



Reconnecting the
EAST SIDE

Reconnecting the East Side Community Summit #1

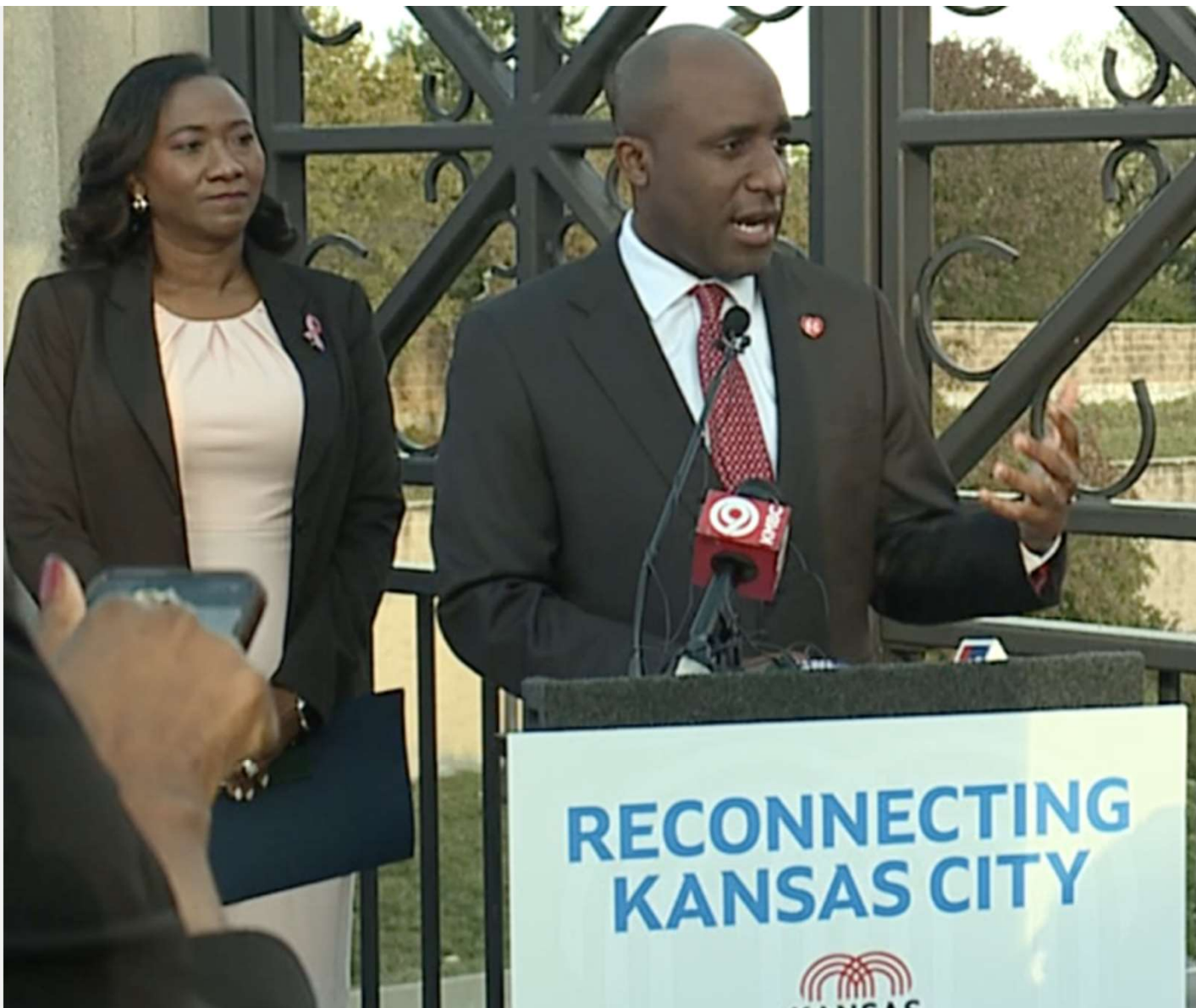
Share valuable stories and identify needs

Saturday, March 22, 2025, from 10 a.m. to 12 p.m.

THANK YOU TO OUR HOST!

Southeast High School (Kansas City Public School District)
3500 E. Meyer Blvd., Kansas City, MO 64130





“While it is very hard to give people houses back, like those in my family who lost them ages ago, it is hard to rebuild neighborhoods and communities that were strong, vibrant, and have been vital to our community. We see this as an important next step.”

*Kansas City
Mayor Quinton Lucas*



Funding

The first two phases of the Reconnecting the East Side project are funded by a **\$5 million** federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, with an additional **\$2.5 million from Kansas City**.



**U.S. Representative
Emanuel Cleaver, II**
Missouri's Fifth Congressional
District



3rd and 5th District City Councilmembers



Melissa Robinson
3rd District



Rayna Parks-Shaw
Mayor Pro-Tem
5th District



Melissa Patterson Hazley
3rd District at Large



Darrell Curls
5th District at Large



Today's Meeting

- **Purpose and Need**
 - History of US 71
 - Impacts on the Community
 - Crash data
- **Moving forward together**
 - Neighborhoods
 - Study areas
 - Goals, process, and schedule
 - Improvements
- **Your input is essential**
 - Process and Schedule
 - Incorporation of other planning efforts
 - Purpose and Need
 - Storytelling
 - Engagement strategies
- **Next steps**

