

kcICON Survey Responses (June 11 – July 9, 2007)

How often do you travel the Interstate 29/35 corridor between Route 210 and downtown Kansas City, MO (or use the Paseo Bridge to cross the Missouri River)?		
answer options	Response Percent	Response Count
every day	27.16%	148
work days	28.26%	154
2 or 3 times a week	13.58%	74
once a week	7.16%	39
2 or 3 times a month	13.58%	74
once a month	6.42%	35
1 or 2 times a year	3.30%	18
never	0.55%	3
<i>answered question</i>		545
<i>skipped question</i>		5

I drive the corridor to access the following exits/locations (check all that apply):		
answer options	Response Percent	Response Count
North of the KC metro Area	44.65%	242
Kansas City International Airport	29.70%	161
KC metro north of the river	51.66%	280
Armour Road/Route 210 interchange	45.76%	248
16th Avenue Exit	12.73%	69
14th Avenue Exit	6.09%	33
Bedford Avenue/Levee Road Exits	22.51%	122
Front Street Exits	31.73%	172
The Paseo	25.83%	140
Downtown KCMO Exits	57.75%	313
KC metro South of Downtown	40.04%	217
Johnson County, Kansas	24.72%	134
South of the KC Metro Area	24.54%	133
<i>answered question</i>		542
<i>skipped question</i>		8

Now that I am aware of MoDOT's plans to improve Interstate 29/35 from Route 210 to the northeast corner of the downtown Kansas City freeway loop, including construction of a landmark Missouri River Bridge, I would like to receive project updates via e-mail. My e-mail address is: (MoDOT values your privacy. E-mail addresses will not shared.)

answer options	Response Count
	265
<i>answered question</i>	265
<i>skipped question</i>	285

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In order to complete the project faster and lessen impacts to the traveling public, it's likely segments of the corridor will be restricted or closed for various lengths of time (please note that where there are closures, there will be viable detours and/or alternative access).

During construction I plan to (check all that apply):

answer options	Response Percent	Response Count
Continue to travel the I-29/35 corridor regardless of lane restrictions/congestion	37.60%	197
Take an alternate route	80.15%	420
Carpool	4.01%	21
Work from home	3.63%	19
Change my work hours to avoid congestion	9.16%	48
Ride a bus	6.11%	32
Ride a bicycle	7.44%	39
Walk	2.86%	15
Don't know at this time	11.83%	62
Other (please specify)	3.44%	18
<i>answered question</i>		524
<i>skipped question</i>		26
Other (please specify)		
I'll make fewer trips across the river.		
This will not affect my work commute.		
I have no choice. I work in the PID, must be here every day at 6:00 am and must exit at Bedford.		
Work out of an alternate office location when work permits.		
Press interest in mass transit(light rail, or rapid rail transit).		
I am pretty familiar with the alt. routes, if back up occurs in either direction I will bail out for alt route.		
I travel South to the Bedford/Levee Exits, I will have to drive into the construction zone.		
We sell and lease buildings in the PID. Our tenants in the PID buildings need continuous access.		
Would love to take the bus but the route hours are not early enough in the morning and they don't have good options if I work late.		
There is no alternate for Levee/Bedford Road exists.		
If Levee road closes then I cannot get to work because of railroad traffic to the north of the ind. Complex.		
Not shop north of the river as much.		
Or avoid business on front street (sears).		
Be VERY upset!		
Take I-635 to 7th St./Fairfax, to work UPS KC, KS.		
Cannot walk or ride a bike across the river ANYWHERE.		
Previous closure impacted the daily commute tremendously. It should only be considered as a last resort, and not be allowed during winter months at all. Traffic congestion during a PM snowstorm is unbearable and without the Paseo Bridge corridor it would be impossible.		

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My planned alternate route during construction is (check all that apply):		
answer options	Response Percent	Response Count
I-435 Bridge (east side of I-435 loop)	27.01%	138
Chouteau Bridge	29.94%	153
Broadway Bridge	38.16%	195
Heart of America Bridge	55.19%	282
Fairfax Bridge	6.26%	32
I-635 Bridge	12.92%	66
I-435 Bridge (west side of I-435 loop)	5.48%	28
Don't know at this time	15.46%	79
Other (please specify)	5.09%	26
<i>answered question</i>		511
<i>skipped question</i>		39
Other (please specify)		
A Metro bus!		
This will not affect my work commute.		
The only other reliable way into the PID is from Levee and Bedford. Over the railroad tracks on 10th Ave. won't work as the tracks are blocked so much of the time.		
Take usual Levee Rd exit to access Paseo Business district.		
Alternate routes are almost non-existent!! It took 20-30 extra minutes to get across the Heart of America bridge when the Paseo was being repaired.		
Even though Front Street is getting more congested, will it be open to go under the bridge into Riverside? A lot of people use Front Street as an alternate into and out of downtown along the river park.		
Front Street to Chouteau		
At this time Chouteau bridges are not all passable. Hopefully, they will be by next year.		
I WORK OFF OF BEDFORD.		
There really isn't much of an alternate route to take.		
Can use Bedford as long as no train, and even then it will take a extra 30 min. to 1 hr. to get to work with traffic.		
If I have to take an alternate route it will be the Heart of America Bridge.		
Bedford and Levee are the only ways in and out of my work unless you make it accessible from Harrah's.		
Drive across from NKC to Bedford on 10th.		
Front Street.		
I have to go Levee Road; no other way in...trains block other access.		
The only way into the Paseo Industrial Park going southbound on I-29/35 is 10th Street to Bedford. This is not usually a good choice because of the frequent trains and subsequent lengthy delays.		
10th to Bedford.		
I think it would be ridiculous if there was ANY thought to close the bridge again. Last time was a nightmare!!!!		
I work in the Paseo industrial park down Bedford Street.		
No known desirable alternate.		
I work in the Bedford business park I am at a loss.		
There is no good alternate route to the Bedford St. area if Levy Road exit is closed since the train tracks are always blocked.		
10th Street to Bedford Industrial Park.		

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Capacity on the other bridges aren't necessarily the problem, it is the access onto the other bridges which create the problems. The 210 interchange on the north end of Chouteau Bridge is a problem. Getting through NKC impacts the Heart of America Bridge. Broadway is limited by the signals at I-70, and is a high risk for being trapped in a long channel if any accidents or other items restrict flow. The I-435 bridges are to far east and west out of the way when going from the 169 corridor in KC north to the Plaza area.

Bridges often can be symbols (or icons) of the region or community. I think a landmark/iconic regional bridge should (please describe):	
answer options	Response Count
	310
<i>answered question</i>	310
<i>skipped question</i>	240
Respondents	
1	Massive in size and structure in order to be seen from outer space
2	asdfasd
3	--
4	Reflect the aspirations and dreams of the community. It should be something we can be proud of - something architecturally unique to our region, and something that makes us and people all around the country think "Kansas City!" every time we see it (whether in person or in the media).
5	Be aesthetically striking and have as few negative environmental impacts as possible. Something that fits well into the surrounding landscape.
6	Enhance the mobility of all area residents through accommodation for walking, biking, and transit.
7	Be capable of serving traffic for many years.
8	Cable stayed and get rid of the Paseo Bridge. Make a new single 10 to 12 lane cable stayed bridge that is very unique and beautiful. With bike lanes also.
9	A symbol of / in the metropolitan area that is tall and is unique (unlike any other bridge in the KC metro area as well as in the country) in its appearance.
10	Simple but architecturally pleasing.
11	Most of all allow traffic to flow without creating congestion. It should be aesthetically pleasing if it is to be a regional landmark.
12	Put Kansas City on the map -- people who see images of the bridge should associate it with Kansas City (i.e., when you see the Golden Gate Bridge you immediately think San Francisco). It should be a destination -- i.e., visitors to Kansas City will at some point travel the Interstate 29/35 corridor just to experience crossing the famous landmark river bridge while in Kansas City. For the people who live and work in Kansas City, the bridge should provide a safe, efficient means of and travel north and south of the river.
13	Be something we can point to with pride that's more than just another highway bridge.
14	The bridge should convey an experience of "entry" as part of a project corridor that is also distinctive and well-landscaped.
15	Include the opportunity for people to actually BE on it, to see it up close, i.e. via a walkway like on the Golden Gate Bridge and so many other iconic bridges.
16	Include all types of travel--walking, biking, transit. I don't see how it can be iconic if it is only for cars and trucks and doesn't include the whole community. I should be available for use by the whole community no matter how they decide to travel. People will want to see it by walking and biking because you can see it better. I expect it will be attractive looking and have new features that people will want to use and see close up.
17	It should have a structure that is easily recognized.
18	Any landmark bridge should include a bicycle and pedestrian walkway so that people can get onto the bridge itself, see views of the city from the bridge, etc. Any landmark bridge I can think of includes this.
19	Do its job of moving people across the river safely.

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20	A landmark bridge should include bike/pedestrian access. People walk across the Broadway Bridge in New York City and the golden Gate Bridge. There is \$50 million to make it a signature bridge and some of that money should be spent on bike/pedestrian access.
21	Be simple and easy to maintain. Not full of fancy stuff that looks like crap in 5 years or stupid like the Broadway corridor lights that don't work.
22	A pedestrian/bicycle path, separated from the traffic and going in both directions. This path should connect safely with streets on both ends of the bridge.
23	Remain the same as it is now with a additional layer of traffic added. Kind of like bridges in New York and California.
24	The bridge should provide a presence and an awe factor for KC.
25	I actually like the new color of the bridge. I think it's a very pretty addition to the skyline.
26	Enable bicycle and pedestrian traffic from Kansas city downtown to north Kansas city.
27	A modern cable-stayed bridge with hints of KC's past like using art deco for urbanization. This bridge should look good from a far, and up close. Please allow for pedestrians, and bicycles to cross. also the bridge should consider future traffic congestion.
28	Accommodate all users including pedestrians and bicyclists in an artful and logical manner while showcasing our local/regional engineering and architectural acumen.
29	ANY bridge we have should accommodate pedestrians AND cyclists.....ESPECIALLY the HOA bridge.
30	Demonstrate that Kansas City has a commitment to a greener future by including HOV lanes, provision for mass transit and also include bicycle/pedestrian access. By including bike/ped access, this demonstrates that human beings are as important as machines to our livable city.
31	Allow for multiple modes of travel (pedestrian, bicycle, motorized wheelchair.
32	Tall recognizable elegant superstructure illuminated at night.
33	Allow for all types of traffic, car, bike, and pedestrian. Good architecture is essential and it would be great if it could display some type of public art like that on top of Bartle Hall.
34	Provide enough lanes for 30 years of growth and include a walking/bicycle path under the bridge.
35	Present Kansas City as a vibrant, significant and progressive major American City. It should possess modern feel and have lighting that presents it in balance to the exciting and renewed downtown.
36	Demonstrate the ability to serve all legal roadway users needing to cross the river - car, bikes, pedestrian, buses, trucks with allowances for future light rail accommodations. It should provide "iconic access," which would be a first for this region, but is common in other cities and countries. We have to take this approach to all transportation projects if KC area is to ever break free of the auto-centric stranglehold it is in. The KC area economy is one of the most vulnerable economies in the county because of the regions dependence on the automobile, in large part because our transportation system offers no alternatives for the vast majority of residents.
37	A better looking suspension-bridge, with 8 lanes of traffic. I must also emphasize the importance of smarter exits, especially on the East side of Downtown, Armour Road, and the split between I70/I35/US71, both North and Southbound.
38	Compact and efficient, as few lanes as possible and include HOV accommodation to encourage transit and car-pooling. Must include bike and pedestrian accommodation as do the great majority of new river crossings across the nation.
39	Show how we do it around these parts.
40	Should have tall spires, be visible from a great distance, be brightly lit and colorful. Should be something you'd see on a postcard.
41	Very tall and have beautiful lighting and maybe a double decked structure.
42	The Paseo Bridge is a majestic piece of architectural engineering. It also seems to be fairly high maintenance. The new Chouteau Bridge seemed to go up overnight. It is not majestic, but extremely functional - and most importantly, was completed very quickly. I'd

