Remain in Place: Near-Term Strategies

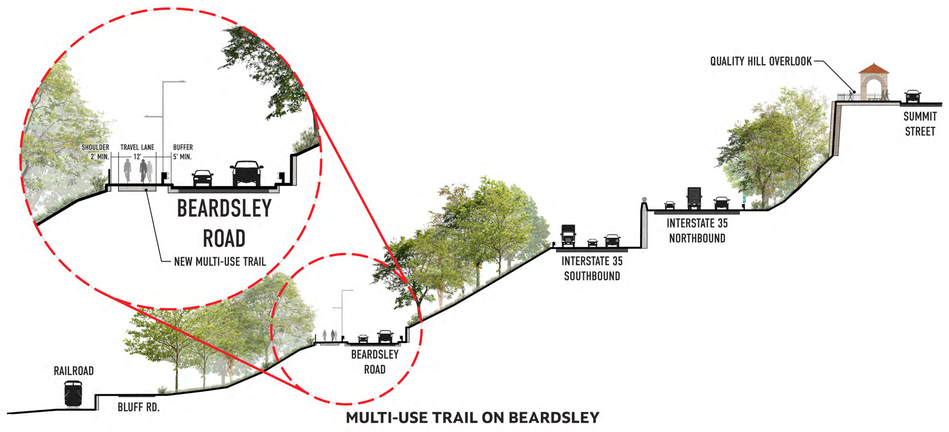
Alternative Description

This alternative combines multiple strategies that can be implemented in the near-term, regardless of what happens to the alignment of I-35 in the future. It includes strategies like improving Beardsley Road, activating the I-35 underpass near Southwest Boulevard, and eliminating redundant highway ramps at I-35 and Broadway Boulevard.

Future Decision

Beardsley Road Improvements

Beardsley Road is a convenient connector for motorists traveling between the Westside, West Bottoms, and River Market. However, the aging roadway is in poor condition and has limited space for people walking or bicycling. This concept shows a new 12-foot multi-use trail on the west side of Beardsley to provide a safer connection for all road users.



MULTI-USE TRAIL ON BEARDSLEY

Beardsley Road & Mulkey Square Trails

This trail system would connect to the Riverfront Heritage Trail pedestrian bridge over I-670 and offer new paths through the Westside.

Future Decision

Underpass Plaza

The existing highway viaduct over Southwest Boulevard, Chavez Avenue, and West Pennway is an uncomfortable barrier to cross. This concept shows an enhanced gateway to the Westside. The underpass plaza could span several blocks and become a more permanent gathering space for the community. **What sorts of features and amenities would you like to see in a future Underpass Plaza?**



Looking northwest from Southwest Boulevard

Future Decision

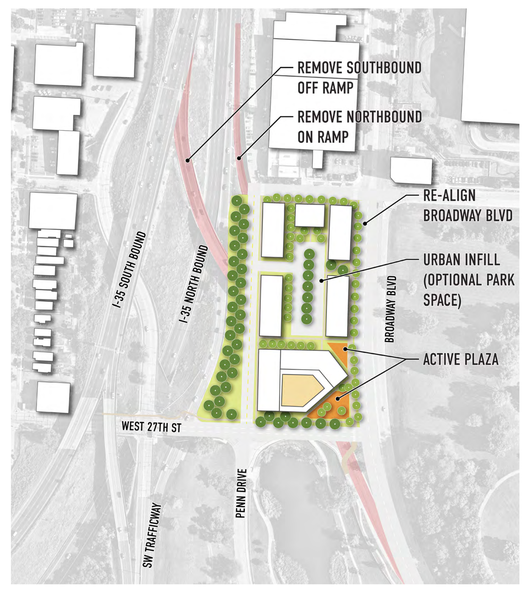
Underpass Enhancements

Several existing crossings of I-35 and the KC Terminal Railroad provide crossings for motorists, pedestrians, and bicyclists. However, those crossings could be enhanced to encourage more safe crossings within the Westside.
What existing crossings would you prioritize for enhancements?

Future Decision

Ramp Removal

Redundant left-hand ramps cause crashes, take up unnecessary space, and cost money to maintain. This concept removes the off-ramp and on-ramp at Broadway, freeing up 5 acres for parks or infill development and reducing high-speed traffic through Penn Valley Park. The existing ramps connecting to Southwest Trafficway could accommodate future traffic, and left-turns could be added in the Southbound direction of Southwest Trafficway to maintain the same accessibility to Midtown Kansas City.
How would you repurpose the land at 27th and Broadway (a.k.a. West Pennway)?



Environmental Constraint

Parkland

The new interchange and intersection should avoid any impacts to existing parkland. The 5-acre site currently occupied by freeway ramps is not a part of Penn Valley Park.

INTERSTATE 35
INTERSTATE 670
9th St.
10th St.
11th St.
12th St.
13th St.
14th St.
17th St.
18th St.
20th St.
21st St.
25th St.
26th St.
27th St.
28th St.
29th St.
31st St.
Beardsley Rd.
Pennsylvania Ave.
Washington St.
Holly St.
West Pennway
Summit St.
Jefferson St.
Washington St.
Broadway Blvd.
Main St.
Avenida Cesar E. Chavez
Belleview Ave.
Southwest Blvd.
Jarboe St.
Mercier St.
Southwest Trfy