and not oft used because of safety concerns
- More green spaces in the city is always a positive thing. I am a fan of the final 3 options. Whichever the city goes with I will be satisfied.
- I like the boulevard idea, but worry about the 4-lane road reducing the use the of the park in the middle. Would a road diet along the split road be feasible to limit car speeds through here? if Route 9 terminates at Admiral/Locust, and with several now lighted intersections between the river and I70, does Route 9 need to be a 4 lane road at all?
- Elements of this option will just not be feasible given expansion of bridge footprint to east and conflicts with expansion of streetcar maintenance facility north of 3rd st.
- We are a city of once grand parkways and boulevards. We need a new boulevard and the park space is retained.
- While attractive it does seem to limit redevelopment/new development opportunities in this area.
- This one is what I'd classify as "least bad". The only real benefit over the other concepts is the divided roadway. Crossing 2 lanes twice, with space in between is better than crossing one wide 4-5 lane street as a pedestrian or cyclist. That being said, a small park completely surrounded by streets isn't Ver attractive to use. Perhaps make this the dog park instead (or at least part of it). It is more easily accessible by both neighborhoods. People in this neighborhood care more about their dogs having an outdoor place than for themselves. We'll run on streets and down to the river. A loop trail like this isn't too beneficial. IF this concept moves forward, is there a reason that 3rd street has a gateway element and not 5th street? Especially if Hwy 9 comes down to grade, 5th street will be just as important of an entry to the neighborhoods at 3rd st.

- What the current rendering shows, but is not stated is there additional huge buildings that will be added around the boulevard plan. This will likely be with poorly thought out parking plans, additional “high end” apartments in neighborhoods that have an excess of over priced rentals and available office space. Who will pay to maintain this park and the safety of it? Who would foot the bill for the cost of this? As a resident I do not want to pay for cars speeding through my neighborhood at ground level in order to get to their homes in the suburbs of Kansas or North KC.
- Consolidating the lanes into a narrower alignment width would provide more opportunities for development. Any open space created by reconfiguration should be placed on the east side of the corridor as first choice - supporting the north-south trail extension into Downtown KCMO. This option creates separated one-way pairs, which will encourage higher speed traffic and will diminish the active use of the open space shown in the median.
- It seems everything revolves around lowering Route 9 and adding apartments. Adding apartment complexes like those shown in the pictures takes away from the uniqueness of Columbus Park. I am all for change, but only when it makes sense. I do not see the sense in this plan at all.
- Again Lowering Highway 9 is a complete waste of time and money that could be used elsewhere to improve what we have now. I am a resident who has lived at the same address for over 40years. We are verry connected to the Rivere Market from 5th Street and 3rd Street. This is an exercise in futility and a waste of money by the Downtown Council. The Downtown Council wants to impose upon our neighborhood that none of them live in, pay taxes in, or support. They are pushing thier own agenda.
- Once again, it lowers a highway into my backyard. All of the plans icluding this one breaks the character of our neighborhood. The Downtown Council has a vision for our neighborhood, just not the same vision as us.....we’re trying to preserve what we have.
- Route 9 is perfect as it is. The highrise apartment buildings do not blend in with our neighborhood. There’s no guarantees what is going into this land. Again, this plan will make it like New York City and we will never see the sun. The Downtown Council has no first hand experience with our neighborhood and are only thinking of Downtown in this plan. This plan will make a heavy traffic presence in our neighborhood that will bring noise, pollution and crime. We want to preserve our neighborhood. These buildings are not in line with our neighborhood. Where are the current studies for noise and pollution etc..?
- While this concept is visually appealing I do not believe it has the best long term impact. However the concept of creating attractive public spaces over dividing roadways could be utilized to “cap” I-35, 70 and 670 to reconnect downtown to the River Market, Paseo West, and Crossroads. As this could attract developers, streetcar extensions and make downtown less of an island and more the heart of KC.
- With Kansas City currently facing a \$60 million budget shortfall, this is NOT THE TIME to be spending tens of millions of dollars to completely change a roadway like this. Plus the construction would be EXTREMELY disruptive to the western side of Columbus Park.
- This project is not necessary, there are so many other vacant buildings and lots that could be utilized/remodeled. There is not a need to build more high rise apartment buildings in our neighborhood. There is not a need to lower Highway 9
- Reminds me of the Paseo and Gillham Rd too much.

- WIDE 4+ Suburban street scape again – NO. If we wanted this suburban feel, we'd buy a McMansion out in Tiffany Springs or Shoal Creek where we could sit in our cars for hours daily at a huge stop light on yet another boulevard to get to Target. It's too intricate of a park-boulevard design–Who's going to mow that well? That's a landscape maintenance nightmare for the City of Kansas City– it wouldn't get fully funded, and it would not be maintained well, for long. We have a lot of skate boarders in the area, and A LOT of homeless people that would be bathing in the water features. A simpler green space concept would be more useful, feasible, and maintainable. Use the K.I.S.S. concept if you're going to propose green space. We could use a place for kids to play & climb, families to congregate. Young families are moving/staying downtown, and more would like to live in this urban neighborhood, but there are no playgrounds. The off leash dog park at 5th and Locust is WONDERFUL and extremely well used; it's also an amenity that draws in renters and home buyers. Please do not get rid of the dog park. Maybe we add a play ground at the green space between the River Market Dog Park and the Cold Storage Lofts. It might need to be fenced in so the dog owners are discouraged from taking their dogs into the children's play ground.
- The at-grade concept is the best part about this. I don't like the implementation though. There is a lot of wasted land being used for a park that I don't see many people utilizing. It's located in the middle of what is likely going to be high-speed traffic coming off of the HOA bridge at 45mph. I would much rather the land be utilized for commercial/residential on a proper grid like in the East Alignment than this concept.
- This is attractive but hard to believe. We have seen countless landscaping proposals that never (literally never) are completed and maintained. Why should we believe this one? What if the houseless take over? Drugs? Etc.?
- Love green spaces, but are you concerned that this area will attract the homeless, increase crime and the need for policing?
- Not a fan of this concept because I believe the park is too isolated. There's a very busy road COMPLETELY surrounding the area, and as a pedestrian I wouldn't want to use this area, I'd rather be in Columbus Square or River Market. It's too small to be oriented to runners, too close to the road to see people using the park for recreation, and too small for children to safely play. Pedestrian activation needs to happen along the sides of the street, but not in it. As an example, I'd say look at the large park in the median of the Paseo between 9th and 12th; a few homeless folks spend their time near the fountain (nothing wrong with that), but otherwise I ride by there on weekends all the time and see no one using the park. On top of that, I see little to no parking nearby, and breaking into the very valuable land for car space seems silly. This whole concept seems pretty silly.
- This concept was cool adding to the pedestrian walking experience and making the non vehicle traffic feel safe and enjoy there travel should be a top priority of every project. Cars already have sufficient infrastructure to move through out the city it is time to create some spaces for the rest of us.
- This is a much better alternative if Hwy 9 goes down to grade at 3rd. I feel like the park would calm traffic and make it easier for peds/bikes to connect east to west.
- I don't like this concept because i think that the Route 9 roadway should remain as is and connect up to Admiral Blvd. as it currently does. This gives better access to the governmental, work businesses and services existing in the downtown area. Other options which show the Route 9 ending at 6th St. puts you at a location where you have to make too many decisions to get to where you want to go.
- Again, bringing the highway down to grade and developing the land adds to an already saturated apartment market. The river market loses its historic character with every new modern stucco apartment building that goes up.
- While I do like the idea of adding more safe walking/biking to the neighborhoods, the worry of additional traffic still outweighs the benefit in my eyes.

