



Reconnecting the
EAST SIDE

Reconnecting the East Side Community Advisory Group Meeting #1

Share valuable stories and identify needs

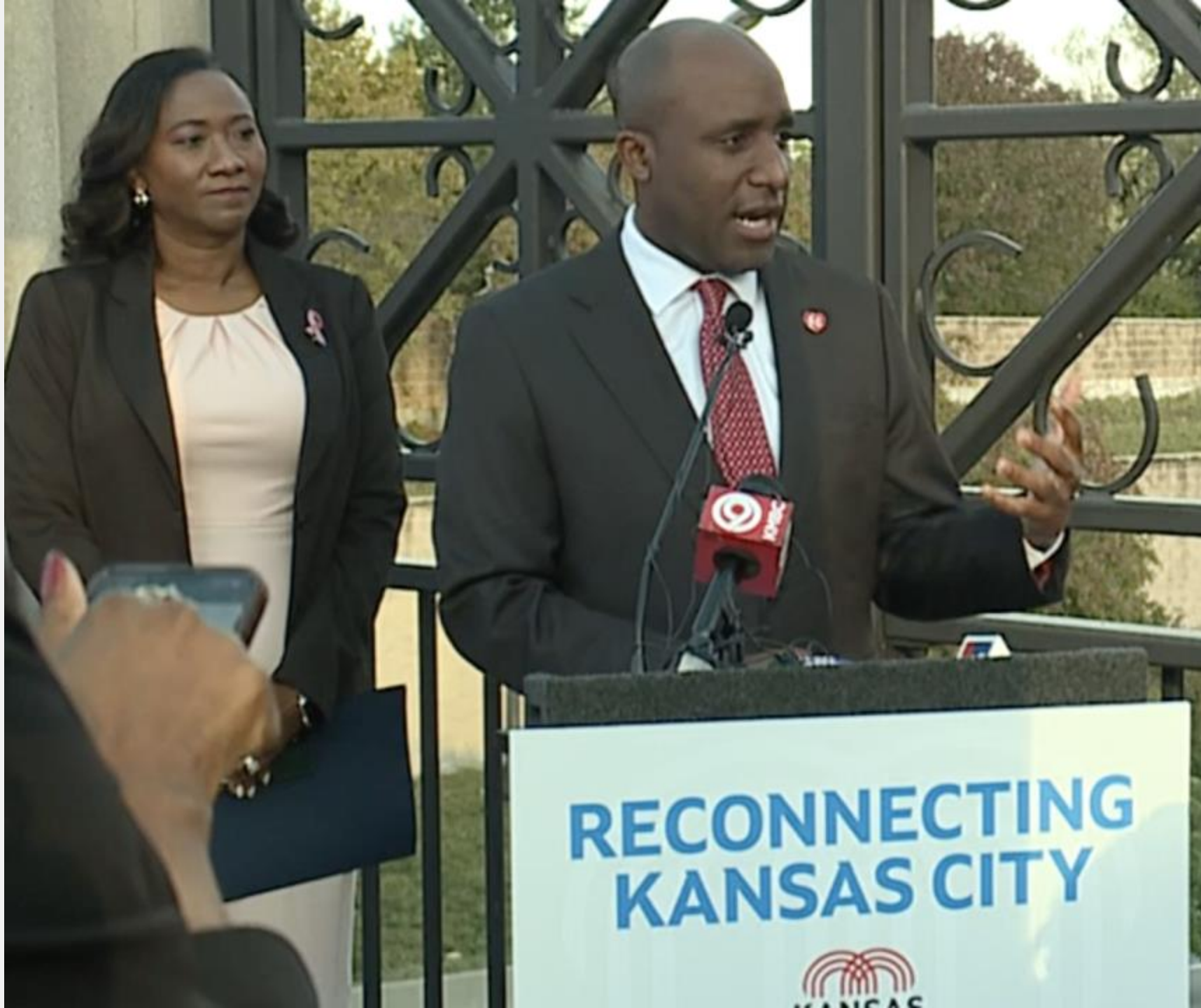
Tuesday, April 22, 2025, from 5:30 to 7 p.m.

THANK YOU TO OUR HOST!

Mary Williams-Neal Community Center

3801 Emanuel Cleaver II 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



Community Advisory Group Goals

- Shepherding the Reconnecting the East Side project
- Helping gain community consensus related to how best to improve US-71
- Addressing the **1985 Federal Consent Decree**



Introductions

Name

Organization

In a single word or phrase, what does
Reconnecting the East Side mean to you?