Reconnecting the
EAST SIDE

Family Friendly **COMMUNITY SUMMIT #1**

**SATURDAY, MARCH 22, 2025
10:00 A.M. – NOON**

**Southeast High School
3500 E. Meyer Boulevard
Kansas City, MO 64132**





Purpose and Need

- History of US 71
- Impacts of Highway on the Community
- Crash data



KANSAS CITY
MISSOURI

MSPE & KSPE PEG Conference

7

Kansas City –Suburbanization



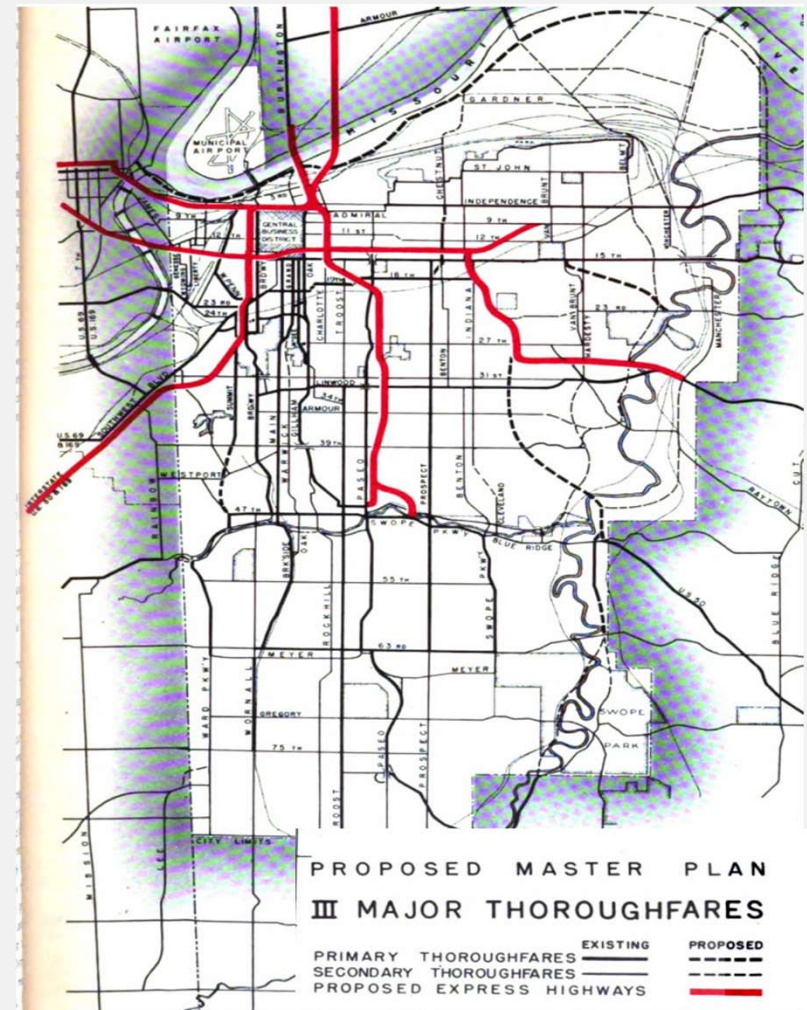
Image courtesy of Kansas City Public Library Special Collections



1947 Master Plan

But there is a second reason why it is desirable to divide the city's area of homes into sections. It is common experience that the maximum long-range residential values can be secured when areas of homes with a high degree of similarity are segregated from those of other characteristics. For example, it is not desirable for an investor to construct a \$20,000 home in a district of \$5,000 houses. For the same reason several \$5,000 houses in a residential area of \$20,000 homes lowers the values of homes in that area. And there is a social parallel to this homogeneity of income principle. An area of homes whose occupants have similar educational, social, religious, and employment bases is more desirable from a stability and residential value standpoint than is one composed of families with heterogeneous interests.

In order that trafficways feeding into the city's residential areas could be placed in corridors between districts of homes, and public buildings and shopping centers located to serve and not damage these districts, it was essential that development of the Master Plan start with a determination of these





Highway Construction in the US and KC

- **Post WWII** – American Cities experience suburbanization due to various factors – i.e. desegregation, social issues, overcrowding, pollution, crime, desire for bigger homes, green space, quiet, lower taxes, etc. Rise of automobile use facilitated suburbanization. CBDs try to compete by building highways from suburbs into downtowns.
- **1947:** The Master Plan for Kansas City recommends US-71
- **1956:** Federal-Aid Highway Act (aka National Interstate and Defense Highways Act) funds highway construction of a 41,000-mile network of highways across the US that were typically built through minority / low-income neighborhoods
- **1969:** National Environmental Policy Act is enacted, and Environmental Impact Statements begin



Highway Construction in the US and KC

- **1973:** Advocacy groups file a Federal lawsuit with concerns about the racial and economic inequities associated with US-71's planning and implementation
- **1985:** Federal Consent Decree, whereby US-71 is to be built as "less than a highway and more than a parkway."
- **2001:** US-71 construction is completed (10,000 people displaced)
- **2022:** Kansas City receives two separate grants to fund the Reconnecting the East Side and Reconnecting the Westside Projects – community engagement is central to both projects



Impacts of Highway

Historic Impacts

- Displacement of residents
- Loss of economic activity
- Disinvestment in community