- I really don't want this project for the heavy construction and proposed giant buildings affecting my current building at 5th and Locust. This is unacceptable and will greatly hurt the building financially and with many headaches during construction.
- The boulevard concept seems the safest option but NO moving the dog park. We need MORE park land not less. Columbus Park already has tons of green space. We don't need any more apartments either. MORE PARK LAND
- This is the same issue as all the other plans. I am strongly against making it possible to build yet another apartment complex in River Market while taking away both the dog park and what little grass remains in the neighborhood and around our building (Bridgeworks). I am against this plan specifically because of the multi-story apartment complex you show on this plan (surrounding to the east and to the south) the ONLY residential building that is OWNER occupied) and on every plan that follows it. The apartment complex blocks off Columbus Park from River Market MORE than the current roadway does. There is no park land in River Market and you should add some on the River Market side (not on the Columbus Park side as one of the other concepts does). I will be fine with this plan if you guarantee that there will be grass around our building, or create a new park in River Market - on the River Market side - and next to the Bridgeworks building. We don't need yet another 531 Grand on our street. How many of those do we need in the same block? You just had one built. There is plenty of vacant land in Columbus park. Make this greenspace (the space on Locust Lane). How about a place to play some volleyball and some grass. And add to the dog park, don't take it away.
- Love this for the aesthetics and pedestrian possibilities...but who will maintain it?
- Though it does bring the highway traffic down to the neighborhood level, it does seem like it can slow down traffic to be less disruptive. The added green space also reduces the blight of a large highway.
- Again, my biggest concern about bringing 9 Hwy down to grade, is the convenience of getting from Columbus Park to River Market. Currently, that is just a stop sign away.. This particular design, really beautifies both neighborhoods! I also think it will slow traffic down to "neighborhood levels" rather than thoroughfare speeds and traffic.
- I am strongly opposed to additional large apartment complexes being built as part of any project. Downtown apartments are on the verge of being overbuilt already. I am in favor of more green space.
- Quality of life, better for pedestrian traffic, increased community involvement and would be a catalyst for Column Park.
- Nope same reasons as above highway traffic and pedestrian traffic do not mix. You are only providing more places for the homeless to camp.
- Danger
- While this option does look better on paper, we all know that the finished design will neither look like this, nor will any landscaping be maintained.
- This would be awesome. And I like the dog park location. I don't understand (nor see) the pedestrian / bicycle bridge concept that is mentioned.
- I like the boulevard look, but I'm negative about adding more housing to this area. Gentrifying the area bordered by Independence Ave, the Missouri River, Hwy 9, and I-29/35 is not a good thing. Housing prices are already elevated in the River Market and those prices don't need to seep over into the area to our east.
- While I love the way this looks and do think it would make a significant difference for the ease of crossing the highway, it seems wasted a bit without connecting it meaningfully to more park/green space. If there were a clever way to plug this straight into the riverfront it could be a gamechanger for connecting the three areas.

- I think that using the existing ramps is ideal. I think the couplet formation of the road is desirable because it makes the streets more narrow, less busy, and more comfortable to cross. I would prefer to see the couplet concept continued through the intersection at 5th Street, making those crossings more comfortable as well. I do not support the large green space areas. The value in lowering Route 9 to grade is in reconnecting and reactivating the neighborhoods. The green space creates new costs and maintenance burdens and there is high quality green space available at Columbus Square. Seamless development activity and development through the couplet area is preferred.
- The green space would be better as buildings, and it's another place to not be maintained. Modot already has too many neglected plantings as it is.
- This concept also creates a friendly pedestrian environment and will slow traffic down. While generally parks and open space are a good idea, I do not believe it is necessary in this instance. A well-designed boulevard would be more than adequate, and help slow traffic while still being visually appealing. Heal the urban fabric, and build on the existing assets in River Market and Columbus park rather than making a shiny new thing that will be added cost and require significant maintenance.
- Clearly this is the most ideal. Have KC Parks & Rec maintain it and host events that can draw residents from River Market to Pendleton Heights. This could be a game changer for the old north end and if we want to be proud of our city we shouldn't cheap out!
- If the open space perimeter was slower traffic, that would be permissible, but this seems like an undesirable space given the fact that vehicles will be traveling at high speeds.
- This minimizes traffic stoppages and beautifies the area. It prevents unneeded development in our area of town and will create value for existing home owners
- My 3-star rating for this concept is in line with the previous concept by assuming that the first-mentioned concept would have to be enacted for this one to exist. The reasoning for my rating is the same.
- I like it in theory, but in real life, not as much. The cost is not economical to me.
- This concept is the most balanced in my opinion in that it better supports connecting the two neighborhoods with more comfortable foot and cyclist traffic via the green space in the Boulevard and it also provides some additional housing density towards Columbus Park. These factors combined could act as a catalyst for much needed infill and property rehabilitations to bring the density up in Columbus Park and improve the quality of life in the neighborhood.
- I like this the best because it appears to do the most to improve the human experience and to slow cars down. However, I think that park would get better use if you didn't have to walk across 9 Highway to get to it. If you could have the previous option, but with a little more green space, wider sidewalks, and other measures to slow cars, I would have preferred that option.
- This concept does not do as much to reconnect the neighborhoods as the shifting Route 9 east concept and will require long-term funding to maintain the 'boulevard'.
- This is also a very creative and good concept. I have a slight preference to the realigned concept that is tighter, since I'm concerned about the ability to build the boulevard median in an attractive and useful manner, and to maintain it. There's also a very nice park nearby, and Berkeley Park is quite close.
- While this option would provide less redevelopment opportunities, I believe this is the best option presented. By providing a boulevard, the street cross sections can be reduced and will provide safer pedestrian access. I would like to see bicycle facilities separated from the pedestrian path in this concept. I would also like to see the boulevard extend further south past 5th Street.
- This looks to be the best concept of all the ideas, and I would love to see it developed as long as this is feasible financially for the project.
- I like the boulevard concept better as it increases some space for human traffic. However I would prefer to do this without adding stop lights, but focusing on roundabouts