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	be fine with the "old" Paseo Bridge remaining an iconic structure and let the new one be expeditious and functional.
43	n/a
44	Include bicycle lanes as well as pedestrian lanes. It should also be well lit and integrated with the landscape (and perhaps the horizon).
45	Cable-Stay Bridge
46	Is Kansas City called the Gateway to the West? I think I have heard that. Maybe a theme of "gates" could be incorporated into the design. Agriculture, stockyards, river traffic and railroads are also what KC is known for. Perhaps different sculptures representing these different aspects of KC business, a "sculpture garden". Any way to have beautiful flowers and trees on the bridge. I realize there would have to be a commitment to keep them watered and a way to water safely. Would they be destroyed by all the dirt kicked up by the traffic?
47	n/a
48	Embrace all forms of cross-river transportation - motorized, bicycle, pedestrian, and yes, perhaps light rail. We are a diverse metropolitan community, traveling by equally diverse means.
49	Not be built. This bridge should be nothing more than a normal highway bridge. If this were done, all users of the road, including transit could be accommodated.
50	Have dedicated pedestrian and bicycle paths. Functionality is much more important than looks!
51	Be functional as well as aesthetically pleasing. To be functional it should accommodate the needs of bicyclists and pedestrians as well as motorized vehicles. Kansas City's vision must include helping our citizens become cleaner commuters in the future.
52	Pleasing architecture and lighting. It should also provide adequate space for bicycles and pedestrians to cross the river. Since this bridge will be an Icon for Kansas City for years to come it should speak of Kansas City's commitment to all types of transportation.
53	Be a different color than other bridges in downtown area. Have a distinctive look to welcome travelers into our area with a sense of excitement-like the first time I ever crossed the Missouri on the Paseo.
54	Carry a ton of traffic quickly.
55	Bicycle and pedestrian accessible.
56	The Bridge should allow travelers to see the Missouri River and the waterfront park. Perhaps a small amount of blue could be incorporated as a reminder of the old bridge.
57	Represent the growth of Kansas City.
58	The extra cost of making the bridge a symbol of the community is not worth the cost. You build a basic bridge that has a SMOOTH and well built road on it and the people using it will thank you every time they cross it.
59	It should symbolize the resurgence of the city, symbolizing strength with a vision towards the future.
60	Designed with a modern look and feel. Clean lines and simple architecture. The bridge should contain a middle lane that has an adjustable traffic pattern. It would flow southbound in the am and northbound in the pm to help with rush hour.
61	An extension of our historical connection from the northland to the metro area.
62	Be wide enough for future needed use, well lit, colorful and of a unique design which demonstrates the connecting of the northland to the south by way of the river.
63	Should symbolically as well as physically join Kansas City north and south of the river, be a soaring beautiful structure whose beauty is tied to its function. Lighting should be part of the function and the aesthetics.
64	Be practical and safe rather than an artistic creation!
65	pretty.

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66	Wide enough to handle the huge growth north of the river - period. Forget the frills - I need to be able to get to work. I can't take a bus because it would require 7 blocks walking to get to a stop and then 2 transfers (over an hour). By car it's 20 minutes to the same location.
67	Present an inviting and artistic gateway into and out of the downtown KC area.
68	A symbol of the vibrancy of the city. A "landmark" design.
69	I really do not care about the landmark/iconic aspects of the bridge, this city needs to complete one project and have good alternate routes for commuters before any other projects are started. Since the 2003 closer of the Paseo Bridge, it has been very difficult to find a reliable way to commute from north of the river to south.
70	Make a functional and aesthetic statement through the use of structural and architectural design, lighting, materials, groundplane textures (i.e. John Roebling Bridge in Cincinnati), etc.
71	Be a grand entrance to the city setting the stage for what Kansas City has to offer.
72	The bridge should be a modern cable-stayed design. The planned Mississippi River Bridge in St. Louis is a good example of this. At night, the bridge should light up and compliment the Kansas City skyline. The bridge should be decorated on the north side for southbound travelers welcoming them to downtown.
73	Fit within the region's "sense of place."
74	I quite like the design of the Leonard P Zakim-Bunker Hill Memorial Bridge in Boston. An iconic design like that is a MUST!!!
75	Accommodate light rail, bicycles and pedestrians as well as automobile traffic. Increasing modal options will significantly reduce the number of automobiles on the bridge as well as create destination for tourists. The bridge should be a symbol of welcome to visitors arriving from KCI and taking that route to downtown and other parts of the region. Connecting people to neighborhoods, natural resources (the river) and parks should be the purpose of a bridge. We have an opportunity to build something great at a time in our history when we build with a very narrow vision. Bridges should provide access for all modes of travel for the span of our age and future generations.
76	Be unique to the area and contain vertical elements (as opposed to the boring Heart of America bridge) yet be functional and reasonable to maintain since it will have to be there for a LONG time.
77	A symbol for the entire city. It is important that this bridge is not just a way to cross the river, but a gateway to the city!
78	Be functional...not focus on form.
79	Twin bridges across the river.
80	Link communities (by vehicle, bike, pedestrian travel) and be nice to look at.
81	Add to the surrounding landscape. Be attractive as well as user friendly.
82	First and foremost be focused on providing the optimum amount of functionality. Secondly, it should be constructed with a view for the future, as traffic traveling north/south to and from KC will only continue to grow.
83	Eye candy for the region.
84	Be reflective of the graceful European architecture found on the Country Club Plaza. It should look like the Memorial Bridge in Washington, D.C. that connects Virginia to the D.C. Mall area. This style of bridge gives the area a very sophisticated and graceful appearance and adds to the ambiance of Kansas City. The view from Berkley Park would be stunning.
85	Use tax dollars wisely while achieving an aesthetic structure.
86	That it is easy to cross and is well lighted at night.
87	Meet the needs of the travelers by being convenient and easily maneuverable at the splits, like at the downtown corridor. I am not very into the looks, more the function.
88	I like the looks of the current bridge with the blue paint and I probably don't care what a new one looks like. But...people coming from the north shouldn't have to merge from left to right because of front street as well as from downtown going north because of front

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	street. That causes the traffic congestion because of single lanes merging in and around downtown.
89	Reflect the major natural heritage of the area such as the Missouri River, tall grass prairie etc. (maybe this could be part of the signage, if there are any vegetative plantings, etc.).
90	?
91	Be spectacular like the Golden Gate Bridge. It should make KC proud.
92	Be a remembrance of the westward expansion first taken by Lewis and Clark.
93	Bridges should connect everyone, not just cars. A true bridge would have safe access for bicyclists, pedestrians and motor vehicles, and that's something that is sorely lacking with the bridges in Kansas City.
94	Stand out as a symbol of KC. I do not know specifically how the bridge should be designed, but I would be willing to wait longer for the bridgework to be completed in order for a signature KC bridge to be built. Additionally, I would favor additional spending on a bridge to give it a signature KC look.
95	Be sufficient for future highway AND transit needs but not be an expensive design that increases costs unnecessarily.
96	Make a great statement! Wow!!
97	Be a replica of the Rio-Antirio bridge in Greece!
98	Be safe to walk and ride a bicycle on. We experience the built environment best outside of our cars. We need a beautiful bridge. There is no point in building once if people will not experience it on foot or on a bicycle. There need to be dedicated biking lanes and wide, inviting sidewalks on the bridge.
99	Be functional regardless of landmark status.
100	Something that would look good on a post card, not another bridge like the I-435 or Heart of America bridge style bridge, a glorified highway overpass.
101	Contain sufficient lanes to move traffic. Save as much money as possible on "being pretty" and give the taxpayers a break. Build the bridge as fast as possible while maintaining important traffic flow to and from the Paseo Industrial District.
102	At least 3 lanes heading into downtown.
103	Built with long term cost efficiency in mind.
104	Reflect the architectural beauty of downtown KC without detracting from the natural beauty of the Missouri river.
105	Be simple - save the taxpayers money we don't need anything elaborate. Heart of America bridge is simple and looks fine. It is JUST a bridge.
106	Have a reflection of Kansas City's past as well as the future.
107	Be beautiful and functional, at least 4 lanes each way, maybe 6 or 8.
108	Be one that is easy to maintain. Personally, I wouldn't care if it were just like the I-435 bridge (on the East side). I just want a solid structure that won't need to be shut down to have maintenance performed.
109	Make a statement without being too fussy in the design. It should be low maintenance and aesthetic elements should be tasteful, easy to maintain and easy to repair. Lighting should be done in an environmentally conscious fashion in order to reduce night sky pollution. The bridge should accommodate pedestrians and bicycle traffic as well, a buffer between vehicles and pedestrians is important. Traffic calming devises should be incorporated where possible. Thank you.
110	Move towards a megapolis.
111	I think the new bridge should be aesthetic and blend with the region. It should be well lit at night.
112	Have a graceful superstructure, not just flat highway bridge like the I-435 one.
113	There should be one new larger bridge to replace the existing structure. It needs a minimum of 8 lanes (four in each direction). By replacing the bridge you are only moving the congestion further north to the 29/35 split. There needs to be more lanes & better

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	exits on I-35 between Liberty and I-29 merge and I-29 from NW 64th Street to the I-35 merge.
114	Be functional.
115	It should look ultra modern like that cool one with pillars at the end and the cables running toward the center. Also look at the I-35 and 87th St. intersection. It is outstanding. Maybe even lights, a bike path, pedestrian walkway, and fireworks setup like the Sydney Harbor bridge in Australia. We/you can do a world-class bridge or settle for the ho-hum.
116	BE 3-4 LANES EACH WAY, INCLUDING APPROACHES. DO NOT CUT BACK ON THIS AS IT SHOULD BE BUILT TO ACCOMMODATE THE INCREASINGLY GROWING FUTURE.
117	The bridges in downtown Wichita are a good example of mixing art with functionality. When you see them, you are instantly reminded of Wichita (if you've seen them before, that is), and they are not obtrusive or unappealing.
118	An exciting design that becomes a symbol of a city. First of all it needs to be functional and able to handle traffic flows today and well into the future. Structurally sound yet visually stunning.
119	Please remove the I-35 bottleneck that is at KC Downtown and WE WILL BE HAPPY. It is terrible that this one section of I-35 is the section I have to drive everyday and it is very heavy with traffic. Let's make it look nice, but please make it so that it has enough lanes to accommodate a growing Northland. Thank you.
120	I live near the plaza and think the Bruce R. Watkins drive bridges look good. Maybe keeping in line with that theme would work.
121	Be functional as well as symbolic. The main purpose of the bridge is to connect one region with another, so that could be represented. But the importance of the bridge is to get from point a to point b and that should happen smoothly and efficiently.
122	Signature of our revitalization.
123	Include tall spires, be architecturally unique, be functional.
124	Be able to handle the traffic as smoothly as possible.
125	The bridge should be something that tries to enhance the beauty of the city and it also represents the joining of Kansas City and the northern section of the city.
126	Suspension bridge.
127	I really like the style of the bridge now, but I think if it were painted white, the blue lights would show it up better. I always associate the style of this bridge with my hometown, Kansas City, and would miss seeing it in the skyline.
128	I think it should have a monorail integrated into it's design; either above or below or perhaps next to it. Of course a walking/bicycle trail is also a neat idea.
129	Have a dominant feature that can seen from a distance both day and night, such as a tower for a cable-stayed structure.
130	I like the suspension bridge look. It helps the Paseo to be distinctive. If all three bridges look similar, the river crossings would have no character.
131	A bridge with high arches, probably a suspension bridge, that is a nice color that stands out, and is lighted dramatically at night.
132	Look like the old bridge.
133	A landmark/iconic regional bridge should reflect the history of our area. Kansas City area is rich in history; the foundation of our current success and our future.
134	Look like it's a natural fit within its environment and has been there for a long time. Provide for multiple modes of transportation (with enough safety measures for each mode). Something that is built to not only handle today's traffic but also expected traffic increases in the near future.
135	Be a major icon for the Metro Area. I think the absolute worst thing that could be done is tear down the existing bridge and put it back with a highway concrete slab. It should be a cable span of some sort. It should also include bike/ped crossing (separate from the car lanes).