On-going Impacts

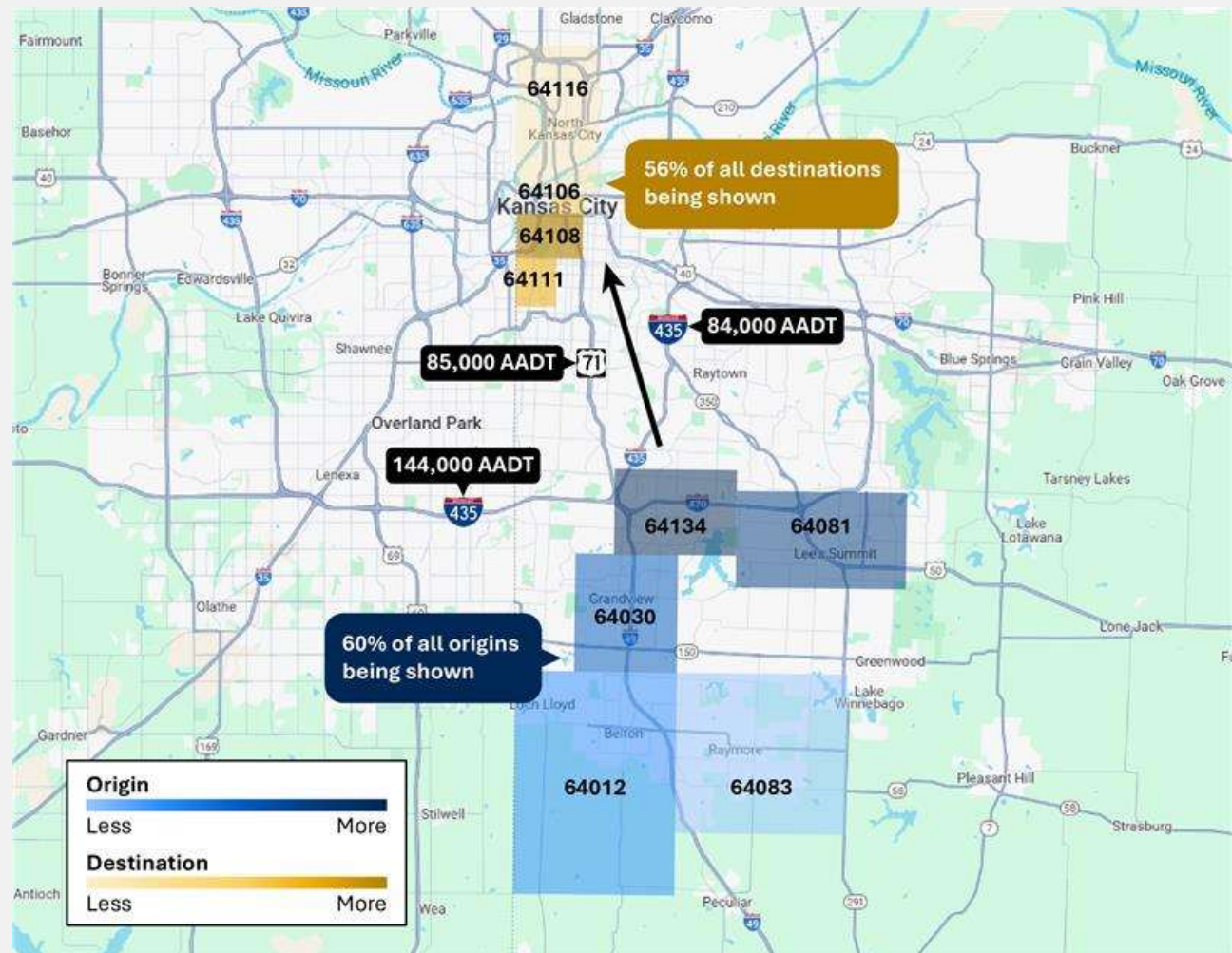
- Pollution (air, noise, light)
- Negative effects on health
- Physical barrier dividing neighborhood
- Transportation safety and mobility challenges
- Lack of economic development





Traffic – US-71 Origins and Destinations

- 60% of traffic travels from southern suburbs (Lee Summit, Grandview, Belton) to Downtown KC.
- US-71 Carries 85,000 vehicles per day each direction
- Same volume as I-435