Today's Meeting

- Background
- Moving forward together
- CAG and public input
- Next steps



Reconnecting the East Side is not just about physical connections. It is also about economic, social, residential, civic, and spiritual reconnection from the past to the future.

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





Background

Kansas City highway planning

Impacts and data

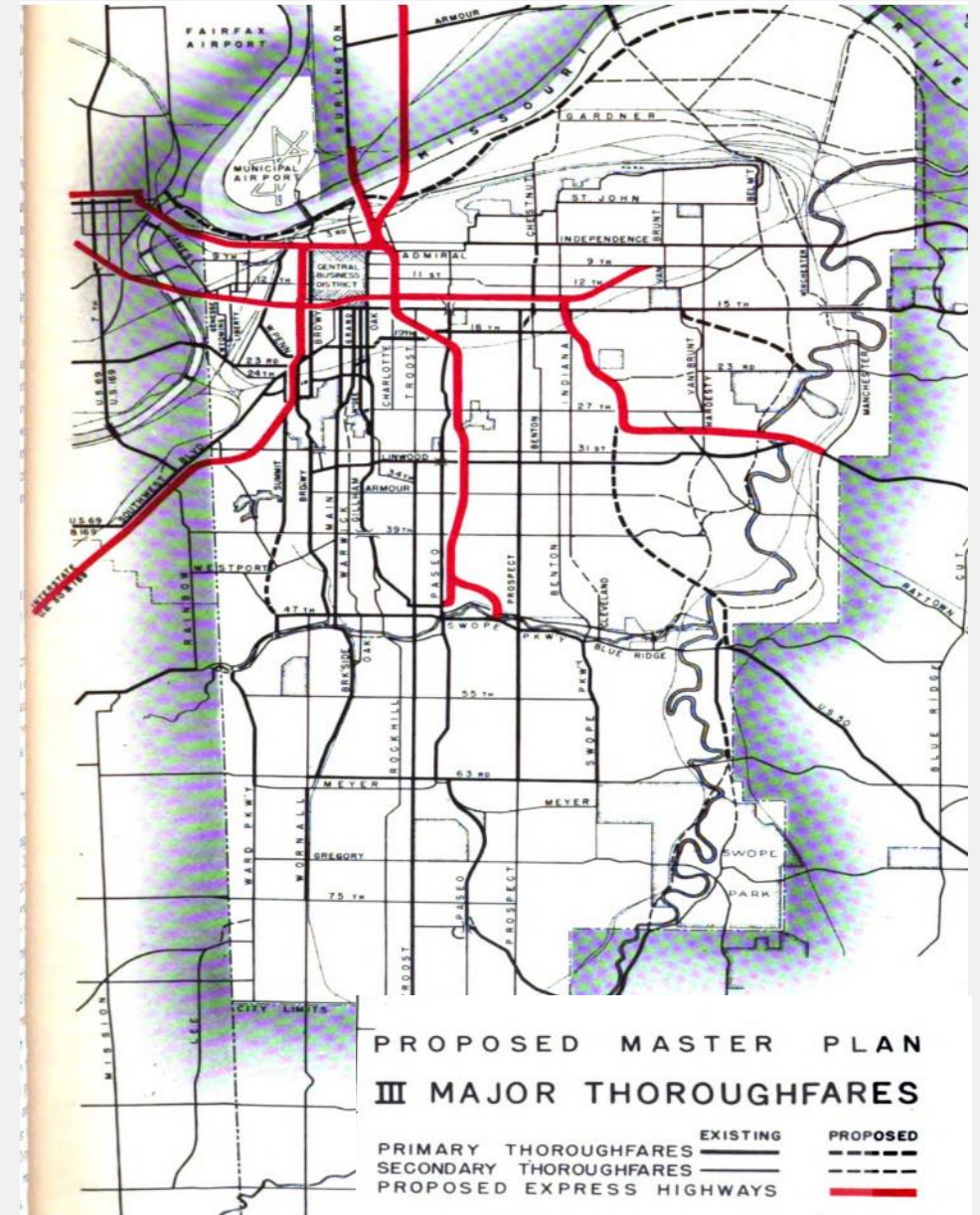
Study areas and goals



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



Impacts of Highway

Historic Impacts

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

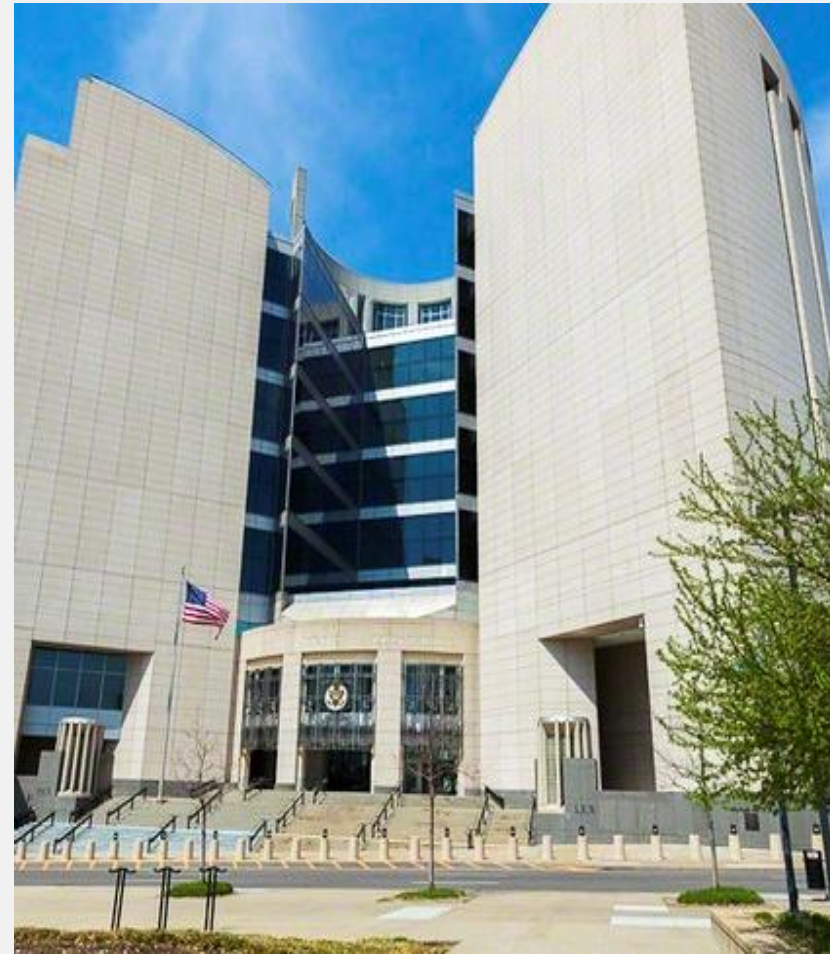
On-going Impacts

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



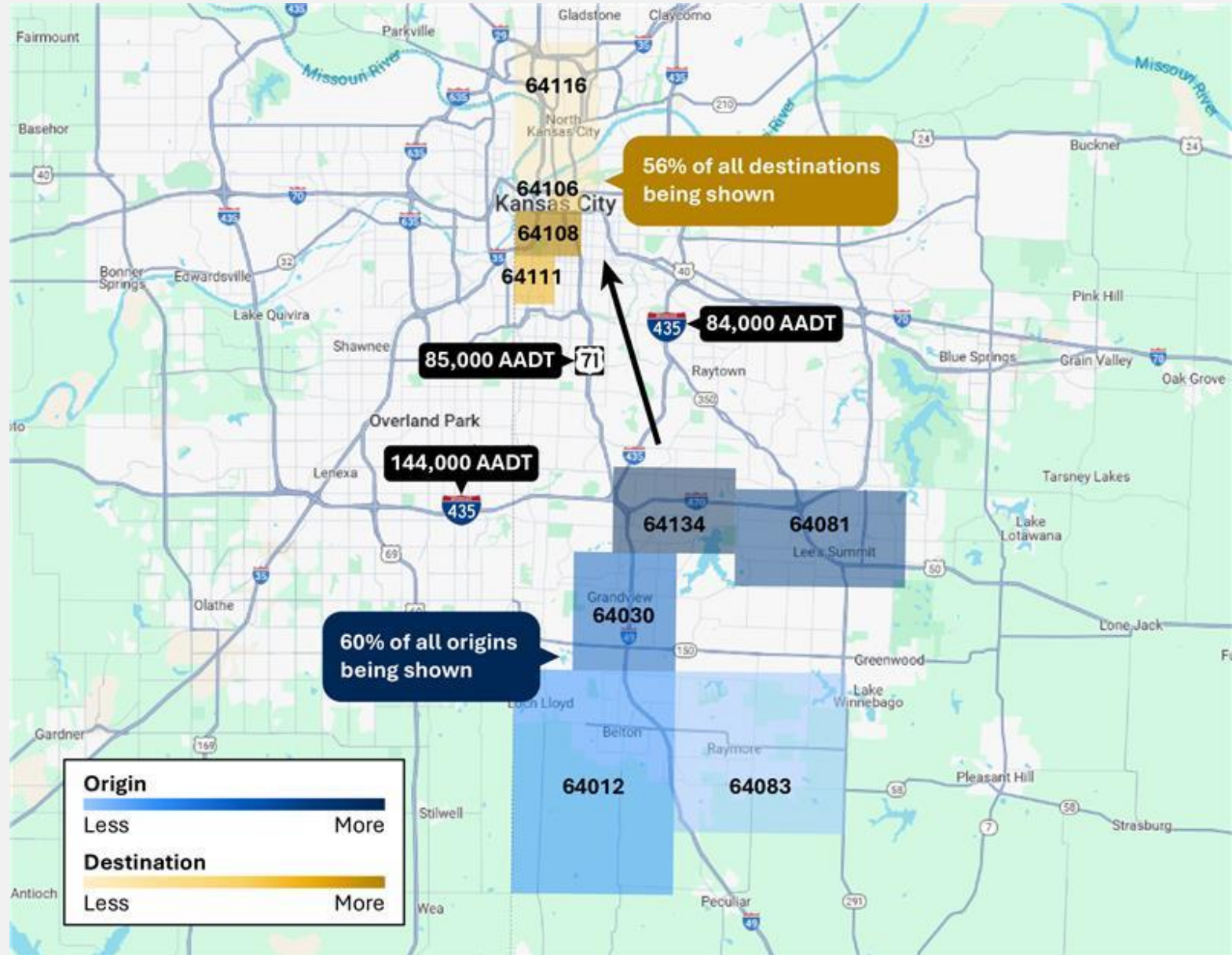