- while the design looks great, I question the value of this project. we have green space and parks in this immediate area (which admittedly could use better amenities) so i don't see a strong requirement for this type of green space. further, for pedestrian and bicycle traffic going east/west, they would now face two intersection obstacles, with lights. that design defeats the main value of bringing route 9 down in the first place
- LOVE this. Take my money!
- The devil is in the details on this one. No offense: when we see elaborate landscaping, it's an inside neighborhood joke. We are ALWAYS shown nice landscaping that never happens or it becomes a homeless camp, or just another patch we are forced to maintain out of our own efforts. Nice idea...how do you actually maintain it? If you want an example, it is volunteers who have been cleaning up Cliff Drive and keeping it from being a landfill. It's nice, but we are not Mission Hills. They don't take care of us.
- If you're going to take away green space adding it back in another way would be ideal. Add a dog park to this green space if you're selling or the space where the current one is.
- While this probably is the most expensive, this really brings it home. Just don't forget to merge for pedestrians/bikes into downtown loop/East Village.
- This I think a lot of. It would encourage a walkable area and hopefully small business, restaurants would be able to thrive and make the condos and apartment life more vibrant. I wish you could add pedestrian/bike bridges over the traffic as ease to cross to the boulevard is important.
- Should reconnect Independence, realign to the east to increase development, and do Boulevard entry to slow down bridge traffic...
- I don't like the move for the dog park.
- I would hope the city would consider laying this space out in such a way that would allow the space to be used for musical performances, or to be used as an art festival on occasion. It seems to be an appropriate spot for such a thing, and if done properly, could be well utilized for such a thing.
- Love this concept too but not as much as the east alignment which maximizes development opportunity. Additionally ongoing green space maintenance cost would have to be accounted for.

ADDITIONAL THOUGHTS OR IDEAS

- I really like how you laid out the concepts, and very much appreciate your efforts to gather neighborhood feedback. You've probably noticed that CP residents are sensitive to change, so thank you for being sensitive to our concerns.
- I frequently see downtown developers and "urbanists" attempting to use public money to make decisions that will make real estate developers lots of money, but without regard for families that have lived in a community for a long time. Tearing out a bridge to build high rise apartments dramatically impacts folks living at the west end of Columbus Park; mostly negatively.
- Please do consider offering land for a CP community center with a pool and playground and or skatepark. This side of the downtown area is lacking community features like this for its residents and tax payers. With all of the upscale housing being developed (tax breaks being granted) residents who don't own lofts with in-house amenities deserve someplace nice to spend their downtime with their families and friends. It would also help attract new residents to the area and create more investments by those outside groups looking for growth and business opportunities.
- As I Columbus Park resident I would love for the River Market and Columbus Park to be more connected. Eliminating dark and scary bridges will help make walking between the neighborhoods safer. It will also be important for any new development on current MODOT land to fit in with what is already in Columbus Park now.
- Many of us in Columbus Park worry about the way that the city wants to change the character and safety of our neighborhood.
- I would really like to see rendering/option 4 go through, I think it is the best, and the most impactful.
- I do not think we need more high-rise apartments. I think if under the bridge is lighted, care should be taken not to create areas where someone could hide behind structures. Structures could be made from something that provides an open concept.
- Love the idea of more foot and bicycling traffic, hope to see spaces for retail and services with narrower streets. Love the boulevard concept, would be great for all the dog walkers and joggers around here. This would match closest with our "neighborhood" vibe Would love easy access to Bar-K and the riverfront that doesn't rely on using the grand st. Bridge.
- For starters, the timing is all wrong for this project especially given MoDOT won't assist in clearing of the gavrants who take up residence under the overpasses and in the local parks. Additionally, any talk of an "elective surgery" project like this prior to addressing the pot-hole filled streets on a city wide basis is pie in the sky. We've got larger, more important infrastructure needs to address as a city before any kind of a project like this is even considered. I won't even begin to address the rush hour traffic bottlenecks this will create with four extra stoplights between the river and 6th street. How about we fix the crumbling streets, gutters, curbs and sidewalks before we go off half-cocked on some pie in the sky BS. I'm fine with the underpass enhancements but leave the Hwy 9 grade alone.
- Personally I feel like this is a lot of money for the city to spend when I'm not super convinced it will bring the neighborhoods together. Adding lighting and art, as well as actually having a sidewalk under the existing bridges will help for way less cost.
- Whatever option is chosen MUST be context-sensitive to these downtown neighborhoods and focus on people first. It must not become another high-speed, at-grade highway project.
- Columbus Park is my favorite neighborhood in the city, and hope the future success the neighborhood sees spills over into the Northeast corridor.