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136	Waste of tax money.
137	Function.
138	River Crossing.
139	You got to be serious.
140	Light up the sky and make the golden state bridge look outdated.
141	Be safe and get me safely across the river. And look good from an aerial shot on Monday Night Football. It should soar to the sky and be very well lighted.
142	It should look like a bridge and not just a highway like the I-435 bridge. I like the way the suspension bridge looks. I love the new paint job and the lights. We should be proud of our bridges.
143	Be beautiful! Look at how pretty the overpass at 87th in JoCo. We have a beautiful down town, lets make the door pretty and well lit! Maybe even "The gateway bridge."
144	Attractive, with interesting architecture, but most of all, SAFE!!!
145	Should be safe, with roads (entrances) clearly marked; have good lighting; be attractive; and, it would be nice to have the name of the bridge clearly visible. (I only discovered the names of our various KC bridges by looking at my metro map.)
146	Not be a bottleneck during rush hour, should also be beautiful. Highway 71 South is beautiful as it goes through the city so this one could be just as inviting.
147	Be a modern structure architecturally, pleasing to the motorist. It should also provide enough lanes and an emergency lane so traffic congestion will be greatly decreased even in the event of a stalled car or accident.
148	Be open ASAP. Being closed will have a huge negative impact on North Kansas City.
149	Midwestern (agricultural) or Crossroads of America.
150	I think a bridge should be functional and expandable so this disruption will not be needed in the future. Maybe another bridge from 210 south to Bedford across the railroad tracks would lessen the congestion.
151	Stay the way it is, the bridge was just repaired in 2005 and the pretty lights were put on it. What is so wrong with it now that it needs more money spent on it?
152	Functionality is more important than visual appeal.
153	To me a bridge is a bridge as long as it is safe.
154	Be in a less traveled highway!
155	A bridge is a bridge and should get you safely across the river.
156	Be completed fast as not to disturb everyone that uses the bridge daily.
157	Be functional more than anything.
158	no comment
159	Be Accessible to Employee's of Companies impacted and have 24 hour access, There are at present no desirable alternate routes to access the Bedford Ind. District, The impact can be as to business is a strong concern to me as we have truck delivery and outbound on a daily basis, as well as Customers who want to pick up their products from us 3-4 times daily Many of my employees have expressed concern as to time delay, extra cost as to fuel, ability to exit in event of emergency and a lot of other concerns to numerous to mention.
160	Be open and functioning as much as possible.
161	Be user friendly, well lit, complement the surrounding landscape, and offer the possibilities of expansion in the future.
162	Make traffic flow easily!
163	Just simply provide a better means of getting people from one end of the city to the other in the least amount of time without worrying about congestion or aesthetics.
164	NONE
165	Compliment existing bridge similar appearance If old bridge is torn down, come up with something as striking as the St Louis Arch!

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166	I think a landmark/iconic regional bridge should blend in with the surroundings. Not stand out or be an eye sore.
167	It should provide a view of the river from sedan seated height and be lighted at night. From an architectural or decorative standpoint it should celebrate the history of river development. If potential decorations don't distract drivers it could perhaps an unique attributes of Kansas City, Missouri proper.
168	It could have wheat stalks atop or along its sides as a symbol of the agricultural area of the community.
169	BE AS ATTRACTIVE AS THE BRIDGE IS NOW.
170	Enchant and make a statement for the downtown area.
171	Be functional & pleasing to the eye.
172	Have entrance AND exit ramps for northbound and southbound travel at Bedford/Levee Rd. both during construction AND upon completion of construction.
173	Let you cross the river and look nice. The bridge was just painted less than a year ago. If Levee road exit closes then there will be many people who cannot get to work because of congestion, and railroad traffic.
174	This bridge should be elegant and aesthetically pleasing by thoughtfully reflecting its core function: to better connect our community by safely and efficiently carrying people and goods. It should be constructed with attractive, appropriate, high-quality materials. While it must harmonize with its unique setting, I believe it should look more to the future than the past. It should not be "encrusted" with non-functional decorative features.
175	One of a kind in North America, a true landmark to Kansas City.
176	Quit wasting a xxxload of my taxpayer money to make the bridge look like some thing it isn't. Just like how much money did the city spend on those stupid pylon towers at Broadway on each side of I-70 and again north of the bridge over the train tracks. OOOO changing lights. What a xxxing waste.
177	Built for long lasting wear & tear, and should be preserved.
178	Not be as important as how it may harm me from getting to work and leaving work in the Paseo Industrial District.
179	Cost effective.
180	Be something more architecturally impressive than the Heart of America or Missouri River bridges (long highway overpasses)
181	How the community is working together for the common good of all people: One city, One bridge to freedom and equality
182	Have an attractive/interesting design with a key piece or pieces of architecture, be well lit, and accommodate alternative modes of travel (bike, pedestrian, potential bus-only or carpool lanes.
183	Be a bridge that everyone who crosses it remembers how smoothly they went across the river without slowdowns.
184	Be functional and like a work of art. I love the depression era art deco bridges. Johnson Co. did a nice job on the 87th/I-35 Bridge.
185	The bridge should be an original and artistic design.
186	Not replace the existing one, but be placed at a new location. OR have twin bridges, each one-way traffic when in operation, but allowing for two way traffic when one bridge must be maintained or repaired.
187	Include the amenities that are available now, provide convenience, plus---provide easy access for all modes of transportation.
188	Be unique. A protected bicycle-friendly lane would be nice, too.
189	Be made for low maintenance. Have a lane for trucks. Make it user friendly.
190	Make a nice landmark bridge cost will be high but it could be pretty for the region.
191	Be large, visible and lit at night. Make it a beacon.

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192	Large enough to handle the demand of current and future residents. The current bridges in KC do not do this they only restrict the flow and discourage growth. The second requirement is the bridge should be architecturally significant. By this I mean that anyone seeing this structure should immediately link it to KC. One of the architectural features should include outline lighting of the silhouette for recognizing the structure at night, especially from a distance.
193	Embrace the riverfront and our river and trails heritage. it should be a very modern interpretation of that history, not a "me too" bridge modeled after those found in other cities.
194	Be functional and nice looking. I like suspension bridges and think the current Paseo bridge is not too bad looking.
195	I am not a bridge designer, but I do think that this bridge(s) should be so visually pleasing that it could be considered a landmark. We have one chance to do this. It may cost more, but it is so close to downtown that it is extremely important that it be top notch. I don't believe in wasting taxpayer dollars on white elephants, but I think we should spend the money. The Paseo Bridge has served it's purpose and held-up well, but it is a somewhat bland/ugly bridge.
196	Be functional, safe and provide reasonable access to one's destination.
197	Make a statement. I like the bridge on the Broadway extension north of downtown that has the lights & pillars, as well as the newer bridges over Highway 71 near downtown.
198	The KC downtown area needs a new iconic structure on the north end to bring character and personality to the area. I would like to see a new cable-stayed bridge constructed in this location.
199	I really don't care what it looks like, it just needs to get traffic across the river and back.
200	Unique.
201	Look like a beautiful entrance to the city.
202	Be a grand architectural structure that when seen in pictures everyone knows is Kansas City. Similar to what the arch does for St. Louis.
203	Just be an attractive structure, pleasing to the eye and something to be proud of.
204	Efficient for motor vehicles, yet attractive. Not too extravagant, opt for efficiency.
205	Represent the city of Kansas City and be artistic as well as functional.
206	Another large beautiful suspension.
207	I think a New Paseo bridge should be a new bridge. All new construction. The design should be modern and historic to the kcmo area. MoDOT should press every corner to save money where they can without loss of quality. Also. I heard that payment for construction if paid before inspection. If true this is not what is best for Missouri. I have seen new projects with poor construction results. Please take this into account?
208	Have a safe walking/bicycle lane.
209	Make it unique - something that will become a landmark to Kansas City.
210	Elegant.
211	An efficient, cost effective yet attractive design.
212	Aesthetically, but financially, feasible.
213	Be lighted.
214	Provide access across the river at the most economical price.
215	Be attractive and lighted at night. The Paseo bridge was beautiful at night when it was painted silver and lit with light blue. Why they painted it dark blue I can't imagine.
216	Represent the unity of the Northland with southern regions of the city. There has been so much growth north that the city is long overdue in addressing providing more crossings over the Missouri river to handle increased traffic.
217	Allow people access to important destinations in a well designed manner without traffic congestion or hassles.

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218	Be a symbolic reminder of Kansas City transforming from a large farming city into a full fledged metropolitan city. It should emphasize the work that has gone into Kansas City to make it a major Midwest hub. A bridge that connects the agricultural backbone of the area to the urban sprawl of the future.
219	Like no other bridge...make it cool so that people will want to travel just to see it (hard to believe it) but it could happen....Futuristic!
220	It would be nice if it was consistent with the architecture of Bartle Hall including sculptures at the top.
221	Be able to accommodate traffic without displacing residents in historic neighborhoods, as far as design I would like to see a sleek modern one that will show K.C. as being a city that has many top design and architectural firms.
222	Wide! With many lanes! Duh.
223	Should be wide, level and not contain built in traffic traps as does the downtown loop.
224	A bridge needs to be safe, long-lasting and functional. Form follows function. I don't believe in creating "iconic" structures if they relate to needed infrastructure.
225	Very green looking like evergreens that grow all spring, summer, fall, and winter, absorbing particles like brake dust, tire dust, emissions from exhaust that has been proven too six types of harmful exhaust. Plus as a benefit to the neighborhoods in time, sound proofing against noise from interstate. Where the state had to cut grass would be a lot less.
226	Have great design, including the surrounding area, and maybe some landscaping to tie into Hwy 71 just east and south of downtown. I like the existing bridge design, including night lighting and the blue towers. Could it be replicated with twin bridges as there are for Hwy 291 to the east?
227	Just get me across the river.
228	Blend the old river town with modern city it is today. Rural to urban, and depict the down to earth Midwest culture. No crazy artwork like is on Bartle Hall.
229	A large 8 lane cable stay bridge would really make KC Standout. It would also fit well with the decor established with the Broadway Bridge.
230	"Landmark" is a potentially huge waste of money. We need added traffic capacity and interchange fluidity. Further, a large segment of Paseo Bridge traffic is bound for Eastbound I-70. Why are they forced to hazard and crowd the downtown loop?
231	Take in to account the history of the original bridge. Make similar in design if possible and add some "beatification" of area at both ends of the bridge, which may be difficult with the levees.
232	Be large. Connect both sides of the river.
233	Be something that the citizens of not only the KC Metro area, but all of Missouri, can look on with pride and should be unique.
234	Look different than other nearby bridges, and be unique in some way - color, lighting, "framework."
235	Achieve its purpose of allowing travelers across the structure while symbolically representing the region as a landmark feature.
236	Vibrant, lit up, noticeable.
237	Be recognizable for the location in which it is built. Have some unique feature to identify it. Be built in such a manner that it is so strong that it will survive and be usable after any natural disaster.
238	Remain illuminated and have a distinct color. (Any possibility of it being built like the Bay Bridge in San Francisco?)
239	There is a bridge that connects St. Louis to Alton, Illinois that is very nice and lighted. You want something that people can talk about, but not something that will turn into a distraction.
240	I believe that a regional bridge should allow my automobile to cross the river without getting wet and destroying the undercarriage. In a state with the second-poorest roads in the country, any additional funds spent on beautification is a waste of precious highway funds. This would include shrubbery and sprinkler systems in the median, rock fascia and

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	wrought iron on the overpasses. Symbols/icons/landmarks should be funded with private money.
241	Be able to carry the proper amount of traffic across the river that is required. Be completely functional, first and then have some level of lighting or decor that signifies you are entering the city center.
242	I think a landmark bridge should be a working viable roadway, with minimal interruptions.
243	Most importantly be appropriate for current and future traffic loads, and contribute to the skyline of the city with classic yet interesting architecture ex: Brooklyn or Golden Gate bridges.
244	Unique in the Kansas City Missouri River area. Graceful, simple, yet beautiful.
245	Be uniquely visual. It would be great to get a beautiful bridge that ends up on KC postcards. I prefer one new bridge rather than a rehabilitated existing bridge and a new companion. I just think that lends itself better to becoming iconic and a visual fixture of the community.
246	Just a cheap plain bridge , why spend millions of more dollars, all it is a bridge, no one from out of town will come to KC to see a bridge .We are not San Fran or London.
247	Be unique in the community.
248	Be preserved at much as possible, but when it is out of date and becomes a hazard to the people driving on it every day then it should be retired and a new one should be built.
249	Be pleasing to the eye. Well lit so as to be seen from a great distance and safe and easy to cross.
250	Be comprised of a variety of cultural icons relevant to Missouri.
251	Reflect the beauty of Kansas City, Missouri and the Show-Me State. We have the chance to build something spectacular.
252	Personally I don't care about the landmark/iconic properties of such a bridge. I think functionality and future capacity are more important (and worthy of the expense) than spending money for "an iconic regional bridge".
253	Built fast.
254	Retain the current Paseo Bridge for NON TRUCK traffic. New bridge cosmetics is not an issue.
255	An exact copy of the bridge.
256	Be practical. Lets not spend too much money on looks.
257	LEVEE ROAD MUST STAY OPEN DURING THIS PROJECT. The only viable Access to the Paseo business district from the north is Levee Road. It must stay open for our Freight Trucks and employees. The only other access is to take 10th Street from Burlington to Bedford. This is a horrible option as it passes through the train yards and is always blocked by trains. If you close Levee Road and leave us with only that option it will indicate that your head is firmly up your rear-end! Please leave Levee Road open! Thanks and sorry for that last comment.
258	Take as short as possible to build.
259	Available to use at all times.
260	The bridge should do nothing but get me across the river in the most economical and expeditious manner possible.
261	Be unique and represent the styling of KC. Kansas City has some of the best examples of 1930s construction in the country. The Art Deco, stainless steel era is well represented. I would like to see the bridge fit that style. I would also suggest replacing the Paseo Bridge. I think it would look better than two bridges.
262	Reflect the Kansas City Area around the Missouri River and the history of this area as well.
263	Stay and build another bridge next to it.
264	Be left alone.
265	Be twin bridges so the roadway can still be used during repairs.