1985 Federal Consent Decree

- Community-led opposition to US-71 construction
- Less than a highway and more than a parkway



Traffic – US-71 Origins and Destinations

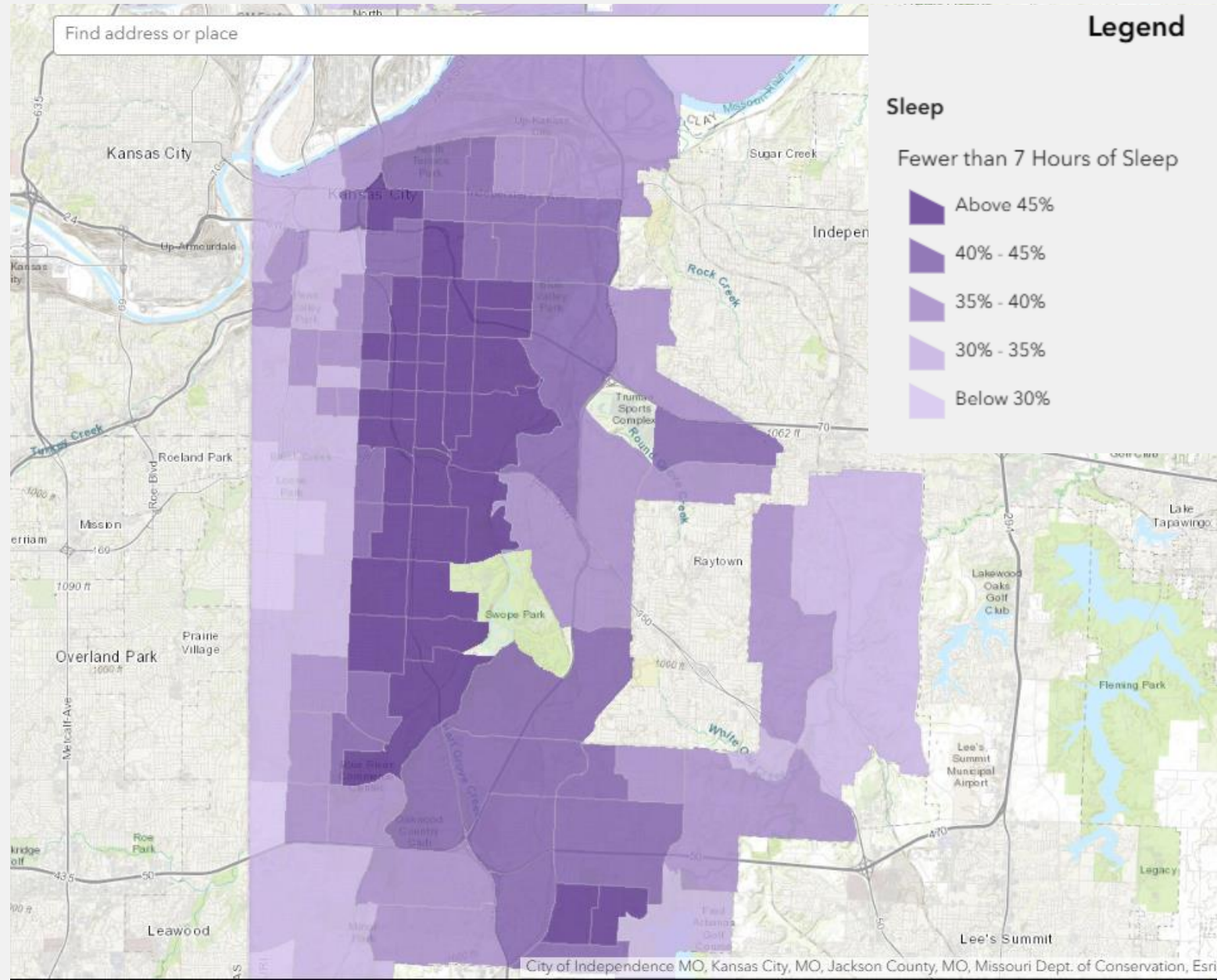
- 60% of traffic travels from southern suburbs (Lee's Summit, Grandview, and Belton) to Downtown KC.
- US-71 carries 85,000 vehicles per day each direction
- Same volume as I-435