- The idea that the unique characters of Columbus Park and River Market are “enforced” by this artificial barrier is ahistorical and harmful to the livability of both neighborhoods. This barrier impacts both neighborhoods and has left the east side of the River Market underdeveloped because of that. As much consideration should be given to lost potential and damage to livability and viability in the current configuration as is given to trying to preserve demarcation. Concerns about the nature of traffic are legitimate even if volumes are reasonable. Northbound speeds ramp up quickly as drivers descend from the bluff and southbound speeds are dangerous as drivers see a “wide open” bridge with no conflicts to encourage them to slow down. I believe that existing concerns about an at-grade facility fail to consider that the nature of this traffic can be different. To that end, though, design must be intentional about ensuring that it IS different. Traffic calming should start before these new sections are reached. This should feel like a local street. It should also not be lost that this is a major step forward in the larger reclamation of valuable downtown land from freeways and interchanges. Plans should be bold and forward-looking, even in the face of immediate concerns that don’t fully acknowledge the potential paradigm shift for our downtown that this will help facilitate.
- Love the ideas. The current area does not look nice and does not work well with the other areas down there. These developments would only help further the city along and ignite growth.
- The goal should be to get to a place where I-70 is closed. It’s a massive economic drain on the area, poor land use and endangers the health of every person who lives adjacent to it. It’s unconscionable that it exists in the middle of the city and the work to improve connections between the River Market and Columbus Park should serve the goal of one day eliminating it. Highlight the infrastructure work that can be done to bring communities together, lesser car dependency and improve the health of the city and its people.
- I would like to reemphasize that the neighborhood is not made worse because of renters, it is made more diverse. Even in a comfortable place in terms of loans, education, and employment this neighborhood is unaffordable. The single-family mentality cannot dictate the entire future of the area this close to downtown. That said, I understand the hesitancy for high-rise development. I think there is a way to achieve a good level of development without entirely altering the fabric of the neighborhood. I like tearing down the highway connections and having dedicated zones for more density. Pedestrians over cars every time.
- Remove the north side of the downtown loop
- Bringing Route 9 down to grade is essential to increasing vibrancy and opportunity in the River Market and Columbus Park. Anything else is a huge missed opportunity.
- This is obviously someone’s pet project that only benefits very few people. Why don’t you spend this money on a project that’s actually useful and will benefit someone besides the rich guy behind this pork barrel project
- Where is Leslie Knope when you need her to build a park?
- This addresses so many important issues with respect to safety, livability, industrial traffic efficiency, and economic development. This an infrastructure project with no discernable downside. It is my hope that this is implemented as scheduled.
- As you look to extend Independence Blvd west to Broadway, please take into account the impact of increased traffic to our efforts in the Historic Northeast Community on pedestrian traffic and access to our small businesses.
- The less highways, byways, trafficways, etc the better for bringing families back to downtown. I know this as a husband and father of two - a pre-teen & toddler - who live downtown (Westside!!) and have to contend with distracted drivers who don’t seem to comprehend that YES families do live in the City & they have the right-of-way. Thanks!!
- Do the boulevard unless it is deemed cost prohibitive. If cost is an issue, just make the pedestrian improvements.
- This entire idea is wasteful and should be abandoned!

- I wanna say thanks for coming up with these ideas. I think it is wonderful and Columbus Park deserves the foot traffic from the Rivermarket. It is a charming neighbor which is on the wrong side of 9 hwy. Thank you Jason Singleton
- Keep Highway 9 elevated. It forms a boundary, not a barrier for the Columbus Park neighborhood. We are already linked to the City Market through 3rd and 5th streets.
- It's great that the city wants to do something to upgrade the route 9 corridor, with all the apartments and condos to the river market area. It would really add the look and appeal of the city
- Boulevard area will not be used as intended due to the demographics of the neighborhood, not to mention on going maintenance which will decay as time goes. We should be encouraging high density in this area.
- Don't take away the elevated highway just to replace it with another high speed pass through. These are mixed use neighborhoods that could benefit from low speed and design that isn't hostile to pedestrians of all forms
- It doesn't appear as though the streetcar tracks and the maintenance facility was factored into these proposals, which could have a huge impact on not only the flow but also aesthetics.
- Don't do anything that will jeopardize the integrity of our neighborhood and especially take any current neighbors homes. We just need tge overpass at 5th to be lit up and not be accessible to homeless bedding down there
- Our neighborhood doesn't support this. We have neighbors that would lose their home that they've lived in for decades. It would destroy the integrity of Columbus Park
- Stop wasting tax money. Fix the roads and bridges we have without these "urban social justice solutions"
- There's plenty of empty lots and old buildings for development over there. Creating public space will spur that development.
- **NO MORE HIGH RISE APARTMENTS IN THE AREA. PLEASE.**
- Protected bike lanes please!
- Is there any discussion about light rail along 35 and 69?
- As it is obvious from my other responses, I am opposed to lowering Route 9. While your goal is to bridge the gap between the two areas, this is not a necessary project. You are adding a lot of danger, and possibly death, by lowering Route 9 to grade. We also do not need more apartments in Columbus Park. Things have been working just fine for us in our area. It seems whenever there are projects, it is not in your interest to make things better for us, just do what you please and hope we are okay with it. Or hope we do not become aware of it until it is too late for our concerns to be voiced.
- I use this bridge from where I live in NKC to work downtown everyday and it isn't bad now trafficwise.
- Anything is better than that awful embankment cutting the area in half. We shouldn't sacrifice our urban fabric and unity, making our neighbourhoods actively worse, so people from farther out can just fly over our neighbourhood.
- For whatever choice is picked, I hope that green space the community can use will be added in. River Market and Columbus Park are lacking in this with nothing being added but new bigger buildings. The road project I do not mind and understand the benefits for improvement. Please just incorporate green space for the community.
- The park in the middle of the boulevard should have a space that includes a stage or something where outdoor events/music performances can be held
- Maybe putting lights under the bridge would be a feasible idea.
- Capping the interstates and adding one pedestrian bridge to Pendleton heights from Columbus park would connect all of these neighborhoods. Dallas's over-the-interstate Park is exactly what we need over 670 and to a lesser degree, I-70. Similarly, an over-the-highway enhancement would be the safest and probably most used connection between the neighborhoods
- Road diets all around, create density and create connected communities, with greenspace for all to enjoy.