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266	Be a graceful suspension bridge.
267	8 lanes and walkway/bicycle.
268	Have the original date in bold lettering, look like the period it was built in and be well let. Pass out glasses of champagne to celebrate.
269	Be very well lighted and colored.
270	The bridge should stand as a presence unto itself. Unlike the Golden Gate or other landmark bridges that have incredible surroundings,, the visible landscape around this bridge will remain highly industrial, especially when looking to the north. Therefore, it should stand out visually, as well as capture the imagination. The bridge should also create a sense of grandeur for those who travel it.
271	Be functional and wide enough to handle traffic for the future. I could care less about what it looks like.
272	Include pedestrian/bicycle lanes connecting to safe passageways to the parks. The bridge should be a simple strong feature on the skyline. Either a cable stayed bridge like the Sutong or Sunshine Skyway bridge; or a suspension bridge similar to the existing bridge and the Golden Gate would be appropriate. I believe that the span should keep the main supports well away from the riverbanks to increase the prominence of the structure as well as keep the bridge safe from future flooding and potential shipping hazards. The river front needs to be "opened" up in this area and removing the tons of fill on the southern embankment could help achieve this task. I would like to see the northern and southern approaches raised above their current level to reduce the slopes on the southern end of the bridge.
273	Be a minimum of 6 lanes wide (3 lanes each direction). Maximum of 8 lanes. The bridge should have a unique construction that sets it apart from normal bridges. Such as the Sunshine Skyway in Tampa Bay or the Varisano Narrows bridge in NY. It's design should incorporate some local iconic symbolism, i.e. KC Scout, Lewis and Clark, Steamboat symbolism
274	Use dramatic, cutting edge structural design.
275	Not cost a lot of money? I mean seriously.
276	Reflect the heart and passion of the community. It should be something KC can be proud of.
277	While I can't think of a "landmark or iconic" example, I do hope the new bridge(s) will have more style than the Heart of America and 435 Bridges. I hope, too, that the river will continue to be visible.
278	The bridge should be unique in style while incorporating the architectural elements of both the convention center as wells as the new Sprint building. Maybe a blend of brick components like quality hill with the uniqueness design of the convention center. Joining historical with the future.
279	Should reflect the will and determination of the city's people to build a strong and enduring city that will progress into the future.
280	Designed and build to fit the landscape of the surrounding area and not be eye-sore.
281	I think the new Paseo Bridge should be a modern cable-stayed design, influenced by the rich architectural history of Kansas City and with a nod to the current structure. In addition to all the traffic changes, allowing space for Pedestrians and Cyclists should be a major consideration, perhaps elevating their pathway above that of the motorists - giving them an obstructed view, a safe route uncompeting with vehicles, and clean air space away from inhaling exhaust fumes. Sustainability and "Green" materials and construction of the new structure should also be a serious considerations as well. Taking cues from success of Steven Holl's contemporary Bloch Building addition to the Nelson-Atkins, the same could be true for a new Paseo Bridge - an amazing new contemporary design that both blends with the surrounding historic structures and stands alone as an Icon for a newly revitalized metropolitan Kansas City.
282	Be easy to enter and exit and have a continuous flow of traffic with a minimum of congestion at any or all entrance and exit ramps. It should also have a reasonable speed limit, not too fast and not too slow. It should be built with as little inconvenience to the general public as possible. Thanks for your time and patience.

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283	Have an overhead structure that is symbolic with urban design. Like the old highway bridges, something like the new Missouri river bridge crossing on Missouri Highway 291. It should be lighted at night in the same colors it is now. My wife loves the lighting scheme it is now. It should have architectural design that is truly a landmark, but needs to have a overhead structure to it.
284	The bridge should reflect a pride of ownership and Midwestern values it should be the centerpiece of engineering and architecture that precedes entering downtown Kansas City and the rebirth of the urban core.
285	Be visually appealing and strong, with a modern look.
286	Look nothing like the dingle berries on top of the Bartle Hall towers.
287	Not cost a lot.
288	The purpose of any bridge is to deny exclusivity and heal fragmentation. The Paseo Bridge crosses the Missouri River, which in Kansas City has historically defined borders, creating destructive fragmentation. It could be argued that this river still has the same affect on our Metropolis...especially in the neighborhood on the south end of the Paseo Bridge, and along the Boulevard that it connects to and shares it's name. The Paseo Bridge should strive to heal the power of the Mighty Mo by providing an inclusive path for all people, no matter their mode of transportation for their journey. At minimum, walking, bicycling, and driving methods should be accommodated. Minority needs for handicaps should be realized. The definition of Paseo is "A slow, easy stroll or walk outdoors." (From The American Heritage & Dictionary of the English Language). Walking and bicycling trails should enjoy the same luxuries as automobile drivers. Paths should be well lit, interconnected with other paths and trails, and provide adequate security for safe travel at all times of the day and night, all year around. Ideally, bicycle and walking paths would offer protection from the elements, as well as traffic. Making it safe, aesthetically pleasing, and comfortable will encourage its use, lessening the taxing use of the bridge by motor vehicles. It will encourage: -Interest in the environmental health of the Missouri River. - The environmental health of our city's air quality (of which has been making headlines lately). -The social and economic health of the surrounding neighborhoods on each end of the bridge. -The physical health of the bicyclists and walkers using the bridge. What other project has Kansas City taken up recently that can make such a positive impact locally? Arenas - No. Casinos - No. Entertainment Districts - No. Industry - No. Health Sciences - Probably not. While worthy, pursuing the Health Sciences without creating an infrastructure for a healthy city would be as perverse as rubbing Calamine lotion on your skin while sitting in a Poison Ivy patch. Bicyclists and walkers are 100% human powered. To not give them the same accommodations as motorists or to make their effort taxing or difficult is to make paramount the interests of a machine (and possibly corporate interests) and deny the dignity and autonomy of man. at the current state of our social and environmental consciousness, and with our present national economic and political problems, it would be foolish to overlook such accommodations. HOV and dedicated bus lanes would be nice. The bridge should be designed to allow for the possibility of future expansion for other modes of transportation, i.e. light rail, heavy rail, etc. Such a structure could boldly call itself a bridge to connect much more then just land.
289	Get traffic across the river (DUH) including cars, trucks, busses, pedestrians, bicycles, motorcycles, etc. A monument to the politicians -FORGET IT!!
290	Modern. A suspension bridge.
291	A landmark/iconic regional bridge should incorporate structural design and aesthetics to make a lasting impression on travelers.
292	Return the earmark to the taxpayers and build the most cost efficient bridge.
293	Be constructed quickly and efficiently, minimum 4 lanes each direction. Well lighted, with minimum upkeep - no elaborate landscaping that isn't taken care consequently giving the wrong impression of our city. And most of all easy to manipulate, clearly marked exits, etc.
294	Serve all of its people in appearance and functionality. There needs to be a more pedestrian and biker friendly way to cross the river. This project provides the perfect opportunity to fulfill this need.
295	One that moves the traffic along without slowing it down.

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296	Bridge should incorporate fountain-esqe features, possibly in the steelwork or in the main supports. It should be another suspension bridge or a cable stayed bridge.
297	I like the bridge as it stands. It's a part of the city scene.
298	Be bold and allow for bike and pedestrian traffic.
299	Have some recognizable skyline presence. Pictures of from downtown and out of downtown that include the bridge should be recognizable that it is the "Paseo" bridge. That if it is an "ICON"/aesthetic bridge is something to be enjoyed from an "up-close view". The Golden Gate bridge is something that is best viewed as a pedestrian. An ICON Bridge should provide an enjoyable view of the river.
300	I think it should include Greenways or parks, like a destination. I recently visited Dallas' Dealey plaza, and was impressed with the walkways and greenways used by passersby, as well as locals in search of a restful picnic area.
301	Allow for plenty of pedestrian and bike traffic at all times of day/night.
302	Part of being a landmark is that people will want to see this large, impressive, and expensive landmark up close and at their leisure. An important part of what could make it a landmark is that the bridge crosses the Missouri River, which is Kansas City's most striking natural feature. However, Kansas City has disconnected its citizens from the river. The bridge could make its greatest contribution towards being a landmark that serves the entire city by becoming part of the movement to re-connect the city to its river. That means including a bicycle and pedestrian path on the bridge that is connected to nearby areas and neighborhoods but also to riverfront trails and to other nearby bridges that also have bicycle and pedestrian trails across them. Thus would create a whole series of bicycle and pedestrian trail loops that would be very attractive to draw people down to experience the river, the riverfront, and--yes--the bridges. Thus the new Paseo Bridge becomes the hub in a whole system of connections that help to feature the river as the heart of Kansas City and tie the bridge and nearby areas together through a web of trails, parks, bridges, and other riverfront attractions. Here is the opportunity for the bridge to become more than just a bridge, but a landmark and an icon that ties the entire community together and ties it back to its roots as a city built on the river. The bridge could and should become a symbol of the connection of our city to the river--rather than just a convenient way for travelers to bypass the river and pretend (as we have for the last century) that it doesn't exist. Without the bicycle and pedestrian trails, the Paseo Bridge becomes nothing but an impediment and annoyance to citizen's access to the riverfront with that trail and those trail connections, the Paseo Bridge becomes the hub of the city's connection to the river and the riverfront, a landmark that stands for the city's connection to the river, and an icon that our citizens will grow to know and love through experience, exploration, and personal connection with the structure.
303	Lead the community toward a better, cleaner future and that means accommodating mass transit, pedestrians and bicycles.
304	Meet the needs of all citizens and provide a safe method of transportation for a variety of modes. The bridge should accommodate pedestrians and cyclists too. Every day tens of thousands of people walk or bike across iconic bridges such as the George Washington, Brooklyn or Golden Gate, etc.
305	Get you across the river.
306	Be one like the Brooklyn bridge or Golden Gate bridge where you can walk and bike across it.
307	Every iconic bridge I know of allows for all types of crossing... (i.e. motor vehicles, walkers, runners, bicycles) I think our bridge should allow bikers and runners/ walkers access!
308	We need to include bike and pedestrian access now
309	Be accessible to all. The most notable bridges (Golden Gate for example) include access to pedestrian and bicycle traffic. The new bridge should incorporate Kansas City's new commitment to accommodate pedestrian and bicycle traffic in new roadway construction.
310	Allow access to bikers and walkers. The new access lanes should also be wide enough to accommodate vehicles of the future that might be very fuel efficient but also smaller in size and slower than conventional traffic.