Sleep

Data Source:
Kansas City Health Explorer

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





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

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



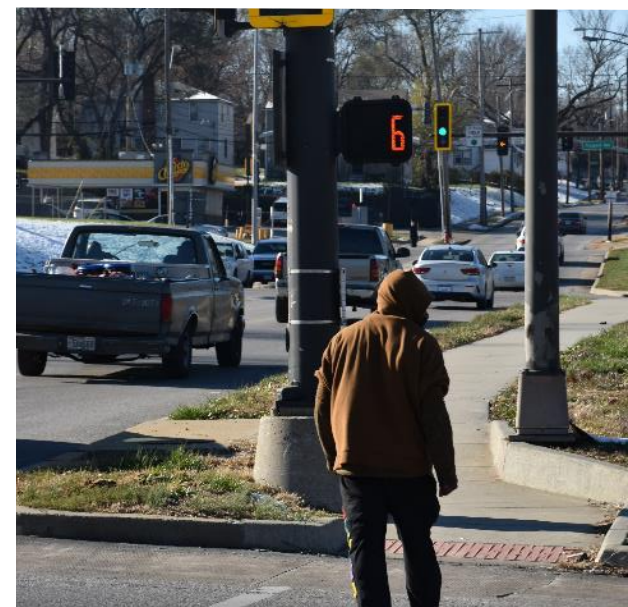
Increase Mobility and Connectivity for All



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)





CAG and Public Input is Essential

- Study process
- Your thoughts on needs, issues, opportunities, and key accomplishments
- Public input

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*

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)