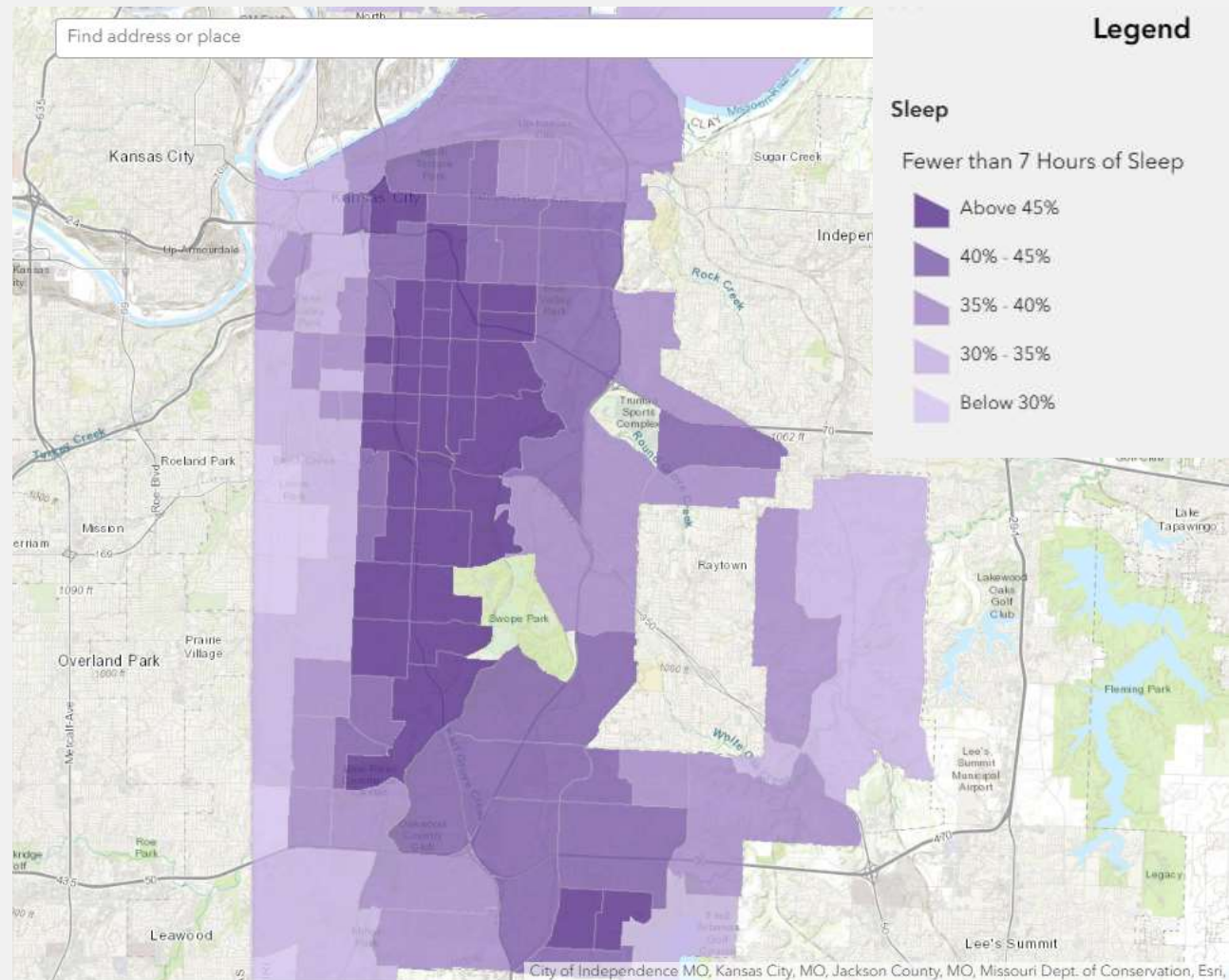




Sleep

Data Source:
Kansas City Health Explorer

- Lack of sleep is top determinant for lower life expectancy
- Noise and light pollution affects sleep

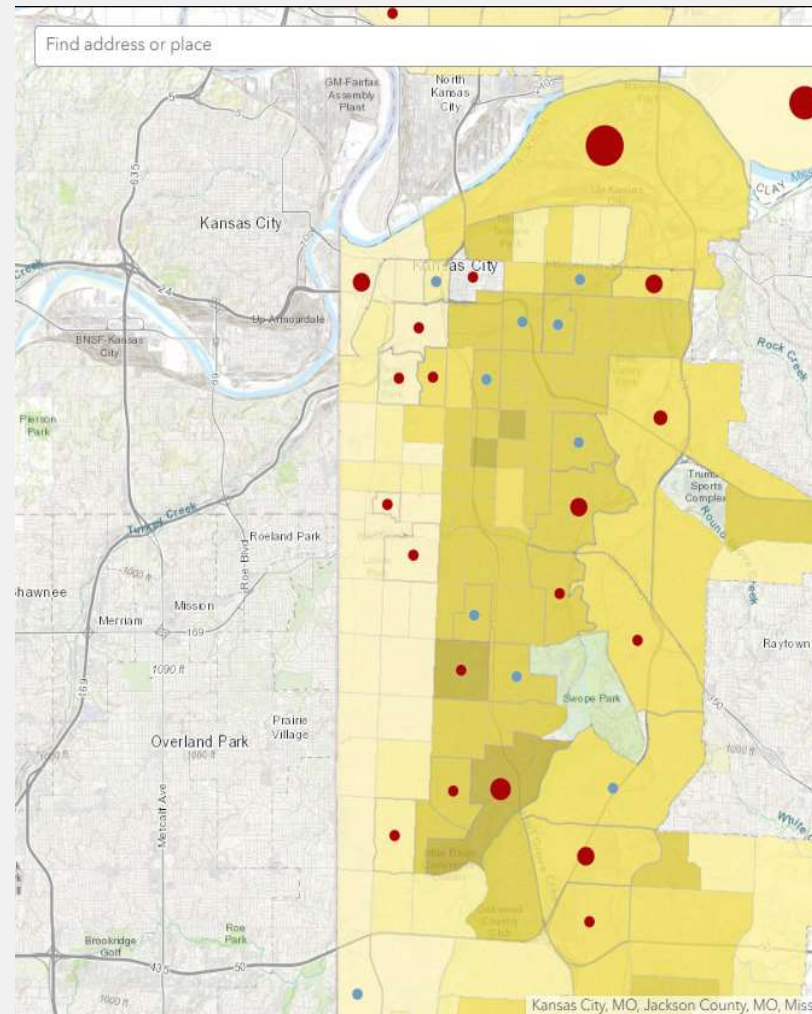




Asthma

Data Source:
Kansas City Health
Explorer

- Air pollution from vehicles
- Fine Particulate Matter (PM) from Diesel
- Brake Dust is metal fine PM



Legend

Registered Emissions Facilities Summary

Do any facilities in area have emissions fees?