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What else is important to you about this project?	
answer options	Response Count
	372
<i>answered question</i>	372
<i>skipped question</i>	178

Respondents	
1	Cost and schedule.
2	asdfasdf
3	--
4	Keep asking the community what they think, and LISTEN to what they say - let the community help shape this project.
5	Good plan to handle detour traffic. Completed on time. Multimodal components, including transit, and a consideration of bicycle/pedestrian accommodation.
6	It should consider the future land uses along this corridor, recognizing that redevelopment efforts will likely continue on both sides of the river, and the multi-modal transportation infrastructure should absolutely be provided through this and all other future projects. also, this project should support connections to the riverfront heritage trail and to future trails on the north side of the river as well.
7	SPUI at Front Street and beautification and ability to expand to eight or ten lanes in the future.
8	Bicycle and pedestrian access across the bridge.
9	Economic impact. The project teams should be encouraged to sub out their work to area firms.
10	That it be completed as quickly as possible.
11	That the new bridge have dedicated bike lanes.
12	It should be completed on time and on budget.
13	Include provision for future transit options
14	The project should provide a second (or third) route across the river for people who are walking or are on bicycles. Interchanges along the project corridor should also be safe and friendly to east-west walkers and cyclists who will likely view the expanded highway as an obstacle rather than a route.
15	Thinking broadly about the ability to accommodate all modes of transportation and all users--beyond just motorized use (which is, obviously, important). Also the ability to have flexibility to adapt to any possible future uses or needs, keeping in mind that gasoline might be at 12 dollars or 12 cents a gallon in 50 years--and we don't know which it will be.
16	That it is a connector for all people going to both sides of the river whether they use car, transit, bicycle or feet, whether they are going to work, home or for recreation.
17	Pedestrian/bicycle access, wide enough lanes to feel safe in heavy traffic, good lighting at night, signage that clearly lets you know what lane you need to be in for exits.
18	In addition to including a bike/ped facility ON the bridge, you also need to sure the routes that cross the corridor are bike/ped friendly.
19	There should be a safe bike/pedestrian crossing on this bridge. We need more safe ways to get across the river. We should have access to all the Missouri River bridges. There have been bike/ped access on other freeway bridges, so we know it's possible. Over 20% of Missourians don't drive and 10% don't have access to a car. We are taxpayers, too. Don't ignore our needs.
20	Making the bridge cheap and getting more roadway improvements
21	Noise needs to be mitigated in Northtown and in Northeast Kansas City. The bridge should not destroy the ambience of these two areas and their neighborhoods.

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22	Ease of use after construction.
23	The bridge should be attractive and functional.
24	I WANT bicycle/pedestrian access on this new bridge. There are not very many ways currently to get across except by car or bus.
25	Straighten out the freeway as much as possible. (too many curves presently)
26	Again, this bridge should be a connection for all users, not another barrier bicyclists and pedestrians have to overcome. This is a project to benefit the public; the non-motorized public should be accommodated. We should be encouraging people to use carbon-free transportation, not creating another excuse for people to not even try.
27	Cycling and Pedestrian infrastructure. You don't how DANGEROUS it is trying to get to downtown and points south via foot or bicycle. People have been killed trying to do so. At times, it seems as though the folks in charge of these projects want to FORCE us to use a vehicle, which just adds to our already horrible congestion.
28	That it be ahead of the curve rather than copying something that was done somewhere else.
29	I am an avid cyclist. It is imperative to me that cyclists be able to safely travel the road ways. With increasing fuel costs, commuters will turn to alternate forms of transportation. Exclusion of cyclists in development of roadways will lead to injuries and loss of life. Thank you for your concern.
30	Not to loose trees and plantings at NE corner of downtown loop
31	Provide at least 4 lanes of traffic in each direction with a walking/bicycle path underneath the traffic lanes. A good functional interchange on the south side for the river front area and front street. A good interchange at Armour road in NKC that has decent length ramps and is easy to use.
32	It must have pedestrian and bike lanes. This is the future.
33	If CALTRANS can provide bike\ped access on the Golden Gate Bridge, MoDOT should sure as heck be able to provide it on the Paseo.
34	Front Street should no longer wrap under the bridge, but go straight through under the freeway, minimizing stoplights for the exits. It is also very important to me there be a bike path on the bridge to allow bicycle and pedestrian traffic across the river.
35	Minimize impact on Columbus Park and Chouteau Court...you owe them that. Do NOT use right exit to Paseo...retain left exit. Do not count on Heart of America for bikes/pedestrians, as its use for light rail will take precedence.
36	equal opportunity
37	Pedestrian and bike traffic.
38	The ability to walk/bike to places south of the river is the most important priority to me. Right there is no safe way to get to downtown other than by car or bus. This will become even more important in the future with the shortage of gas. It is also give the ability to live more healthy lives (exercise) and feel more apart of the Kansas City community.
39	Access for bikes and pedestrians
40	When completed, the final reconfiguration would keep the exits at Front Street and at 16th Avenue open.
41	Keeping existing Paseo Bridge is open and accessible as possible during construction. Ensuring that other major bridge crossings and access roads don't have poorly planned/timed closures or major constructions simultaneous with the project - as we had during previous closure. Obviously this involves coordination with Kansas DOT. The incentives provided to the Paseo Bridge rehab contractors recently apparently made the project go more quickly than anticipated. That extra cost seems "worth it"; to me to get this new bridge built and in use ASAP.
42	Early completion
43	n/a
44	The amount of time it will take to complete it.

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45	Relieve Congestion
46	That access to the Paseo Industrial District not be shut down during construction. Am also wondering how all the traffic from the new bridge will funnel efficiently into the downtown loop.
47	that the final end product be more user-friendly, and not have 2 lanes that end (merge) all of a sudden. Too many drivers, going 60 mph, drive in their lane until it ends (fully aware the entire time that their lane ends) and force their way into the next lane. Very dangerous.
48	I think is it imperative to accommodate pedestrians and bicyclists on the new Paseo river crossing. On the other side of our state, St Louis has achieved this very successfully. Kansas City can do it as well.
49	Bike lanes across the river connecting logical points on both ends.
50	Making sure all users are represented, not just automobiles and heavy trucks.
51	Safe bicycle and pedestrian access and dedicated paths/lanes on the bridge!
52	Make it safe and convenient for non motorized travel.
53	It is important to me that structure strength and space be preserved for pedestrian cyclist sections on the bridge or an immediately adjacent structure. Kansas City must continue to improve access for alternate forms of transportation if we want to be economically competitive with other cities.
54	Rumor has it that the Levee Rd exit will be closed during the process. It would be a serious mistake to hinder access into this busy manufacturing area. With the railroad stopping traffic on 10th Ave/Bedford, it would cause serious delays for workers and trucks in and out of a significant commercial area.
55	How much it speeds up rush hour.
56	Please encourage those working on the bridge replacement over the Blue River at Swope Parkway/Volker or whatever the road is called at that point (west of the Eastwood- I-435 exit), to get the work done before you start on the Paseo as that will be on my alternate route.
57	I would like to see bike/ped access to tie both sides of the river together. People could walk up from the park and see the river, sort of like in Austin where people can walk across the river there and ties community together on both sides. Or like in Washington DC, people can walk across the Key Bridge going from Arlington to Georgetown.
58	Room for expansion and updates. Consider traffic 15 years from now. Vehicle, Bicycle and foot traffic.
59	Start the construction on time and finish it on time.
60	It is important that the new bridge incorporate a pedestrian component. Every day when I cross the Broadway bridge there are people walking in the small median. As the city's renaissance continues, walking, biking, and public transit will be very important.
61	It should not run over time or budget. The bridge should be built big enough to handle traffic into the next century. Hopefully, since this is also a state/federal project, the leaders of Kansas City won't have the opportunity to screw it up too bad like they did by putting stop lights on 71.
62	That we have a bike or walk way connection the northland to the metro area.
63	It is done quickly & we can see a noticeable change. Last time the Paseo was closed, it was for too long & it still seemed rough (& now is being replaced). More than once I've heard people say "they closed the Paseo for 2 years just to paint it blue."
64	Providing bicycle and pedestrian accommodation as part of the design and construction of the bridge.
65	Lighting, too often the highways on the Missouri side are not well lit and are unsafe.
66	Completed on time and on budget
67	I prefer to see a new bridge built and then work on the Paseo to repair or widen so that people could actually get to work, rather than close the bridge. Also, the Chouteau bridge took 5 years to build but most of the time when I went by there - no work was being done for long periods of time. This needs to be done quickly as possible. If they can't do it that way, then maybe they need to wait until they have enough money to create a new bridge without

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	long closings of the Paseo. The congestion on the other bridges when the Paseo is closed is really a hardship.
68	Making the bridge bicycle and pedestrian accessible. Keeping the bridge design and construction within a reasonable budget.
69	We are not often given the chance to make a design statement like this. We must be bold.
70	The bridge should be cost and construction efficient without sacrificing our Midwestern values. This would NOT be the project that KC would use to attempt to compete with the St. Louis Arch.
71	It would be great to include a pedestrian walkway across the bridge
72	The capacity is important. I would hate for this bridge to open with only six lanes, then have be overwhelmed with cars in only five years. I've read that a new bridge is supposed to last us 100 years. Let's make it eight lanes or more (if you count auxiliary lanes), and do it right the first time.
73	I think bike lanes and sidewalks would be a desirable addition to this project.
74	Get it right the first time (which means putting in lanes for bicycle riders, etc.
75	The intention of building a new bridge is to reduce automobile congestion. However, if you build for one mode of travel, you will only create more congestion. We have learned this lesson from L.A. where building more lanes on interstates only created more gridlock, congestion and air pollution. Is that what we want for Kansas City? Or do we want to build a structure that highlights one of our greatest natural resources, the Missouri River and provides access to the levees and the riverfront? The latter gets my vote.
76	Be respectful of the residents and businesses in the area. Detours can unduly impact them.
77	Minimal closure and interruptions of the current bridge, especially during rush hours.
78	traffic and accessibility to points along the route 24/7.
79	It needs to be done as soon as possible. I would use the bridge more often if it was not such a hassle with constant delays.
80	Timeliness and good communication regarding status.
81	Other means of getting to the northland other than my car. Gas has taken over my pockets. I would like to see rapid transit or light rail come to a reality along the 29/35 corridor so we wont have to spend tax dollars on roads every ten years.
82	The bridges across the Mo. in KC are all fundamentally unattractive. Their obtrusive superstructures all underscore a separation between the North and South sides of the city. They give the area a worn out industrial look. The Paseo Bridge needs to be a wide causeway that connects North to South and South to North in a sweeping vista in a manner that ties the area together as one whole.
83	I exit the bridge at exits 6A or 6B and am concerned that the street leading to my apartment complex, Ozark, might be closed or have lanes leading to a left or right turn onto Ozark closed.
84	Safe bicycle and pedestrian access.
85	Please make the repairs as soon as possible. A drawn out construction will get old very fast.
86	Just what I mentioned about merging. It's stupid that lanes merge right going into downtown. Front street should have a lane of it's own to merge into I35 traffic. Going north the traffic from downtown shouldn't have to merge left because of Front Street. Plus coming down Paseo onto I35 north. The interstate should have it's own lanes to flow smoothly, otherwise a new bridge won't help traffic problems anyway. Might as well keep it the same. Expanding front street would help traffic flow. Too many trucks turning and waiting for train traffic.
87	Best use of the current bridge rather than a total replacement.
88	Although a bridge should be visually pleasing, function is most important! Traffic flow and signs that actually make sense. A sign referring to Wichita in the middle of KC doesn't make as much sense as a sign to the Plaza or Overland Park.
89	That it be a long term answer. The ability to add future light rail from the northland to downtown would also be nice.
90	The amount of money spent and how much taxes will raise because of it.