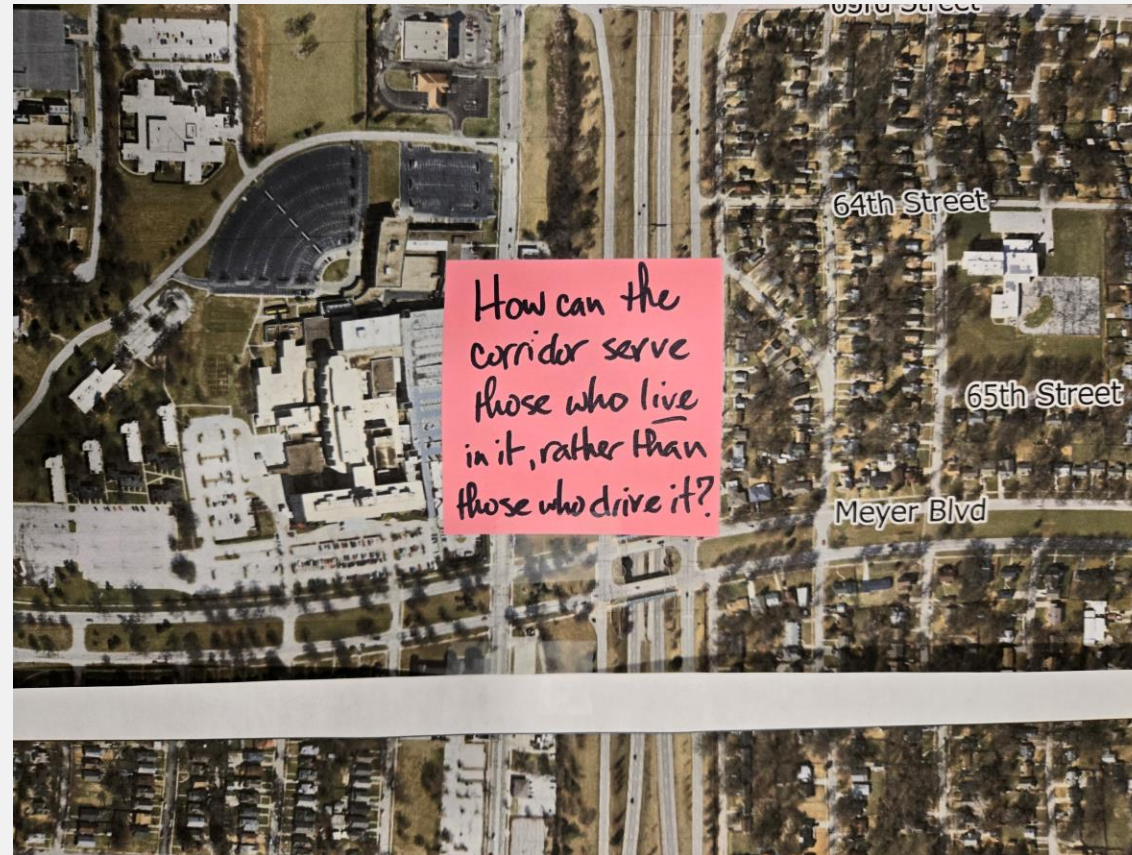
Discussion: Purpose and Need

- 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



Community Summit Comments

March 22, 2025 | Southeast High School | 10 a.m. to 12 p.m.





Community Summit Comments

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Infrastructure

- Tear [US-71] out and rebuild like SW Trafficway
- Make [US-71] a boulevard like Ward Parkway or The Esplanade (Chico, CA):
 - Tree-lined
 - Two lanes in each direction
- Make the corridor serve those who LIVE in it, rather than those who DRIVE on it
- Fix horrible potholes

Traffic Safety

- Provide pedestrian islands
- Add speed zone signs for neighborhood schools
- Remove traffic lights and install on- and off-ramps

Public Health

- Fix water pollution
- Clean up Brush Creek
- Stop public dumping

Public Transit

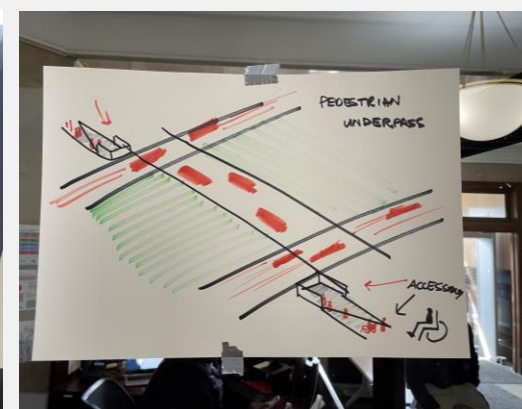
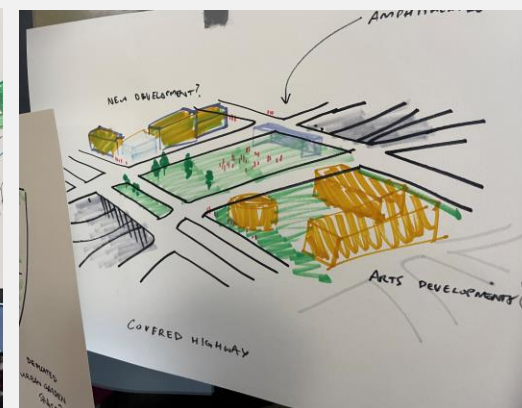
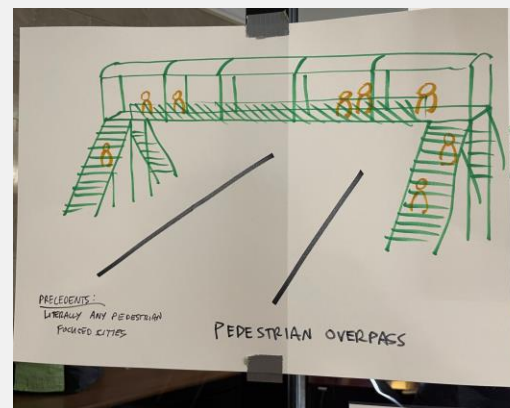
- Build a tram for residents, not tourists
- Public Transit
- Why cutting bus routes?

Other

- Build better youth centers; no amenities for children
- Add grocery stores
- Add bike lanes and trails

Discussion: Key Goals + Accomplishments

- What's the most important thing for the Reconnecting the East Side project to **accomplish** for the community in the **short** term? In the **long** term?