- Yes
- No

Asthma

Asthma

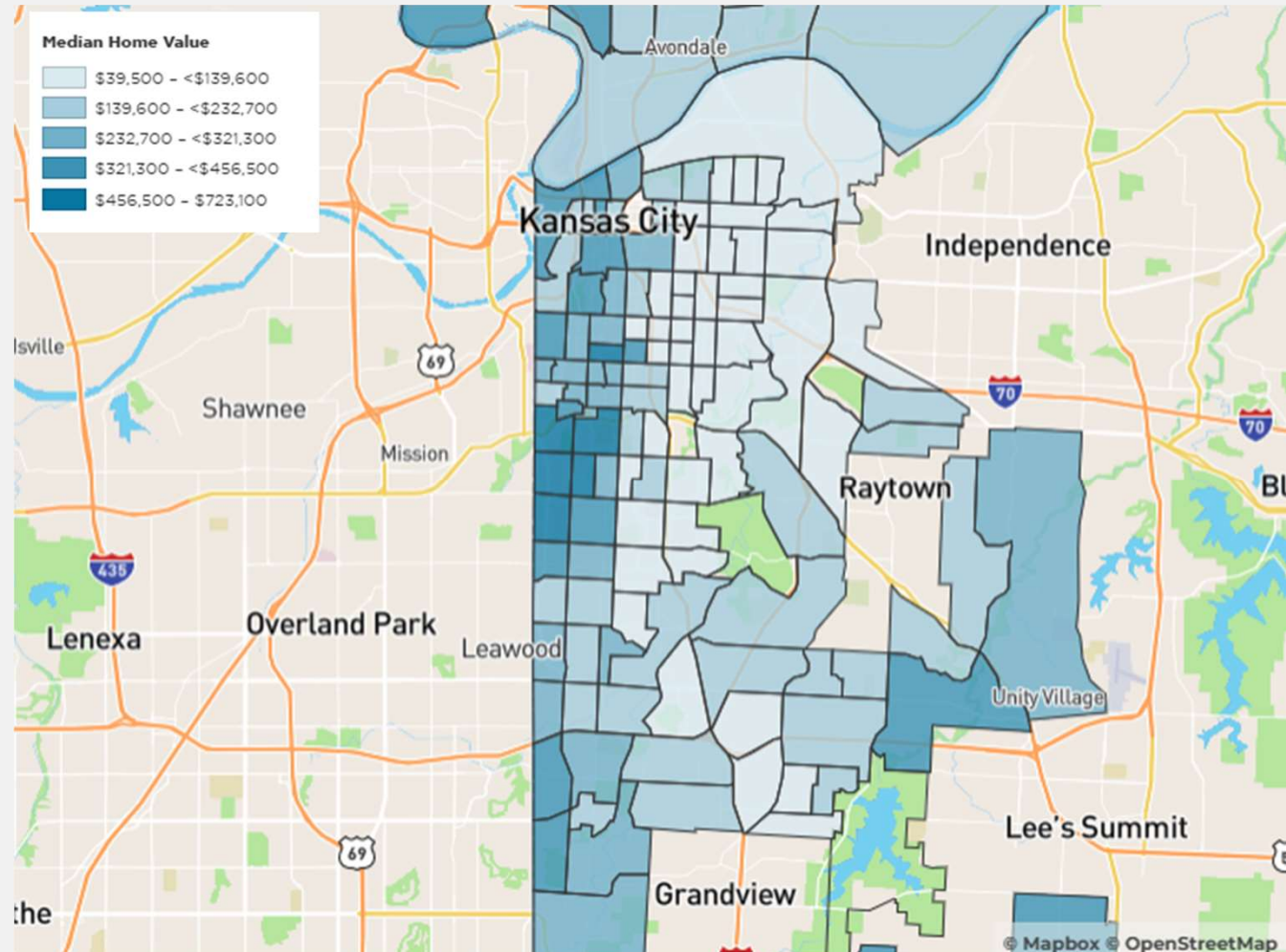
- Above 14.5%
- 13% - 14.5%
- 11.5% - 13%
- 10% - 11.5%
- Below 10%



Median Home Value

Data Source:
2019-2023 American Community
Survey
5-Year Estimate

- State compensated properties taken for highway construction
- Did not compensate properties affected by negative impacts





High Crash Rates 5-year History (2019-2023)

Corridor Crash Rate

Facility	Crash Rate
All Missouri Expressways	97.4
US 71 NB	206.7
US 71 SB	224.7

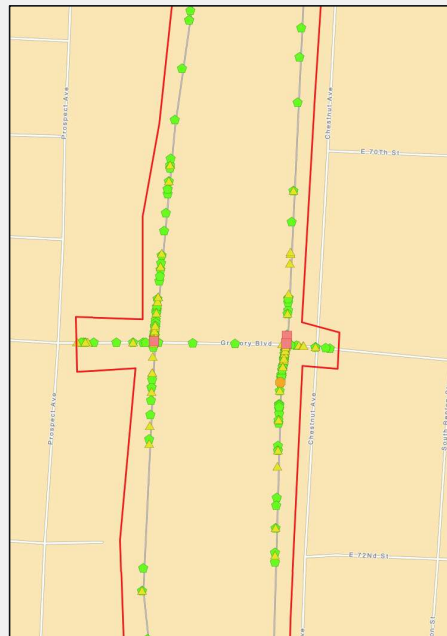
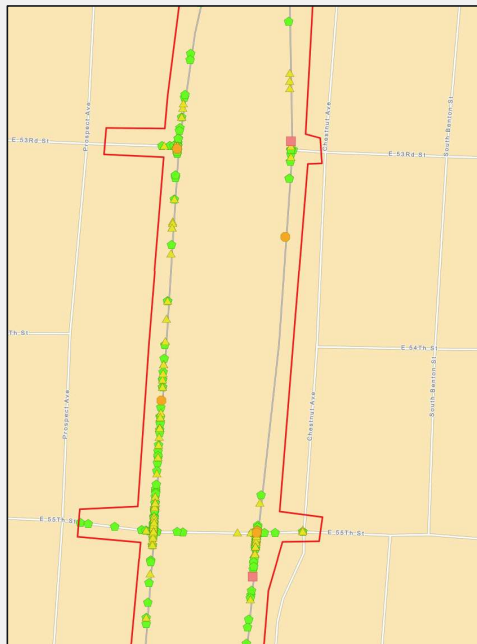
Crashes by Mode

Crash Type	Pedestrian	Bicycle	Vehicle	Total
Fatal	2	0	8	10
Serious Injury	4	0	17	21
Minor Injury	7	1	432	440
Total	13	1	457	471



2019-2023 Crashes

55th & 53rd Street Crashes



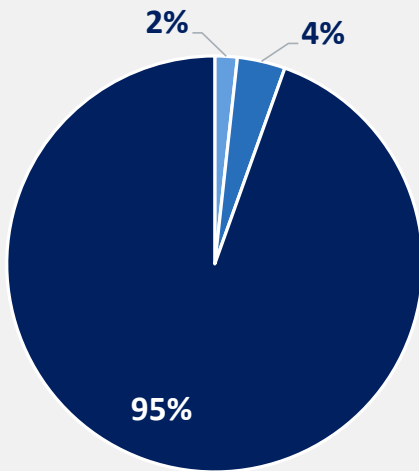
Gregory Boulevard Crashes





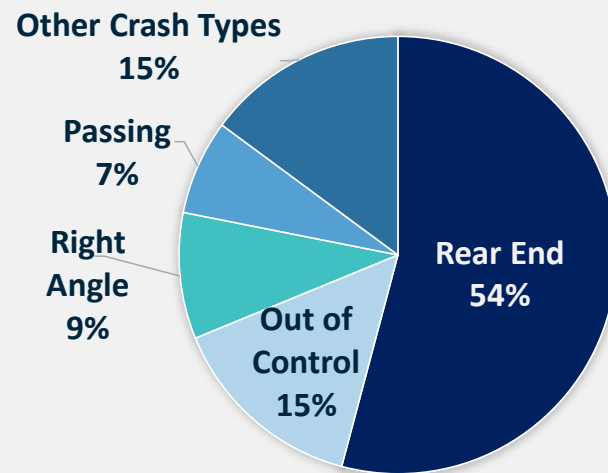
Safety Overview (2019-2023)