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91	The downtown loop and its relationship to the future improvements of the I29/35 corridor.
92	Bike and pedestrian access is vital to creating a truly connected metro. I'm an avid cyclist and love to ride all over the region, but find it difficult and frequently unsafe to cross our bridges to get north of the Missouri River. With an increasingly developing downtown, biking and walking will need ever more accommodation as there simply won't be room for everyone to drive everywhere. The point of living and working downtown is so that people don't have to drive, so why not begin to make our urban access points better suited for non-vehicular modes of transportation?
93	IT allows for population and traffic growth in the future.
94	If possible, closing only the north or southbound traffic at a time, NOT both directions at the same time.
95	That the bridge is not totally shut down at any time. During the construction project a few years ago the shut down of the bridge added up to 1 -1 1/2 hours to my daily commute. This made it very hard to pick children up from daycare/school at specific time. Whatever design is decided on I would like to see it move traffic in and out of the city at a much faster pace.
96	The structure must provide for possible future rail transit.
97	Time. This should have been done years ago. This is one more reason why the Northland has had problems with growth in the business end. Is the area of the Paseo Bridge the best place for a new bridge?
98	Make the new bridge 6 lanes wide, along with I-35 all the way to Liberty. Keep the old bridge in place so there will be no detours while the new bridge is being built.
99	Ability to get into and out of town in a reasonable time. Straighten and widen to maximize traffic flow. Minimize lane changes from front street to NE corner of loop-site of frequent accidents southbound. Northbound, problems occur trying to merge two highways at a curve and then losing a lane almost immediately.
100	All that is important to me is that its construction is done smoothly, safely and finished as scheduled or earlier.
101	Knowing that bicycle lanes will be a part of the project. there are very few options for cyclists to get to the northland on bike safely. and a new bridge would help solve this problem.
102	Easy access and smooth flowing traffic.
103	I said it all in the box above.
104	Faster commute.
105	It is important that a pedestrian route be provided on this bridge, I believe it should also be intended to account for a future light rail addition.
106	That it be performed in a way that minimizes the inconvenience to travelers, and is completed on time.
107	That it is sufficient for the amount of traffic.
108	I work in the Paseo Industrial District. I am concerned about how I will get into this area if Levee Road has to be closed.
109	There should be walkways for pedestrians as well as bicycle access.
110	Get it done with the least inconvenience to KC area drivers and business owners that are going to be effected.
111	Speed and communication. Do it as fast as possible (even if it means totally shutting down the current Paseo Bridge) and clearly communicate, at least two weeks in advance if possible, when changes will occur. When it was shut down a couple of years ago, some of the signage wasn't very clear and caused confusion for many.
112	Thoughtful and meaningful design that will complement our city. Look to Calatrava for inspiration. Landscape that is maintainable and appropriate to the region. Storm water runoff should be addressed by incorporating treatment areas and or devices.
113	Either make more bus routes (including services until late at night), or widen the bridge to 6 lanes each way, like they do it in Johnson county.
114	A safe bicycle lane across the Missouri River!

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115	The stability of the bridge when finished. The ease of crossing the river and the flow of traffic. Also not "cutting corners" to get it done. I want to feel safe when I cross the bridge.
116	That it is finished as soon as possible.
117	It would be far more economical for me to take this bridge but I simply don't use it to go to work due to the daily delays. So what would be important to me would be reducing delays.
118	plenty of access for semi truck traffic, as the company I work for have people that must cross this bridge 10-20 times a day each.
119	See the previous statement.
120	WITH THE NORTHERN APPROACHES FROM 210 BEING WIDENED DO NOT FORGET THE SOUTHERN APPROACHES TO THE PASEO BRIDE SHOULD BE INCREASED ADEQUATELY.
121	That it won't have to be widened again in the next 5 or 10 years.
122	That it's brought in On Time and On Budget.
123	Bicycle Path
124	I don't think that a bike pathway should be build on a major highway like this.
125	Lots of lanes to accommodate heavy traffic so the development does not all end up on the Kansas side of the state line. They have built roads that will accommodate more traffic (I-35 south of downtown) whereas on the Missouri side we have not built the roads and the Northern section of KC has suffered as a result.
126	I think pedestrian and/or bicycle pathways would be nice. I think they are going to put them from downtown to NKC. so maybe not needed.
127	That the travel should be as easy as possible with little delay.
128	Impressive lighting, pedestrian and bicycle friendly.
129	Removing as many obstacles as possible on alternate routes (adjust traffic signal timing, speed limits, whatever), keep amount of time of total closure to a bare minimum.
130	Getting it done quickly and so it can be effective for a long time without further work.
131	Do it right the first time.
132	Better access to the Bedford/levee area.
133	I would use this bridge a lot more (daily to work and back) if it wasn't so congested every morning. What is important to me is that it doesn't take forever to complete, which will make my alternate routes more bogged down for a very long time. Glad to hear it will be widened to handle the growing traffic across the river.
134	that this project get done in time & on or under budget. The bridge needs not be spectacular, something that gets traffic across the river safely and that will last is what is needed. The fancier the facility the most costly it is to maintain in the future.
135	It's very close to where I live & I'm a downtown resident. Its final decision will have a big impact on downtown & Kansas City for a long time to come.
136	The new facility should have the traffic capacity to accommodate future needs for at least 50 years.
137	That it is built with enough vision of the future
138	That it be done as QUICKLY as possible. I'd rather you shut the bridge down and got the work done quickly. I will not sit in the construction traffic, but would use an alternate route even if you kept some lanes open. Too much back-up and I'm usually running a few minutes late to get to work!
139	I think that the existing bridge should be kept and used for local traffic--trucks going from North KC to Front Street. It could also be incorporated as an alternate route if something happens on the main bridge. The new bridge should be 8 lanes to include both directions of traffic. The approach to the bridge from downtown needs some serious re-thinking. What is there now does not work.
140	Keep the old bridge open while building the new one.
141	Common sense planning so as to disrupt traffic as little as possible while still accomplishing the completion of the project.

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142	It is important to me to have a thoroughfare that is built to anticipate probable needs decades from today so that usage can be managed without a complete redesign in another 50 years or less. Reversible middle lanes similar to the Kennedy Expressway in Chicago on which traffic flow can be changed to accommodate the commute would be very helpful. Another important consideration for the commuter and the construction crew is the time of day construction workers are near traffic. For their safety, I would like to see more night construction in place of rush hour construction. Another item is potential bike and pedestrian lanes or extensions on the Paseo Bridge. This area is an interstate and not a bridge such as the golden gate bridge. We have another bridge more appropriate for non-motorized usage.
143	Easing congestion during peak traffic times.
144	The public should have a decisive say in the final choice on items that won't jeopardize the structural engineering of the project or significantly add to the cost.
145	Bike/ped access across the river. Aesthetics of the bridge - art.
146	My job! how would it affect future customers. if the customer leaves I may be out of work.
147	Return to operation as quick as possible.
148	Must have access to the PID during construction and good 4 way access (Levee and Bedford) after construction.
149	What do u mean what else? Don't we have enough problems getting to work. Ever heard of working seven days a week, 24 hours a day to get this construction done.
150	IF THEY DO NOT COME UP WITH AN ALTERNATE ROUTE OR SOLUTION. MY COMPANY BUSINESS WILL SUFFER IF NOT COLLAPSE. NEEDLESS TO SAY MY FINANCIAL LIFE.
151	There must be continuous access to Bedford/Levy.
152	That is a major route between downtown and the northland. I travel that route, because there really isn't another way for me to get to work. I use the Levee exit every day.
153	Don't let the traffic get to close to the open crossing before the have to merge. Make them merge much farther back.
154	24/7 Access to the Paseo Industrial Park for truck traffic, ambulances, fire trucks, and employees' cars.
155	No bottleneck on the southbound approach. We need more lanes. You can't feed all of that traffic into two lanes to cross the river.
156	There is no way to get to the Choteau Bridge without going to front street from Paseo bridge. Need alt. route to Choteau Bridge
157	Don't close all the roads from the northland at once! Too often more than one route is being worked on.
158	I ride the Metro from Liberty nearly every day, mostly because of the Paseo Bridge bottleneck. Yet it is the most direct route for many of us.
159	GET 'ER DONE !!!!
160	Mostly just being able to get from here to there without sitting in traffic for a good hour at night. Most of the time I give up and use the Heart of America Bridge to get back to the Northland at evening rush.
161	That it be completed on or ahead of schedule and on budget.
162	Speed- It needs to be done ASAP
163	That excellent access be maintained in and out of the Paseo Industrial District (Levee Rd and Bedford Exits for the duration of the project.
164	It will cost me more in gas, time, and frustration.
165	The bridge needs to be a minimum of six lanes. Six lanes of traffic on I-35 should be extended from downtown to at least the Liberty area.
166	If Levee/Bedford exits are closed for the entire project, I do not see how I can get to work. Will have to find another job.

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167	I work off Levee Road and the only other way to get there besides 35 is to hope and pray that there is no train on Bedford to make me late to work.
168	Completion time and duration of closure.
169	Access to the PID.
170	My time is very important. Do not want to be in traffic for hours.
171	I am extremely concerned on the economic effect it will have, not just on the company I work for, but for others in the Paseo Industrial District AND surrounding areas! Especially with the high price of fuel, the additional tool it will put on an already tight family budget!
172	Need access to office and warehouse for continued business.
173	The amount of time that we will be inconvenienced.
174	Do not close the existing bridge during construction.
175	If we need to have alternate routes to get to Levee road, why cannot the road to Harrah's be extended to open another exit from the industrial park. In case of an emergency, we have no other way out of here, we cannot depend on the Railroad to open the crossing.
176	Maintenance of traffic to and from the Paseo Industrial District during construction. Because of frequent train traffic blocking 10th Avenue and Bedford this cannot be a reliable means of entering or leaving the PID - Alternative provisions must be made during the construction of the new bridge.
177	Access to work and no added time to my commute. This is very disturbing and could cause many people to change jobs, companies to close/loose business, and be a real pain for quite some time.
178	The Bedford street and Levee road exits as our office is in this district. How do they propose to handle the tractor-trailer traffic in and out of this area as only one other entrance exists
179	In FAQ it is stated that access via Levee and/or Bedford will be maintained. This is CRITICAL! Consideration of Levee and Bedford for 4-way traffic.
180	Being able to get to and from work.
181	To have bicycle accessibility. VERY IMPORTANT from downtown to the northland over the rivers is very important to me about this project
182	Having bike/pedestrian paths across this bridge and all others in the area.
183	Simply getting into and out of work every day. Unfortunately, Bedford and Levee are the only ways into our little area, and closing even one street for any time causes major inconveniences.
184	I fear being unable to get to work and the closure causing our business to go under due to lack of planning for other exits in and out of this area.
185	That it never happens.....
186	Access to the Bedford Ave end of the bridge without the damn trains blocking 10th street every day from just before 8AM and again right at 5PM. Safe and quick exist from the Bedford bottoms all times of the day and night in case of emergency.
187	I need to be able to get to work in a timely manner! With gas prices the way they are an alternate route would use more gas!
188	To have enough lanes to transport people today and in the future. To equip the bridge with the latest technology and do it right the first time without cutting corners for the sake of time or money.
189	Getting it done as quickly as possible!!!! The traffic is terrible already!
190	THAT I HAVE ACCESS TO MY BUSINESS ON BEDFORD EVERYDAY & FOR MY 25 EMPLOYEES, DELIVERIES & PICK UP OF MY PRODUCTS!
191	Represent the Kansas City spirit.
192	The project should be done as quickly as possible with as little disruption to traffic flow as possible. The work should be done to last. The commuters have already suffered through two huge Paseo bridge projects with no long-term benefit.

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193	Building it big enough for future development and traffic levels for the anticipated future. Make it easy to keep clean and maintained to avoid the eyesore that the existing one became before it was painted. When lighted, make certain that the lights are maintained (the current lights are not all on at night and one end piece never had the lights properly positioned. Presently none of the end caps are lit.)
194	Making sure it is done right the first time. Extra lanes in all directions will help. A huge factor is a possible pedestrian lane in both directions.
195	THE ABILITY TO CROSS THE RIVER WITHOUT BEING TO LONG IN TRAFFIC
196	The desirable accessibility to and from my job during this period of construction without more then 5 minutes additional time on my commute. Also, proper plans developed for emergency evacuations. This being a BIG topic. Look at the issue over on Front St. here lately with the explosion. This needs to be conveyed to the people that it will effect during their day to day occupation, civilians that live in the areas, and the business that are utilized for product in this region. Communication is the number one aspect of this whole project being a successful one. Everyone planning this event needs to make sure they take in consideration of the economic impact that it will take on the business that are in the area. Every time you consider what streets to close. The questions needs to be ask "How does this effect the people in the region?" What was there response? Have I taken everyone safety in consideration?
197	We need the Levee Road ramps to remain open for reasonable access to the Paseo Industrial District. The other way in or out is usually blocked by a train, which would be dangerous if there was a flood or fire. Also for those of us who work here, we need a reasonable route to and from work. And being an industrial park, the trucks need to roll in and out freely for most of us to stay in business.
198	Reduced congestion.
199	Have entrance AND exit ramps for northbound and southbound travel at Bedford/Levee Rd. both during construction AND upon completion of construction.
200	Access to the Bedford bottoms; no impact for trucks getting in or out...this is our lively hood....
201	Pedestrian and bicycle access and safety. Controlling costs. Safety. WBE/MBE participation.
202	This entire project should enhance connections between our community at a regional, local and neighborhood level. Careful consideration to all modes of transportation should be given in the design, construction and operation of this new facility. MoDOT and its contractors must strive to maintain effective two-way communication with the community throughout the life of this project. This means more than just being good at "informing" the community about the project--the design/build team must also be active listeners throughout the project.
203	A Kansas City Firm and construction outfit for should be chosen.
204	Make a new bridge first, then improve the old one. We've been unable to go across the Gardener and hence Chouteau for a year now, and before that, it was the Manchester bridge. We're always detouring to get north.
205	Lots of lanes. Not just the bridge, but all through downtown. This is a shining example of how Missouri has some of the worst roads and wasteful spending. I thought that this project was supposed to have started by now or even been done.
206	This project should be done thoroughly & quickly. Millions of people travel this bridge yearly, so it's a necessity for Kansas City & its businesses.
207	It is how the project is completed that is important, not the appearance of the bridge that is important. We must be allowed to use Levee and Bedford exits in order to get to work.
208	Built to last and be low maintenance.
209	Prompt completion.
210	At first I was disappointed in having to go I-635 instead of my normal way as all, change is a process that we don't enjoy however the finished project will be like a joining together which will be better for us all.