- I think the last concept is most certainly the winner. It connects residents, makes the area more walkable/livable, adds tremendous green space and visual appeals, and is exactly what the River Market needs. I do know the costs are higher with this idea, but I am certain residents would be willing to accept this project with the visualization of what is presented, it is more than worth it for this area! Well done!
- We are a city of once grand parkways and boulevards. We need a new boulevard and the park space is retained.
- It would be interesting to know what the majority of residents in Columbus Park and the River Market think of the idea of bringing Hwy 9 down to grade and reconnecting Independence Ave. It is possible that it is considered as more of a problem by people that don't live, work and play here than it is by us. The added density that could occur in the "found property" is not a problem...as long as they accommodate their own parking. It's more about the notion of almost sanitizing the urban environment by adding traffic signals, etc. The freeway system destroyed the grid decades ago. This isn't "fixing" that. It is changing it but maybe it isn't needed or desired by the community. That being said, we are all for eliminating the I-70 north loop. Just not sure starting with a bandaid approach on Hwy 9 makes a lot of sense.
- I do not believe that these ideas, except the enhancement of the underpass, are in the best interest of those who currently own a home or business, and pay taxes in the River Market and Columbus Park neighborhoods. These projections are created for the benefit of the developers who would profit from adding cheaply built luxury apartments. The existing businesses in both neighborhoods would lose business as people no longer would feel safe to cross a HIGHWAY as a pedestrian. During high traffic there is currently no delay to get on or off the freeway for those who drive into the market to go home, for shopping or dining. What we do not want or need is the high volume, highway-speed traffic (think the speed limit + 25mph) driving through our neighborhoods bringing noise, safety issues for children and pets and just another rental building. I'm am sure that if you asked people connecting to the other interstates they would not want to

take a route that will require a speed limit of 25mph. We would be daft to think they ever would. We are talking about developing a freeway. The question is, who is this development to benefit? From my perspective the only ones benefiting from all except for maybe the first plan to enhance the underpass, are the land developers who plan on purchasing the "newly available land" to the west of the HWY for development and owners of the mega buildings. Not the current residents, leisure visitor or commuters that want to go home and need to pass through the city. As a resident I do not want highway 9 brought down to grade as I see it negatively impacting the safety, connectivity, health of its residents.

- This survey is difficult to understand which concept(s) impact the alignment of Independence Avenue, so I am providing additional clarification here in case my earlier votes inadvertently supported any option that does not create an intersection of 9 highway and Independence Avenue extension. The notion of extending Independence Avenue under 9 highway should not be pursued, as it avoids reconnecting these important corridors and encourages a highway-sequence approach to the long-term redevelopment and revitalization of the entire North Loop area. The Urban Design considerations should drive this decision to shape the future of this entire area - not engineered solutions that attempt to reconnect streets and freeway connections using cost as a basis for making these decisions. Do not be short-sighted in making this decision. It has long-term ramifications for the future potential of this area reaching its full potential. Keeping these two corridors from intersecting will only encourage higher speeds of travel and will not re-connect the grid in a manner that will support future mixed-use development adjacent to these corridors, and will discourage future buildings from wanting to connect to these corridors with active ground floor uses.
- Please provide beautiful public spaces instead of housing infill. Let's take this opportunity to beautify this part of the city.

- As I have previously expressed, I am not in favor of lowering Route 9. You are going to change something that is working and only bring chaos to the area. Frankly, your plan will hurt the area. People drive very aggressively, and there will be lives lost when you bring a highway to grade.
- The Downtown Council is definitely not an ally of Columbus Park. They have been planning this for three years and never reached out to the people most impacted by this project. Downtown Council does not have the preservation of Columbus Park in their interest, we have worked so very hard for many years to fight for our neighborhood preservation. This is just another fight to preserve our neighborhood.
- This project is not for the good of our neighborhood. I feel like its intrusive and degrading to our quality of life.
- As a long term resident of Columbus Park, this plan has apparently been in the making for three years, and the Downtown Council did not reach out to those directly affected at all, we heard about this on a random post on social media.
- This is a concept which I believe could be expanded to address much of the division and segregation in KC created by the construction of the interstate highway system and I believe is a positive impact on our city.
- The pedestrian improvements to the 3rd and 5th street bridges are terrific ideas, and frankly LONG overdue. All the other options are WAY too expensive and too disruptive to the community.
- Fix the lights under the bridge at 3rd and 5th street. We have been asking for years for this. This project does not align with the Columbus Park Neighborhood. Our neighborhood consists of Bi-Level and single family homes. The Downtown Council's vision does not align with the quality of life we would like to keep living in our neighborhood.
- Columbus Park keeps its neighborhood feel because it is "separated" a little from the City Market. Highway 9 acts as a sound barrier for the noise of downtown. These plans to lower highway 9 feel like they're following the trend of overdevelopment and gentrification without considering the history of the neighborhood. Can we spend the money in other ways?
- All concepts seem to show Route 9 being extremely wide. I worry that pedestrians crossing at 3rd or 5th will be at risk of speeding cars
- I am totally confused how you could possibly spend this money at a time like this when all extra money or any money in the federal government and state should be spent to provide our first responders, with money and equipment to fight this virus. Also much assistance is needed for people to feed, cloth and house their families!! Try back in 10 years when this city and state recover!!! Terrible idea to do!!!!
- This project should only be completed if it will increase property value throughout the area. It looks as if there are several ways it could go the other direction if done poorly.