Vehicle

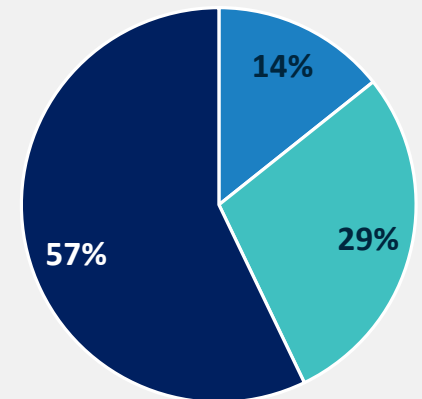


■ Fatal ■ Serious Injury ■ Minor Injury

Crashes by Type



Pedestrian/Bike



■ Fatal ■ Serious Injury ■ Minor Injury



Moving Forward Together

- Neighborhoods
- Study areas
- Goals, process, and schedule
- Improvements



Neighborhoods Impacted

- Blue Hills
- North Town Fork Creek
- Citadel
- South Town Fork Creek
- Tri-Blenheim
- Swope Park
- Self Help
- Marlborough Community Coalition
- NOBLE
- Ivanhoe Neighborhood Council
- Beacon Hill
- Key Coalition



Study Areas

Providing safe transportation improvements for the community, the Reconnecting the East Side project aims to address some of the long-standing issues created when US-71 Highway construction divided neighborhoods

Project Boundaries:

- Martin Luther King, Jr. Blvd. on the north
- 85th Street on the south
- Paseo Boulevard on the west
- Swope Parkway on the east



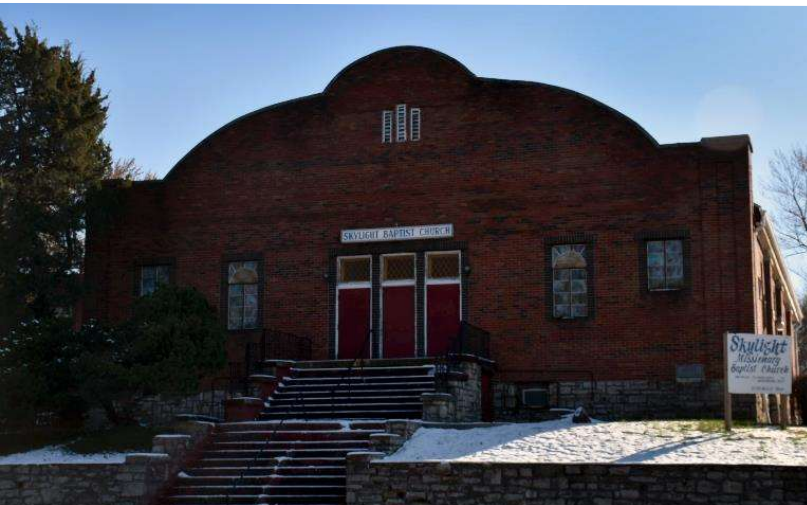
Project Goals



Holistic Community Development



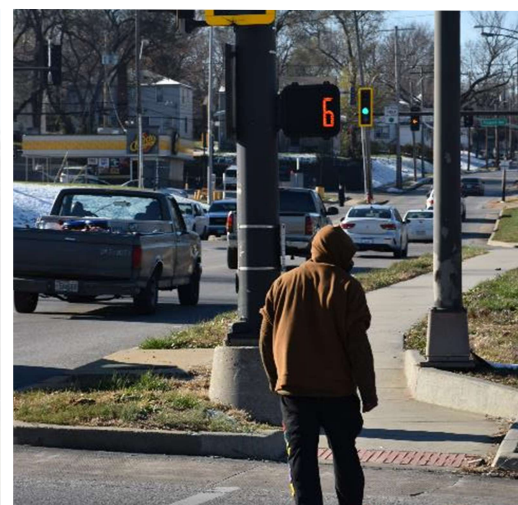
Increase Mobility and Connectivity for All



Focus on the Community



Feasibility and Appropriateness of Potential Solutions



Reduce Serious and Deadly Crashes



Short- and Long-Term Improvements

- Transportation safety and mobility
 - Vehicles
 - Pedestrians
 - Bicyclists
 - Transit riders





Other Goals for Improvement

- Land use
- Green space
- Housing
- Economic development
- Public health
- Education
- Other (TBD)





Your Input is Essential

- Process and Schedule
- Incorporation of other planning efforts
- Purpose and Need
- Storytelling
- Engagement strategies