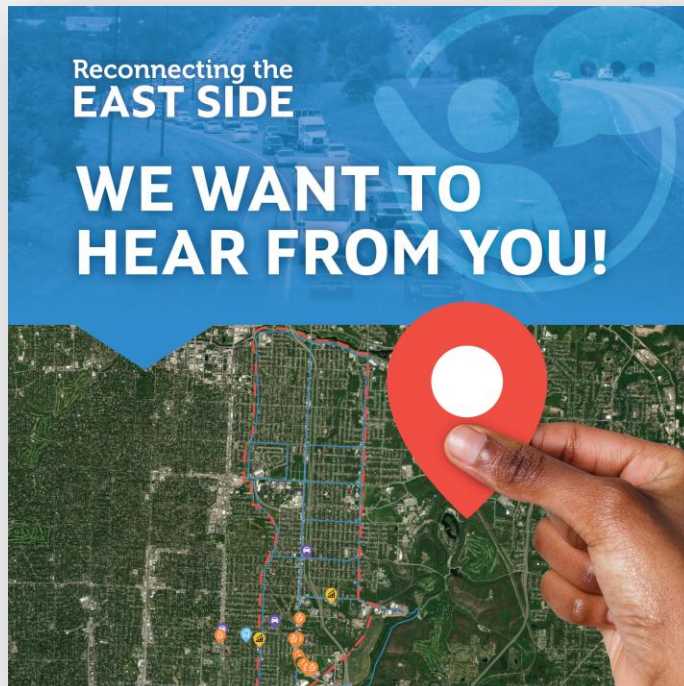
Next Steps

- Now through September 2025
- Initial alternatives
- Engagement



Next Steps

Now through September 2025



Purpose and Need Statement



Project Ambassador Coordination



Technical Advisory Group Meeting – April 30



Listening Sessions with Neighborhoods and Others



Community Summit #2 – Initial Alternatives
(June 2025)



www.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.

Join Us!

Reconnecting the
EAST SIDE
Prioritizing Safety and Connection
Share valuable stories and identify needs.

Family Friendly
COMMUNITY SUMMIT #1

SATURDAY, MARCH 22
10:00 A.M. – NOON
Southeast High School
3500 E. Meyer Boulevard
Kansas City, MO 64132

Reconnecting the East Side Engagement Map

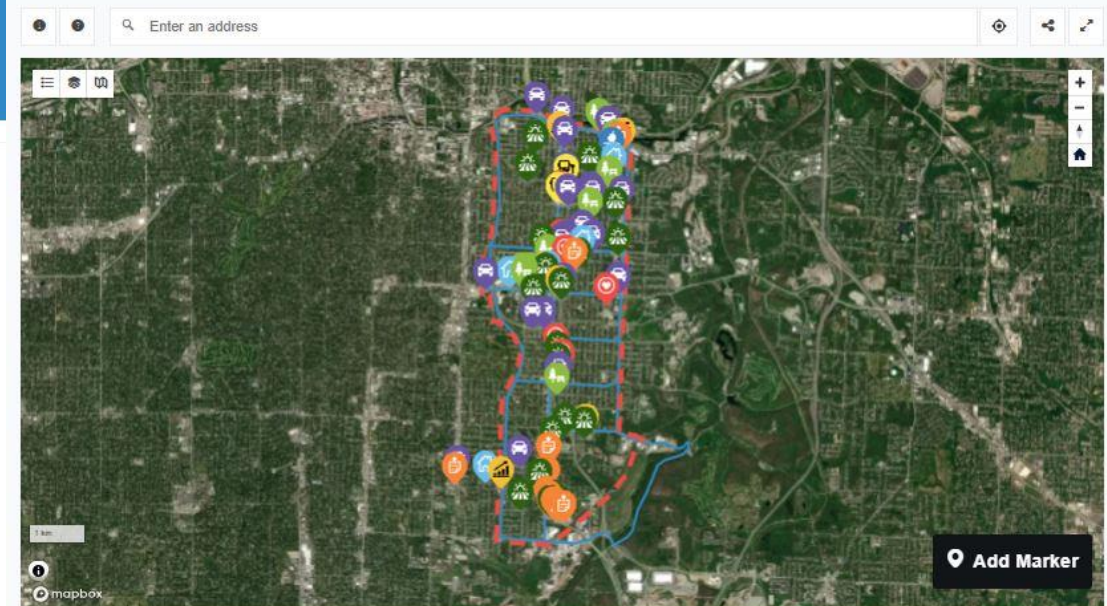
This Engagement Map allows East Side audiences to share their issues and feedback about land use, green space, housing, economic development, public health, education, traffic safety, transit, and other issues. This information will help to inform the ongoing work of the Reconnecting the East Side project.