- **LEAVE HWY 9 UP!** The traffic sounds and the cars stay above the neighborhood. Residents walk and ride bikes below, and it is **FANTASTIC**. The River Market and Columbus Park residents are **NOT** disconnected from each other; we actually communicate and walk between the two frequently. We join together at the dog park, Caddy Shack, restaurants (when we can), for fireworks, Fiddler on the Roof, voting, and so on. Have you considered getting a few actual **RESIDENTS** from this area on your advisory board? Because the people who are currently leading up this effort all live in the suburbs, from what I can find in public records and Google. I would be happy to walk you through the neighborhoods, let you hear the sounds of traffic from the different buildings. I'm an urban realtor and I truly believe you'll destroy our funky neighborhood feel with this suburban design. People move here to get away from that wide streetscape thing. Having the underpasses be lit up and re-imagined would be an excellent way to make our suburban visitors feel safer walking between the two neighborhoods, but the perception that the two neighborhoods are disconnected is wrong. The residents **ARE** connected; visitors are the ones who are scared to walk under the underpasses to go between neighborhoods. **SO**, light it up, make it inviting, and that can satisfy the public perception that the two areas are connected. I've recently seen some great examples of bright and inviting underpasses in Pueblo, CO along their Arkansas River walk, Sioux Falls, San Antonio, and Chicago, and even... Wichita (gasp! yeah, they have way-cool underpasses. It's not good when Wichita passes you up on urban innovation and coolness). An underpass is **NOT** something to get rid of, they work really well in an urban setting to redirect and separate the flow of pedestrians and vehicles in a small space; ours here in Kansas City just need to be more inviting. (We could do cool urban design with our alley ways, too, while we're dreaming.) Good heavens, we have **THE BEST** Mural and Graffiti artists here in Kansas City, we should have the funkiest underpasses in the midwest. Have you seen the mural by SikeStyle at Locust and Missouri? It's become quite the photo opportunity, and we love it. **PLEASE DO NOT BRING WIDE SUBURBAN STREETS**

TO OUR NEIGHBORHOOD. These wide road concepts remind me of Metcalf Ave in Overland Park, or Shoal Creek Parkway, or Tiffany Springs Parkway. Just because there's a wider median with grass on it doesn't mean anyone is going to use it. You do not see many pedestrians around these above mentioned suburban boulevards, do you? How many people **WALK** to get their groceries in those neighborhoods, like we do here in RM/CP now? No one letting their children play in the grassy median on Shoal Creek Parkway? It's because those medians/boulevards not wide enough to feel like a safe, usable park. It's noisy, you worry about cars speeding by and coming off the pavement; you can't throw a football or baseball or frisbee, or let your toddler run for fear of them running into the street. You can't let your dog run off-leash. All these narrow boulevards or parkways do is create more grass to mow, and we struggle to keep the grass mowed by MoDOT as it is, and the City struggles to keep up with their own park mowing and upkeep. These narrow boulevard green spaces are not used in the Kansas City suburbs, and they would not be used downtown, either. To have a wide enough boulevard for people to play in and use, you'd have to go as wide as Ward Parkway or The Paseo, and there's not enough land mass here between Locust and Cherry, 3rd and Independence Ave, for that to actually happen. Other than the first one concept in the survey, **ALL** of these design concepts show a preference for **AUTOMOBILE ACCESS** from the suburbs, not for people who actually live here, or our use of our space. I'd recommend the underpass improvements, then perhaps a children's playground at 3rd & Locust, and heck, there are a whole lot of vacant buildings and lots right along HWY 9 east that could be redeveloped, easily. Millennials and Gen Z would **LOVE** to live urban with young families, if they could have a play ground close by, a condo/townhome with 2 Bathrooms, 3 Bedrooms, an attached small courtyard or balcony, and walkability/bike-ability. There's a huge under-used park at the Garrison Center, such a missed opportunity there.

- I like the overall concept of bringing Route 9 down to grade, but I would really like to see an improved pedestrian and bike experience in future meetings. It's very concerning to me that most of the renderings heavily featured cars and the ped/bike accommodations looked to amount to a standard sidewalk. If the point of this project is to reconnect the community, it needs to show that. Anyone can drive from HOA to Columbus Park today by just taking the off ramp, and this doesn't really change much from that perspective. If this project is to truly succeed in reconnecting the community, it needs to do more than slap in a bunch of 4-5 lane roads. I think this has huge potential, and with some positive ped/bike changes I would be 100% on board!
- I do not agree that lowering 9 is worth the money just to lower 9 highway. Trading a vertical wall for a horizontal wall of traffic doesn't serve anyone and is just a waste of money.
- Spruce up Independence Ave a bit more if you can!
- We must protect current homes and homeowners by shielding them from noise and pollution, strangers, and high-rise buildings with short-term neighbors who will NOT become a part of our family. You are merging two very incompatible communities. CP will bear the brunt of any problems. We are just beginning to crawl back from the horrible policies of the 70s that consolidated poverty here and in the Northeast. It is exhausting to grapple with other people's ideas of what we are supposed to be.
- I've lived at Bridgeworks Lofts in the City Market for 15 years so I feel invested in our neighborhood. I'm most concerned about plans calling for additional development to the east of our property that parallel Highway 9. I would hate to see the green space, including the dog park, be replaced with another large apartment complex like 531 Grand or Centropolis. Furthermore, there are more apartments/condos planned for behind the City Market buildings and in the older Belger Warehouse at 5th and Grand. That doesn't include the transit hub at 3rd & Grand. We're packing a lot of people in a small area which will detract from the City Market's appeal with traffic congestion.
- I'm minoring in Urban Planning at a major US university, and I think planners often forget that their decisions can and will have impact on spaces for 40+ years. I believe that the ideas which reconnect the neighborhood adequately will shape the future of growth near the river until the end of the century, and it's for that reason we should not be scared of spending the extra dollars now, as the rewards in resident and visitor satisfaction (and their taxdollars) will offset the cost in due time.
- Keeping highway 9 above grade and opening up the current 3rd and 5th street bridges to enhanced pedestrian traffic with improved lighting will be a major improvement.
- Having lived in CP for the past 20 years, one of my favorite things about it is our isolation. We are a quiet hamlet with access to all the city has to offer. I like that we are hard to find, but once you do, you fall in love. I also feel like this realignment will benefit developers rather than residents. We don't need more rentals. We need more affordable, single-family, for sale housing that will attract residents who invest in and commit to our community. Transient residents tend to not invest in the neighborhood beyond spending money at local restaurants. For sale units are key to long term neighborhood development and community improvement.
- So important to bringing all these areas together! Now please tell us how we can get our baseball stadium in the East Village.
- Another idea concerning the Boulevard concept: What if you construct this park at the existing level of Route 9 and utilize the space below the new Park for other uses like small retail shops, deli food outlets, parking, social services offices, etc., etc. etc. The Boulevard concept looks great but it will need people in its space all the time so it does not become a wasteland devoid of users and not safe.