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211	That it is ultimately designed with the input of engineers and the community!
212	That enough thought be put into the project that will allow employees in the Paseo Industrial Park to continue to have immediate interstate access to the park. I am afraid that if forced to drive through north town, the added time will discourage current tenants from signing longer leases and keep potential new tenants from even looking at moving into the area.
213	As little disruption to the daily commute as possible.
214	There must be 24/7 access to the Paseo Industrial District and additional well marked roads provided for emergency evacuation and entrance during construction. This construction could cost businesses in that area millions of dollars in lost revenue and customers. The city has already spent millions on the rehab of the Paseo Bridge. It doesn't make sense to be doing this project so close to the completion of the previous one. The city needs to provide better access to the district than the previous construction did.
215	Keeping the public informed of the ramifications of building a bridge that needs to provide for at least 50 years of service.
216	It should make it easier to go to and from the city.
217	More lanes.
218	I believe the project should be thoroughly planned out in advance. The design/build concept only leads to many costly mistakes being made because too many things were not anticipated and resolve on paper rather than on the job site.
219	Although I do not drive over this bridge on a regular basis, I do bicycle. Having adequate bike lanes is important to me to reach the north side of the river safely. Please make sure that these renovations/improvements include accommodations for bicyclists and pedestrians. With the cost of gas, these issues need to be considered despite additional cost to the project.
220	Bike/ped access, ability to accommodate dedicated mass transit lanes or rails.
221	The new bridge needs a bike lane so people that live north of the river can safely commute to downtown.
222	Traffic flows smoothly, dedicated HOT/HOV lanes to encourage mass public transit.
223	The northland is really growing and this bridge needs to accommodate future traffic volumes. We don't want people going around the city, we want them to hopefully stop and enjoy our city.
224	That you leave some kind of access on the bridge for people who work in the industrial area.
225	Minimize the time that there is one and only one reasonable way to access a specific area serviced by said bridge.
226	That it be finished ON TIME and ON OR UNDER BUDGET.
227	That it be on time and on budget, and that it accommodate bicycles safely.
228	While this bridge is under construction, it's critical that alternate routes (Broadway Bridge, Heart of America Bridge, Chouteau Bridge) are not under construction to minimize delays across the city.
229	If you only improve the bridge, it will fail. Traffic backs up on the bridge because the downtown loop can't process all of the traffic the bridge can supply. Southbound traffic will continue to back up on any bridge unless the downtown loop is also expanded.
230	That it be completed in as short of time as possible with as few traffic restrictions as possible. The thought of not being able to use the bridge corridor for travel to my work for a 3 year period is not pleasant.
231	Much rather have a completely new bridge as opposed to using the existing one.
232	Protection of local street networks and be an asset to community development rather than a barrier.
233	The speed of which it is done so North Kansas City does not have to suffer with the back log of traffic while it is being constructed.
234	That the future be thought of as much as the present problems. Let's do this in a way our grandkids can say they are sure happy we built this with them in mind.
235	The least amount of disruption. Getting the project completed on time.

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236	Make sure that there are plenty of lanes for traffic to avoid congestion especially in industrial areas where semis are merging on and off of 29/35 to get to and from warehouses and factories. This tends to slow down traffic especially during rush hour.
237	Speed. Get it done fast. Get traffic moving at rush hour.
238	More lanes and clear markings for visitors.
239	That it be traveler - friendly as well as commuter friendly.
240	On I35 North bound, before you get to the Paseo Bridge, the lane that ends needs to be fixed (removed!!) Everyone uses this lane to get ahead of other motorist, and it is not fair and dangerous.
241	Knowing the exact location of the project(s) and what existing housing will be taken to accomplish this, if any.
242	Good traffic flow.
243	Reducing congestion by increasing the number of lanes.
244	Improving traffic flow between Clay and Jackson county, especially at rush hour. PLEASE don't cut eastern NKC (east of the highway) off from the west side, or do away with Taney. I see no reason for bicycle access-you can't ride a bike on I-35!
245	Communication.
246	BIKE PATH AND WIDER LANES
247	Get rid of lanes that end and force drivers to other lanes, congesting traffic. Make this project include complete lanes in the surrounding infrastructure.
248	How long the bridge would remain closed.
249	The safety of being able to travel from the north side through downtown to the Southside without fear, and also to cut down on the amount of time it takes to travel from point A (north side) to point B (Southside) of KC.
250	Accident reduction.
251	DO NOT CLOSE THE BRIDGE DURING CONSTRUCTION. PLEASE FIGURE OUT A WAY TO BUILD THE NEW BRIDGE AND THEN DIVERT TRAFFIC TO IT.
252	Minimize traffic delays during construction as possible and clear the flow thru following that will occur south into the loop if those highways are not improved.
253	That it maintains the look and feel of the future of its residents while keeping those areas that have significant history intact. don't destroy history while looking to the future.
254	Going into the project thinking... "You can NEVER have too many lanes!"
255	Ease of access into the KC Downtown and access into NKC.
256	That access to the communities and neighborhoods immediately north and south of the project remain open so that benefits for outlying commuters are not given at the expense of neighborhoods.
257	Getting contractors that will pursue the work and get it done in a timely fashion. The longer the Paseo Industrial District is impacted by the work, the worse it will be on business owners and their employees.
258	Make improvements that will last and relieve congestion for the next 50 or more years. Don't do a short-term fix.
259	How about saving state taxpayer dollars on the sensor that is very top Tracy Ave. for interstate lights too have smaller car instead of MoDOT boom truck for a little sensor stick.
260	I think it important to have a distinctive bridge at this location over the river. I don't know what we can afford though. I live north and work downtown, and have experienced a great deal of traffic increase over the last 10 years. I think that there needs be a minimum of two continuous lanes of through traffic on I-35. Currently the interstate necks down to one lane at the NE corner of the loop. That needs to complimented w/ a solution for the north side of the loop, which I understand is a different project. But a master-plan should be in place so that this later north loop project is considered along with the current project.

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261	Anything and everything that can be done to relieve congestion during the construction period. When the Paseo Bridge was last repaired the right shoulder of Front Street going west from Chouteau was expanded and paved and it was amazing how much that helped traffic. I live in Liberty and would be able to ride the bus if it traveled earlier and more frequently to/from downtown.
262	It's important to be completed as quickly as possible with minimal delays.
263	Getting it done right and in less than four years. That is TOO long!
264	Keep all lanes of traffic open during the project like was done for the Grandview Triangle.
265	North and South access at 16th St. Improve west bound access onto Hwy 210 from 29/25 North. Keep access to and from Front street during construction. Alert all other traffic at 435 and 35 and 29 for Wichita, Topeka, St Louis, Omaha to use 435 or 635 and not 210 west or the Chouteau Bridge. The traffic congestion comes to a stand still like it did during the 05 construction if the through traffic is not diverted around the city.
266	A viable and safe transit across the Missouri river. The congestion is horrid. Over the last 3 or 4 years rush hour has grown in the area from approx 2.5 - 3 hours to nearly 5, starting around 6 am and lasting until almost 11.
267	Getting it done what is taking so long we know we need it lets get busy and make it at least a full 6 lanes going each way.
268	See previous response.
269	It is VERY important to me that the project takes into consideration the large number of commuters going into KC each day via the Paseo Bridge. The last time it was closed, traffic was a NIGHTMARE for the duration of the bridge closure. My 35-mile drive could take up to two hours depending on traffic and that is ludicrous. Please understand that while all commuters agree that something should be done to update this area, each and every one of us will be negatively and severely impacted for the duration of this project...
270	Traffic flow and better access to areas directly surrounding the bridge.
271	The bridge reflects long-term considerations and forethought.
272	That it be completed on time, within budget and that the bridge be able to last without frequent closures for repair.
273	That I still be able to get to work within a reasonable amount of time! Choteau bridge being closed has forced me to use the Paseo bridge or 435 East already and more than doubles my travel time. If Paseo is also closed my ONLY route to work or anything I do North of the river will be 435 East.
274	Inconvenience to a minimum; reasonable completion target date and target met fair cost to taxpayers yet fair pmt. to builder; keep public informed* (paper, radio, TV) (delays, detours, as well as decisions on the project)
275	I hope the exits from I-29/35 to Paseo Blvd will be changed from left lane exits/entrances to the normal right lane exits/entrances. Much of the congestion on the bridge and highway seems to be caused by these left lane exits/entrances to Paseo Blvd in which much of the traffic has to merge and weave along the highway.
276	Safety of workers and drivers, that it lasts a long time.
277	When traveling northbound to get on the Paseo bridge it does not make sense to have to merge to the left when coming from either I-35 northbound or I-70, both of those lanes should lead strait on to the bridge for less congestion.
278	Consider other road closure projects that are planned. Please do not do this project during other closures. It makes for a traffic nightmare!!!!
279	Minimizing the disruption of my commute to work.
280	Safe access for bicycle riders and pedestrians.
281	Safety and functionality.
282	Relieving some of the congestion. I really hope that more lanes are added.
283	No bridges should be closed during this time. I think this should have been done 15 years ago.

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284	Do it once, do it right and complete it as quickly as possible. Complete the project with as few lane closures as possible. There are few alternatives north of the river and they all become hopelessly backed up when Paseo Bridge is closed.
285	That is completes on time and under budget.
286	LANE WIDTH AND MORE LANES.
287	Improvement of the interchanges at 210. There are short on ramps that cause havoc heading in both directions.
288	We do not lose access to Bedford and Levee road exits (exit 5A). It is vital for our business that these stay open.
289	Improve traffic loads during peak travel times.
290	Well, it would obviously be a waste of \$250 million if it doesn't drastically improve traffic flow. There clearly needs to be improvement such that a stalled car doesn't cause a 45-minute delay. But again, that's obvious. I think the key is that we're only doing this once for the next 75 years. We only have one chance to make it beautiful...we have to live with this design forever, basically.
291	Since this is a vital artery to the city speed would be my major concern. Working 3 shifts 24 hours a day to complete the project should be considered.
292	Make it eight lanes all the way from 35 -29 split and to downtown , traffic is going to keep increasing not going down.
293	MoDOT is recognized as an innovative agency.
294	That it get done as quickly as possible.
295	Make sure there will be no more needs for improvement for quit sometime. After this project lets make sure it is done right and will not be an issue of safety anymore.
296	That it be done quickly. That it help with congestion.
297	Minimizing the impact to other Missouri River bridges (Chouteau, Heart of America, Broadway) during construction.
298	Least amount of disruption to us who work in the industrial district just to the east of the Paseo Bridge. We have to use levee road as our main entrance and exit from the area. The only current alternate route in and out from this area is to the west across the railroad crossing (which is not only a hazard but also a HUGE inconvenience due to the movement of train traffic).
299	Timely completion of the project; Quality of the job.
300	Continue to develop a river walk area that rivals St. Louis.
301	To have a fully functionally designed project; not the typical MoDOT design, where there are entrances/exits in one direction, but not the other (like I-29 and Waukomis, for example).
302	Done quickly.
303	Other bridges before and after the river crossing should be utilized. Leave as much of current bridges as lanes as is. We don't want a major colossal* production. Please keep it simple. Use walls instead of buying commercial/industrial right of way...stack lanes even (instead!)
304	That a cable bridge is part.
305	Enough lanes that we don't have congestion and backups as soon as the bridge is open. It also should be well built so it doesn't need to be closed for repairs all the time.
306	Access to Levee Road is critically important to our business. During the more recent closure of the bridge, Levee Road was left open. It made a bad situation livable. If you close Levee Road during this construction project, our business will be harmed greatly. This project can and should be done Without closing Levee Road!!!
307	Maintaining access to the Paseo Industrial Park. Nothing else matters.
308	That we keep the Paseo Bridge open. I do not know of any other city in America where the State can close an entire Interstate for an extended length of time. The merge lanes from & onto Front Street & the Paseo Industrial District need to be of great distance (and not uphill) so the truck traffic can get up to speed before merging onto I-35/29. The entire back-up on North bound I-35/29 is due to the truck traffic from Front Street having to accelerate up too