The Process

Phase 1 – Planning Environmental Linkages (PEL) Study

- Planning
- Purpose and Need
- Initial alternatives
- Refined alternatives

Phase 2 – Federal Consent Decree

- Updates on the
Federal Consent
Decree process

Phase 3 – NEPA and Early Design*

- Re-refined
alternatives

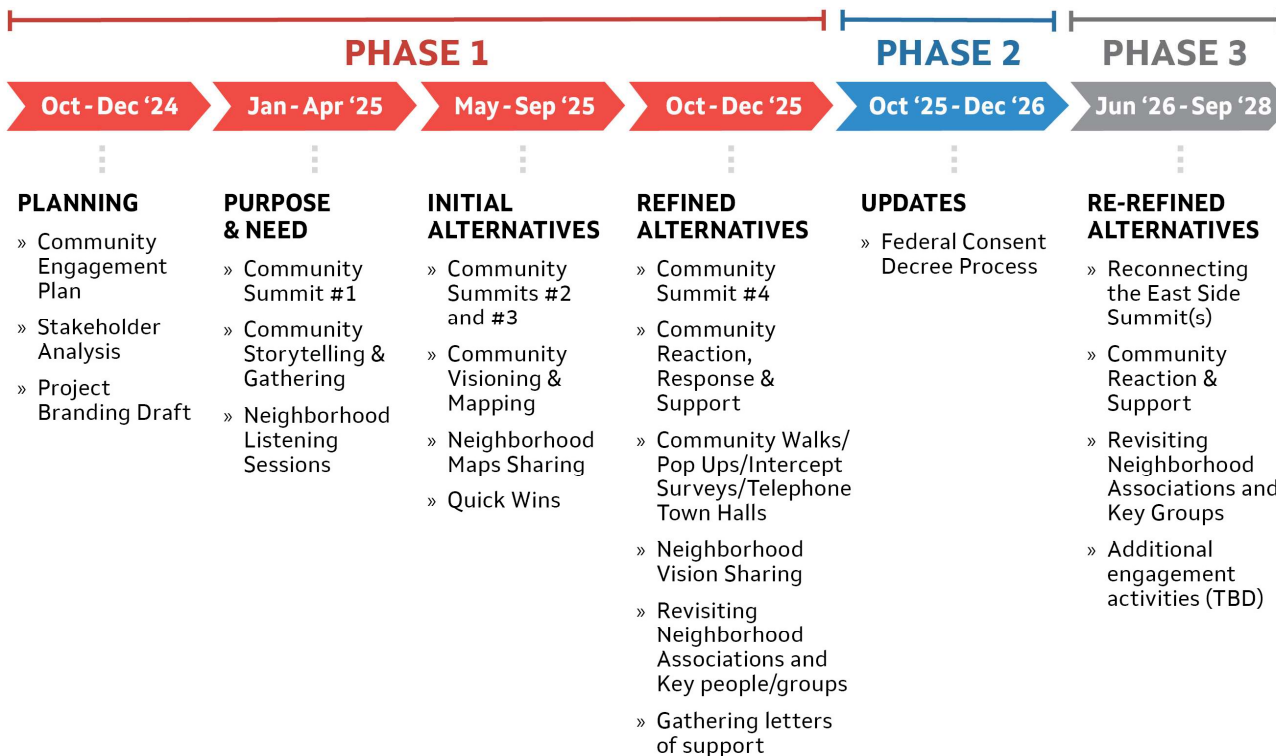
**Phase 3 may
commence if the
Federal Consent
Decree is amended*



The Schedule



Community engagement throughout project! Your involvement is essential.



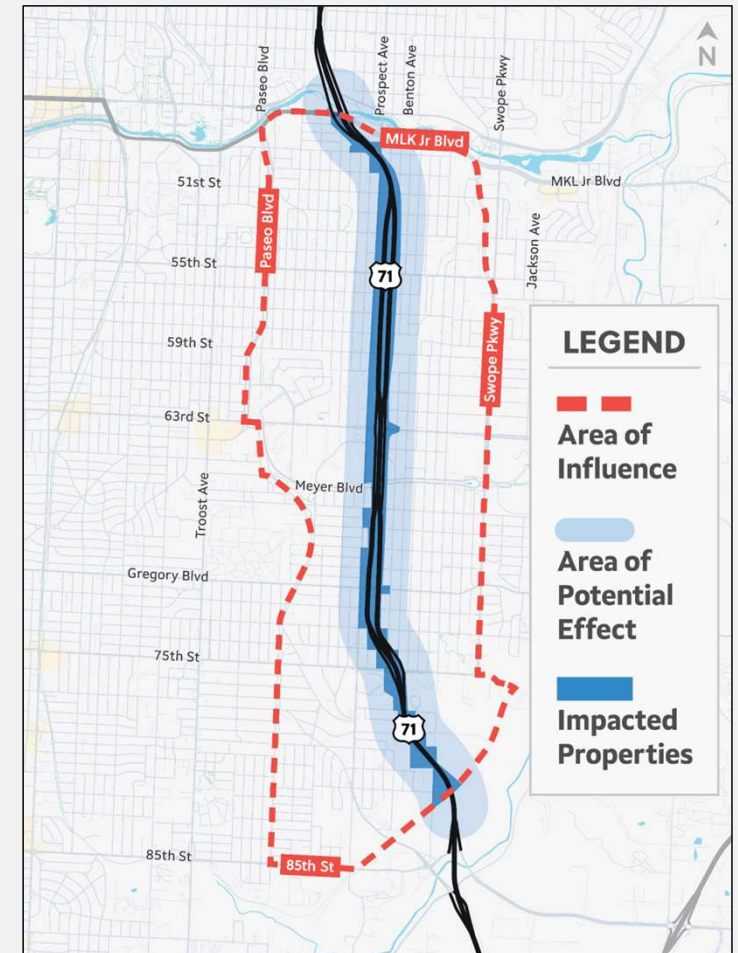
Visit the project website
to stay up to date
ReconnectEastSide.com





Purpose and Need

- What **NEEDS OR ISSUES** are most important to address? Where?
- What **POTENTIAL OPPORTUNITIES** are key? Where?
 - Examples might involve transportation safety and mobility, land use, green space, housing, economic development, public health, education and/or other topics





Storytelling

- How has US-71 **impacted** you, your family and friends, and/or community?
- What does “**Reconnecting the East Side**” mean to you **today**? What should it mean in the **future**?
- What’s the most important things for the Reconnecting the East Side project to **accomplish** for the community in the **short** term? In the **long** term?