- I have lived in the city market for 11 years now. I love the area so much that we purchased a condo here. There have been a lot of changes in the area in that time. The streetcar was a great addition to the area since it connected the downtown area with the City Market without sacrificing green space and the historic character and charm. There have also been some bad additions as well. The 531 Grand project looks completely out of place and has taken away sunlight and city views for people that own property in the area. I live in a unit that faces highway 9 and I bicycle to work heading east. I am able to safely cross the highway under the overpass with zero issues. If I had to cross highway traffic every day, how is that safer? I think that bringing a highway down to grade will only further separate Columbus park and the eastern neighborhoods from the market by forcing people to cross a massive intersection instead of being able to simply walk underneath it. That said, I love the idea of the underpass improvements. Allow local artists to showcase their talents and enrich the inhabitants of the market and Columbus park with some KC culture. Thank you for your time and for reaching out to us.
- Don't see much in here for enhancements to micro-mobility, bussing, or even the streetcar. Those two would help to impact the neighborhoods in more positive ways than cars running through. Prioritizing people, especially the ones that live here, over traffic needs would serve the area in the long term much better. Would like to see any land purchased back from MODOT be considered for single family housing and green spaces over larger 'luxury' apartment buildings. There is a need for single family housing in the downtown area that is being overlooked with much of the current development going toward larger buildings with studio-1bd units at high prices. Again, prioritizing the people who look to live in Columbus Park or the Rivermarket will help much more in the future.
- I really don't want this project (except for enhancing pedestrian pathways for the heavy construction and proposed giant buildings affecting my current building at 5th and Locust. This is unacceptable and will greatly hurt the building financially and with many headaches during construction.
- The concepts that eliminate the 3rd St & 5th St overpasses remind of the current situation with Bruce Watkins Expressway where there are 3 or 4 stop lights and multiple serious traffic accidents including pedestrian fatalities. Keep the overpasses please.
- No more apartments. No more road diets either. It's maddening trying to get home in the evening dealing with everyone cutting through rivermarket to get to the highway

- I am strongly against making it possible to build yet another apartment complex in River Market while taking away both the dog park and what little grass remains in the neighborhood and around our building on Locust Lane. I am against this plan specifically because of the multi-story apartment complex you show on this plan and on every plan that follows it. The complex blocks off Columbus Park from River Market MORE than the current roadway does. There is no park land in River Market and you should add some on the River Market side (not on the Columbus Park side as one of the other concepts does). I will be fine with this plan if you guarantee that there will be grass around our building, or create a new park in River Market - on the River Market side - and next to the Bridgeworks building. We don't need yet another 531 Grand on our street. You just had one built. How about a place to play some volleyball and some grass. Add to the dog park, don't take it away. Bridgeworks lofts is the ONLY Owner-occupied building adjacent to this plan and you are surrounding it with a dumb, high-rise apartment building. Yet another one just like 531 Grand. How many of those expensive apartment buildings do we need. It will block our view and reduce our property values. Our taxes are based on those values. And our abatement is ending so you could be smart and help raise those values. Build a park around our building - give us green space and views to Columbus Park neighborhood, not a big 6 story wall of apartments. This is the same street 531 Grand is on. I would like to be contacted and need to know if there are meetings so that I can have a voice in this part of the plan. I am also a business owner with a retail store in the River Market neighborhood. My biggest frustration is that EVERY option has this big building in it. And this building sits on TWO sides of the building I own property within. Clearly this was put together without talking to the neighbors of the would be land you plan to sell to pay for the whole project. If the project requires you to sell this land to pay for it, then the people who are most effected should get to decide. The building will literally drop a shadow on the only owner occupied residential building in the scope of the plans. I think you should get the majority of the resident owners of

Bridgeworks to participate in the planning for this land and get us excited about the use of the land that will surround our building. An apartment complex will not do it. How about some nice one story shops and a park. Skip the park in the middle of the street and put one on Locust Lane for the people who already live in the 5 or 6 residential buildings already here.

- Thank you - want to make sure you have reached out to the Independence Ave CID, the NE Chamber, Pendleton Heights, the City/public works (plans for Paseo Gateway) and West Bottoms
- Making the at grade connection with signaled intersections or making the underpasses more pedestrian friendly would be great. I strongly like the idea of freeing up more land for development if on/off ramps can be removed. I would eliminate dead space between the roadways (although I understand it has been done in many of KCMO's boulevard systems), as it is likely that space would be underutilized.
- Keep the dog park, the doggos need it

- One last time: my biggest concern about bringing 9 Hwy down to grade, is the convenience of getting from Columbus Park to River Market. Currently, that is just a stop sign away. There is a lot of “fear” happening with longtime residents. Personally, I feel it’s most unfounded, but not entirely. 9 Hwy Bridge is an ugly, monolithic behemoth. I would LOVE to see something better go in its place. I like the idea that so much unused area can be utilized with new developments. But, again, those developments could be detrimental to the settings of Columbus Park. I feel Columbus Park would suffer, tremendously, from some giant high rise development. Columbus Park has absolutely amazing views of downtown. Some monolithic high rise would kill that, horribly. And, part of that fear I mentioned earlier, is agreements now could easily be forgotten in the future. So, many people will oppose this now, from that (very real) fear. If we all agree that no future development would go above 4 or 5 stories, what’s to prevent the city from allowing a developer to break that agreement in the future? Overall, I’m in love with the entire concept. Two things: ensure that the connection between Columbus Park and River Market is not hindered by this, and ensure that any future development follow Columbus Park “standards” for new development, and I’m 100% on board.
- Bringing the vibrant community of the River Market closer to Columbus park to help sustain the current few business that are their would create a vibrant and safe community.
- Thank you for reading.
- I don’t know if your concepts include this, but for west bound traffic on I-70, trying to exit onto Grand or Delaware/Main ramps it can be a harrowing experience. There just isn’t much room to move from the far left lane to the ramps on the right sides.
- Raise gas taxes
- I cannot express strongly enough how disappointing this proposal has been. The creation of the downtown highway system tore up and isolated Columbus Park from its neighbors, and had a severe negative impact on quality of life in the neighborhood. We are finally starting to gain equilibrium and there has begun to be a good amount of incremental development happening in CP.