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	steep a grade.
309	Continuously using the bridge!!! If that's not possible, they need to build a bridge over the RR tracks on tenth street. Our business is located in the Bedford Industrial Park. If you close Bedford and Levee, the only way to get to and from our business will be 10th Street. This road is blocked 2-4 hours a day by train traffic.
310	More than the bridge needs to be redone. Make the roads to & from the Paseo Bridge so that whole lanes of traffic do not have to shift back and forth to stay on I-35. This would help with the many accidents and constant slowdowns. I.E. south bound left lane turns into an exit. Must get in right lane to stay on I-35.
311	Getting to and from work. It's ridiculous to completely close bridges and exits that are not directly connected to the bridge. The only simple way to the industrial area is Levee Road if the bridge is closed. I'd for once appreciate if you stop trying to make commuting in Kansas City a major difficulty.
312	See previous statement.
313	Quality is better than speed. The contractors that finished the last update did so quickly and it shows in the lack of smooth quality.
314	That the bridge be very functional as well as pleasing to the eye, enabled to be expanded if necessary and built to last.
315	To have the Paseo Bridge stay open and travel to work.
316	Completed On Time!!!
317	I'm concerned about my employment if traffic is restricted to the Bedford street area. We will not be able to service our customers and we will not have timely emergency response if someone was to get injured.
318	Fix the insanity into downtown (why 2 lanes off at Ind. Ave. but one into S. Downtown and on to N. Downtown?)
319	Closures.
320	Sidewalk/bike path.
321	To do most of he construction during the least busy times (9-3 and 7-5) also just get real organized way ahead of time so it goes fast and give 2 chances to read the detour signs and put all of them closer together. Esp. useful for out of towners.
322	Increase lanes to handle more traffic
323	Project should be scalable such that future generations could potentially expand the bridge more easily. With the proximity to the Berkley Riverfront park, a pedestrian / bicycle route under the bridge would be ideal. Project should be environmentally friendly. On a grander scale, consider using parts of the superstructure for more than just vehicles. For example attach some sort of development either at the waterfront or underneath the span. Imagine a restaurant sitting under the center span with 360 degree views of the city. Maybe a crazy idea, but be creative.
324	Being able to travel to my job both morning & evenings via Levee Road. Traveling 10th Street across the railroad crossings is often time consuming because of the train traffic & also the roughest set of TRACKS in the city!
325	Getting it done and getting it done correctly.
326	Completion date on time.
327	Time to completion.
328	One of the most important parts of this project to me is to reduce the confusion around the intersection of 35, 71, and the NE corner of the downtown loop. It is practically impossible to give directions through this area to someone from out of town.
329	That traffic is affected as little as possible. The commute from and to the Northland is already a nightmare. Detour routes just add time and mileage on the cars.
330	Easing the congestion that will occur during the construction period. Why wasn't this part of the plan done when you had the bridge closed 2 years ago, instead of having to redo all the closed constructions again. Another note: why not build a second bridge next to the Paseo and then use it to re-route traffic. Similar to the way the 291 bridge was done?

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331	I'm glad that something is going to be done to try to speed up my commute. I travel to and from Richmond every day. I have to be in Richmond by 6pm each night to pick up my children. I will be a lot less stressed out and worried about getting them on time if I know the drive will be a consistent time each day. Having less congestion would really help with that.
332	That it be done with as little disruption to rush hour traffic as possible. Can the majority of the work be done at night (9 pm - 5 am).
333	The project must provide HOV lanes that will provide priority travel for the Smart Moves "freeway flyers" and for car pool users. The project should not acquire ANY land in Columbus Park or in any other way impact the visual or auditory or air quality of that neighborhood.
334	Please include a bike lane.
335	Keep the current bridge open as much as possible during the construction.
336	A public and official request by project management officials to businesses to allow employees affected by the construction to work from home at least one day per week. Or request a staggered commute time by affected employees. Without an official request employers may not think it necessary.
337	I believe it is important for the work to be completed correctly and on time. As someone who has used the bridge nearly every day for the past 28 years, I hope delays and detours can be minimized.
338	If its going to be done then do it right and don't cut corners. People will forget the delays and hectic travels during the project but if it looks good and draws interest from the public then all will be forgotten. On the other hand.... if its going to be done cheaply without memorable design, then the people will only make fun of it and laugh. Its time we "Show" our Johnson County neighbors what we can do to draw the interest back to the Missouri side. "Make a Landmark."
339	The architecture.
340	Traffic flow to and from the south and north across all of the bridges.
341	That the community remain involved with the process and be allowed to comment on the proposed design/traffic flow solutions put forth before the committee for the new Paseo Bridge and kcICON project.
342	That the highway be planned for more traffic. 1. It needs to be at least three lanes in each direction. 2. Let the southbound Paseo exit be just a left exit with the very left lane of the three lanes be a through lane, not a dedicated left exit only lane. I am tired of the left lane exit only that just creates traffic jams as traffic merges to the right to avoid the left lane exit. 3 (not critical) Can the northbound Paseo be merged with I-29 on the right side of the highway and not the left? 4. Widen northbound I-29 on the south side of the bridge so it has three through lanes and a new fourth right lane exit only for Front street. 5. Have three southbound through lanes from the bridge up to the I-70 exit where it would have the I-70 westbound right lane exit only and two through southbound lanes to I-670.
343	Functionality and high quality craftsmanship ensuring safety and aesthetics.
344	Addressing the needs for all modes of transportation, not just solo drivers.
345	Get it done fast and with as few bottlenecks on each end of the bridge.
346	Low project cost. Long bridge life. Maintain current access during project.
347	The consideration of completely dropping the existing bridge to prior to and during the construction of a new bridge is a disastrous idea and should be reconsidered. Doing this will substantially damage the value of property in the Paseo district as well as damage the businesses that operating in the real estate currently located there. The drainage in the Paseo District should also be addressed and corrected once and for all. The area has far too long had poor drainage and should be included in this proposed new construction.
348	Getting across the river; reliably - minimal closures for maintenance.
349	Being able to get to work at Levee Road.
350	I would like it to be 4 lanes each way. The Northland is only going to continue to grow as well as the I-35 corridor for national traffic.

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351	The most important element of this project is to realize what the impact of the project will be on daily commuters who use the I-29/35 corridor to get to work during rush hour. I drive from Liberty, MO to downtown to work. I plan on using 169 Highway and the Broadway bridge, but am worried this route will also become very congested.
352	Don't close the bridge or Front Street exits.
353	Keeping current exit 5A Levee Road open from the north for those of us working in the "Bedford Bowl."
354	Bike/pedestrian accommodations.
355	Timeliness...this is going to be a real congestion creation! The Chouteau bridge access is limited by the Gardner bridge detour...make sure you only have the one major project underway to minimize hassles.
356	It is going to cost me money I drive a truck for a living and have to go by this spot 6 to 10 times per day and I only get paid for what I do. This project is going to take food of my children's plates so please be damn quick about it.
357	Increase traffic capacity for the distant future and allow for possible expansion.
358	That it be done well and also allow for some forms of alternative transport other than motorized vehicles.
359	Alternative Transportation support i.e. light rail, bike lanes, ped. Lanes.
360	That it improve the traffic flow across the river in both the NB and SB directions. That a long-term plan be identified to improve the movement on the north and east side of the downtown loop as a minimum. Recent lane stripping on the east and west side of the downtown loop have created better lane balance. Lane balance needs to be considered as part of the interim and long term plans. Future funding and cost estimates need to be included for improvements beyond the end of the project limits.
361	I don't understand why we're working on this particular area again, when we recently rehabbed the Paseo Bridge (2005). This project does not seem to be concerned with improving traffic flow or increasing access to the Loop, but rather with aesthetic changes that do not otherwise improve the KC area.
362	Bike lanes and pedestrian sidewalks.
363	This project cuts right through the center of the metro area, with neighborhoods and industrial areas on each side. It is very important to create good bicycle and pedestrian access on all of the cross-streets that cross I-29, so that pedestrians and bicyclists can safely make their way through the interchanges, intersections, and underpasses that will be re-designed and re-constructed.
364	That pedestrian and cycle access be built now, not later. More Kansas Citians would bike/walk across the river if there was a safe route.
365	Allowing bicycle and pedestrian crossing would be nice.
366	That it creates a viable and safe way to cross the river on a bicycle.
367	Include a bike lane.
368	The ability to cross using all types of transportation.
369	Bicycle and pedestrian access on the cross-streets is important. We do not have any access to the city from north of the river unless we drive a car. I'd like to be able to ride my bike across the new landmark bridge into Kansas City.
370	Let's show the rest of the US that Kansas City is preparing for the future; that we are looking ahead!
371	Speed construction. I don't like to use alternate routes. My poor eyesight at slow reflexes make any changes in travel very difficult. I prefer it be left alone, remain as it is.
372	Should have at least 6 lanes going each way.

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Additional Public Comment

I had an opportunity to visit Pittsburgh PA recently to take photos of the stadium work we did there, and got to wander around their city a little. They must have half a dozen bridges spanning their “three rivers” all of them with pedestrian/biking walks on both sides! I can’t tell you what a wonderful thing it was for me as a visitor to their city, without having much of a clue where I was, to be able to walk across a river on one bridge, and back across another! And I ran into a lot of others doing the same, no place particular to go, just wandering around being tourists. The views of downtown and their river front parks was fantastic. I ended up at a coffee shop near the river but could as easily found a restaurant or pub....Point is WE have a powerful river and a gorgeous downtown as well, but so far have pretty much squandered the potential for connecting the two. I went to one of the Paseo replacement “talk with the engineers” meetings months ago and was really disappointed to hear their reluctance to even consider a pedestrian/bikeway across the new bridge. It was clear in their responses to my questions that, at that time, they had no intentions of providing walks, and none would be in the plans – they sited access troubles, costs, lack of interest. If we don’t add such amenities to a brand new bridge before the plans have even been drawn, when will we? If we don’t have the will to trouble ourselves with laying the groundwork for a vital, exciting riverfront NOW when the construction of our first new bridge in years is at hand, then we really are as dull and tedious as some accuse us of being. We are not just America’s fourth fattest city, or what ever our current standing is. We are also a bike racing scene, word of which has spread as far at least, as central Michigan! I know this because my wife and I were at a wedding there and it came up in small talk... Several of Kansas City’s racers and many others of all ages and fitness levels take laps riding and running at the downtown airport after work and on weekends, and some occasionally risk their lives and my straight wheels attempting to cross Broadway bridge because a train has parked across the route though Harlem to the Heart of America bridge. There also is a community of blue-collar and homeless people who ride their goofy fat tire bikes back and forth from downtown to Northtown, risking their lives and dignity on crossings designed for cars only. But despite all the discouragement our infra structure throws at the determined human-powered fringe in Kansas City, several persist. If we decided now to welcome people to the river and across it, use of the bridges and river will only grow. Downtown is coming alive, the crossroads and river market are lively and thriving already. Mass transit has been approved by voters. If we ignore the current wave of enthusiasm for the city’s core and the national awareness that the end of cheap fuel is here and don’t provide for pedestrians and bikers now on a new bridge that is already a reality – we will really have blown an opportunity.

I think a landmark/iconic bridge should be 2-way with 4 lanes in each direction to satisfy currently and future traffic. If building a new bridge costs our family and neighbors relocation, we will not leave our neighborhood. We live here for a long time and we like our historical neighborhood. Therefore, use other alternatives besides building a new bridge.