Community Engagement Strategies

- What's the best way to **share project information** with you?
- Who's missing from the **contact list**?
 - Residents
 - Neighborhood associations
 - Elected officials
 - Advocacy groups
 - Healthcare organizations
 - Transportation agencies
 - Business and economic development representatives
 - Schools
 - Libraries
 - Youth
 - Others

A graphic with a dark blue background. At the top, it says "Reconnecting the EAST SIDE" in white, with "Prioritizing Safety and Connection" in smaller text below it. In the center, a large white hand icon holds a speech bubble. The text "MAKE YOUR VOICE HEARD" is written in large, bold, white capital letters across the middle. At the bottom, in a white box, it says "Your input will help ensure planning reflects the needs of impacted neighborhoods and corridor users." followed by "We invite you to get involved." in red.

Reconnecting the
EAST SIDE
Prioritizing Safety and Connection

MAKE YOUR VOICE HEARD

Your input will help ensure planning reflects the needs of impacted neighborhoods and corridor users.

We invite you to get involved.



On-going Coordination

Project Ambassadors

- Mayor's office
- 3rd District City Council rep.
- 5th District City Council rep.
- Congressman Cleaver's office
- Prospect Business Association
- Others (TBD)

Community Advisory Group

- Neighborhood associations
- Original corridor residents
- Culture, heritage, faith-based, and youth organizations
- Others (TBD)

Technical Advisory Group

- City departments
- Employers
- Business groups
- Education
- Advocacy
- Health and wellness
- Transportation
- Others (TBD)



Incorporation of Other Planning Efforts

- Vision Zero Action Plan
- ProspectUs
- Swope-Prospect Connectivity Study
- Swope Area Plan
- KC Spirit Playbook
- Smart Moves 3.0
- US-71 Transit Study
- Ride KC Next Comprehensive Transit Service Analysis
- Draft Kansas City Bicycle Master Plan
- KC Climate Protection and Resiliency Plan
- South Prospect-Hickman Mills Planning Project
- South Prospect Hickman Mills study
- Marlborough Park Master Plan
Marlborough School
Redevelopment
- Marlborough United Violence Prevention stakeholder meetings and surveys
- Marlborough Catalyst Plan



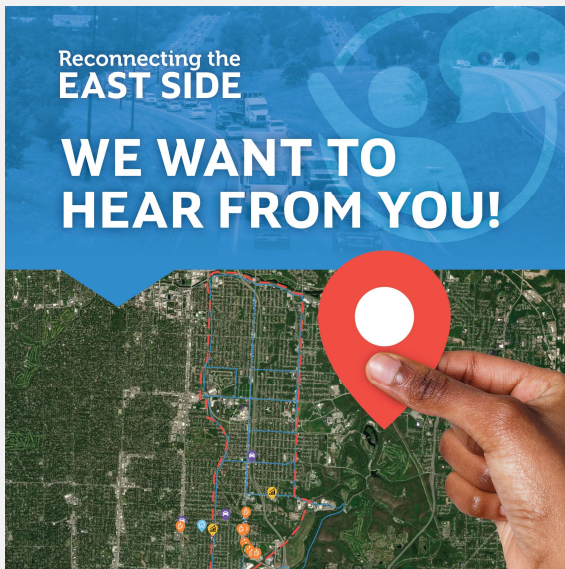
Next Steps

- Now through September 2025
- Initial alternatives
- Engagement



Next Steps

Now through September 2025



Purpose and Need Statement



Project Ambassador Coordination



Community Advisory Group and
Technical Advisory Group Meetings



Listening Sessions with Neighborhoods and Others



Community Summit #2 – Initial Alternatives
(June 2025)



ReconnectEastSide.com

Reconnecting the **EAST SIDE**

Prioritizing Safety and Connection



Learn More



Get Involved



Events



Subscribe



Contact Us

We are envisioning a safer, more equitable, accessible, and connected future, together.

Reconnecting the East Side is not just a physical reconnect, but economic, social, residential, civic, and spirituality reconnection – not from one side of the highway to the other, but from the past to the future.



Reconnecting the **EAST SIDE**

Prioritizing Safety and Connection



Learn More



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Reconnecting the East Side Engagement Map

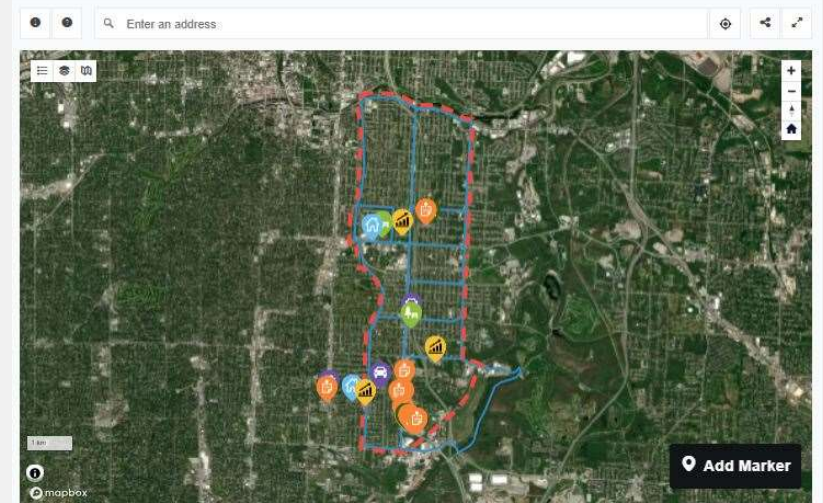
This Engagement Map allows East Side audiences to share their issues and feedback about land use, green space, housing, economic development, public health, education, traffic safety, transit, and other issues. This information will help to inform the ongoing work of the Reconnecting the East Side project.

Zoom in and navigate to a spot on the map you would like to indicate where you feel you would like to share your issue or feedback. Click Add Marker to drop your marker in the correct category to indicate where you would like to share your issue or idea. You can also upload photos.

Click the Information (i) icon just below to learn more about the marker categories.

Click the Question Mark (?) icon just below to learn more about how to interact with this Engagement Map.

23 contributions so far



THANK YOU FOR COMING TODAY!



Reconnecting the EAST SIDE

Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.