Bringing 9 down to grade will disrupt all the positive changes that have been happening in our neighborhood for the sake of bigger, splashier developments, ones who will make beautiful proposals but fail to execute them, and instead degrade the quality of life for everyone around them. For a good example, just look at the shockingly pedestrian-unfriendly SE corner of 5th and Grand as a result of the Centropolis on Grand development.

- The dog park is a big deal. More trees and grass is a big deal. Photo opportunities for tourists and residents with boulevard, park, and skyline are something to consider. I hope development isn’t as boring as 3-story apartments and Johnson County-style offices all around, but I know you’re ultimately not responsible for that.
- I love the general idea of the project, obviously my main reservation is the lack of funding dog eared for it. I live in east KC and have to take some pretty strange routes for some relatively short trips.
- All of these are improvements. The current bike lane entrance to the HOA bridge is a disaster and I would have liked to see attention to that detail. I was also disappointed to see zero consideration given to potential streetcar access down Independence Ave. I know that was previously on the ballot and seems like an eventuality if the system continues to grow.
- I think the neighborhood and streets run smoothly as is, and absolutely do not want all the construction noise, mess, and annoyance this would bring to my neighborhood.
- Please make recommendations based on actual data and measurable impacts, not on fear and speculation. Please consider the benefits and impacts to the broader neighborhoods, Downtown and region in addition to concerns of directly adjacent residents.
- It would be a mistake to not replace the bike infrastructure with bike lanes, given Cherry parallel to the freeway has them
- I strongly support the lowering of Hwy 9 and believe this is a great opportunity to improve both River Market and Columbus Park. Let’s make this happen.

- I am very much looking forward to this. Thanks for all of the hard work that has gone into planning it. And thank you for asking the thoughts of residents.
- The independence avenue connection is what I am most excited about, but the boulevard addition is an amazing extra.
- Keep neighborhood street grid and scale intact as much as on both sides of Hwy 9. Utilize tighter drive lane widths to encourage driver awareness and slower speeds. Provide pedestrian bumpouts at crosswalks when possible.
- I am quite impressed by the intuitive nature of this report, which tells me how much emphasis is being placed on the development of my immediate community. That being said, I have mixed feelings about the development being proposed. Call me old fashioned, but I really like my unobstructed view of the downtown area from my condo balcony.
- When considering option 3, please think about making it a little bit easier for pedestrians to cross over MO-9.
- Resident communication and overall neighborhood engagement seems to typically be a challenge for potential capital improvement projects. Please be as objective as possible in how feedback is obtained and in how this proposal is moved forward. Sometimes the loudest voices are speaking for a minority of residents, and others just aren't aware.
- Love to get involved. We need to reconnect Columbus Park and River Market but building a new car sewer helps no one but will waste millions.
- Generally, I prefer the slightly adjusted Route 9 with the tighter design to the Boulevard option. But both are 1000% preferable to today or to leaving any of the elevated freeway sections intact. It's important to plan for 20+ years from now with this, understanding the North Loop is likely to go away as well. Reconnecting as much of the grid as possible will pay benefits for generations. Thank you.
- Thank you putting this together, this area needs these updates to continue improving this part of the city.
- All world class cities have numerous parks and KC needs more. The concept with a park on the Hwy 9 route would be a great addition to the neighborhood.
- Overall, I still don't see the benefit of what we're ultimately trying to solve for with the 9 hwy alternatives. It just seems like we're changing something that seems to generally be working fine as it is
- I strongly prefer bringing route 9 to at grade level. the prospect of opening columbus park up, making the neighborhood more accessible to pedestrians and bicyclists, and adding development is very exciting
- I am a River Market resident whose quality of life is negatively impacted by the presence of Highway 9 and I-70. These proposed measures would all go a long way to improve my neighborhood. I am a vehement supporter – let me know how I can help!
- Neighbors I have heard from are worried about eminent domain and large-scale project encroachment (like Texas Donuts). Many would really like to see missing middle housing, mid-scale apartments, and more ownership opportunities (detached houses to 4-plexes, rowhouses). I would pitch this as creating a smooth transitional area between CP and River Market so that neighbors do not build on the perception that this will be an extension of River Market development – you absolutely will get pushback if you don't engage with them on this, just FYI. Overall I am excited about this project and think it could be a cool opportunity for the area. Thanks for your work on this!
- It is very exciting to consider options to join the downtown neighborhoods. Even the modest improvements (walkways under the bridges) for pedestrians will make a tremendous difference to the residents.

- I appreciate the 3-D renderings. Thank you for the extra effort. Our vision for CP is not to connect it to the River Market. We are not the same culturally (that's not a bad thing, just a fact). The RM tends to have enthusiastic people that stay for shorter periods of time. We tend to be rooted and invested in each other on a personal level and the history. I am highly concerned about the kind of development. I don't want to be walled in by high-rise apartments or businesses. I want our neighborhood style of housing to expand. This boulevard needs row houses, not more ugly apartments, ways for city people to build wealth and stay up. The Crossroads has utterly changed and, for me, not for the better. They will make more money. They have forced out the people who made it so interesting. I am afraid of being overwhelmed by developers who don't care about the character of the community.
- Green space is key: if you're determined to sell off property for more apartments along the highway keep them small/short. The houses and current smaller buildings that are privately owned would greatly decrease in value with larger buildings towering over them. Also make sure there is plenty of parking provided for the apartments and/or owners. Owners of condos can get parking permits for street parking. We're already fighting the current renters for street parking (and those that are visiting the area). 2 adults not working from home usually requires two vehicles and parking is limited. I'd be willing to pay a yearly fee for a parking permit if that meant I knew I had a parking spot. Plus the city would get more money from towing cars parked on permit only areas.
- Thanks for doing this and continue to keep not only Columbus Park/Independence Avenue and River Market, but this would also allow another way to get to the river front. I currently walk from East Village through Columbus park to NE Industrial parkway (Not ideal), to then get to the ped bridge in River Market. Good long walk but there should be more access.
- I want to make sure the city is considering incorporating the local visual arts community, and music scene, and consider how they may compliment these spaces over time.
- This is a generational project we needed to find money to get done. Relinking Columbus park back to city market is a home run.