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.

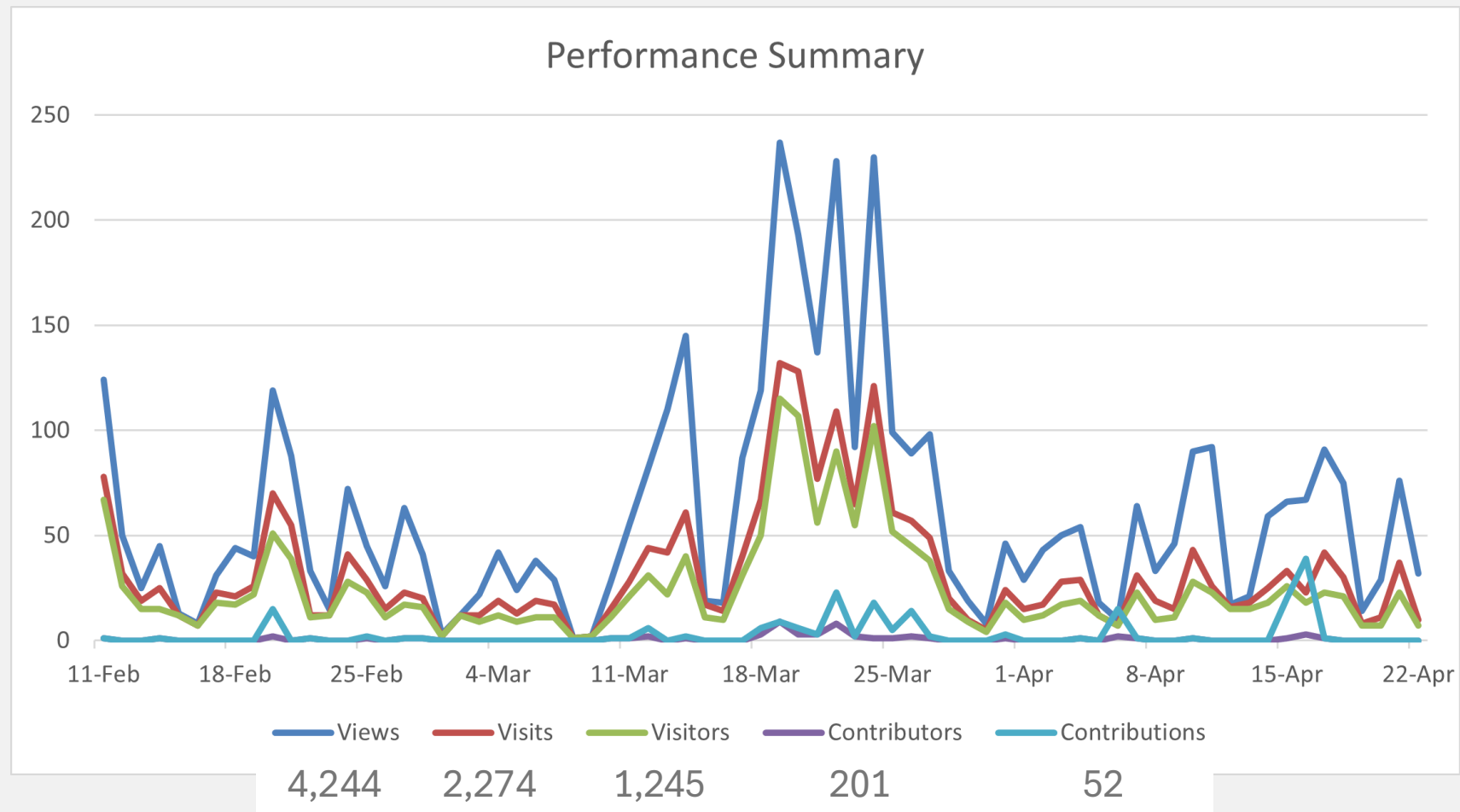
Click the Question Mark (?) icon just below to learn more about how to interact with this Engagement Map.

87 contributions so far





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www.ReconnectEastSide.com

Participation

Contributions by Activity ?

	Activity	Contributions		%
	Social Map	87		43.28%
	Form	76		37.81%
	Visioner	24		11.94%
	Gather	14		6.97%
	Forum	0		0%

Top Activities ?

	Page Name	Contributions	Contributors
	Get Involved	87	14
	Community Summit #1	36	32
	Sign In	32	5
	Community Summit #1	24	2
	Community Summit #1	14	2

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.