Realign Highway and Construct New Boulevard

Alternative Description

This alternative shows I-35 realigned to the west of its current footprint to a nearby railroad yard. A new boulevard would be incorporated into a portion of the former I-35 right-of-way. The remaining space could be repurposed for infill development like housing, community spaces, parks, and businesses.

Environmental Constraint
West Bottoms Historic District
The West Bottoms is a National Register historic district with several registered buildings. No buildings are anticipated to be directly impacted by the new alignment. However, the realigned alternative would have to avoid or mitigate any impacts to historic properties.

Future Decision
12th St. Access
I-35 currently has ramps at 12th street. **In your opinion, should the realigned freeway have ramps at 12th Street?**

Future Decision
I-35 Alignment
The alignment of I-35 will be dependent on future engineering and business decisions involving railroads. This could result in shifts to the alignment east or west, and varying interchange and ramp configurations.

Environmental Constraint
Floodplain
A future highway built in a floodplain must demonstrate that it will not create additional flooding.

Future Decision
Chavez Ave. Access
Efforts to reopen the Chavez Avenue / Kansas Avenue bridge are currently underway. **In your opinion, should the realigned freeway have ramps at Chavez Ave.?**

Environmental Constraint
Railroads
The realigned freeway would cross multiple busy rail lines and potentially travel through yards. Cooperation and approval from these railroads is essential in order for this alternative to advance.

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.

Environmental Constraint
Noise Sensitive Areas
Residential properties along the West Bluff of the Westside could be potentially impacted by the relocation of I-35, depending on the final alignment.

Future Decision
Infill Development Character
Redevelopment of a portion of the former freeway right-of-way in this scenario would depend on a community-informed process. **What mix of housing, commercial, parks, community space makes sense? What other things should be considered for future planning of this right-of-way?**

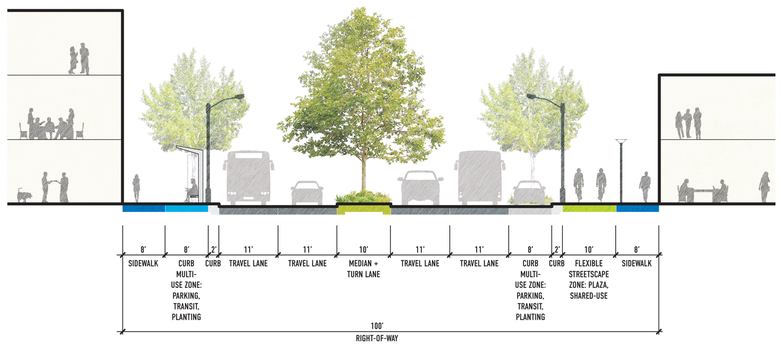
Environmental Constraint
Railroads

Future Decision
Southwest Boulevard Connections
The current concept includes a large viaduct over the railroad tracks between 25th and West Pennway. The boulevard would not connect to Chavez Ave or Southwest Blvd due to railroad clearance constraints. The new boulevard could potentially travel under the railroad tracks like at Summit Street to make these connections. The feasibility of this is still being studied. **In your opinion, is it important for the Boulevard to connect to streets like Southwest Boulevard and Chavez Avenue?**

Environmental Constraint
Roundhouse Historic District

Environmental Constraint
Parkland

Future Decision
New Multimodal Boulevard Design
This concept shows a multi-modal boulevard with transit, travel lanes, on-street parking, a shared-use path, and streetscaping. Four travel lanes could accommodate future projected traffic. **How would you allocate the 100 feet of new boulevard right-of-way?**



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.
Beardsley Rd.
Pennsylvania Ave.
Washington St.
West Pennway
Summit St.
Jefferson St.
Broadway Blvd.
Main St.
Holly St.
Bellerview Ave.
Avenida Cesar E. Chavez
Southwest Blvd.
Jarboe St.
Mercier St.
Southwest Trfy.