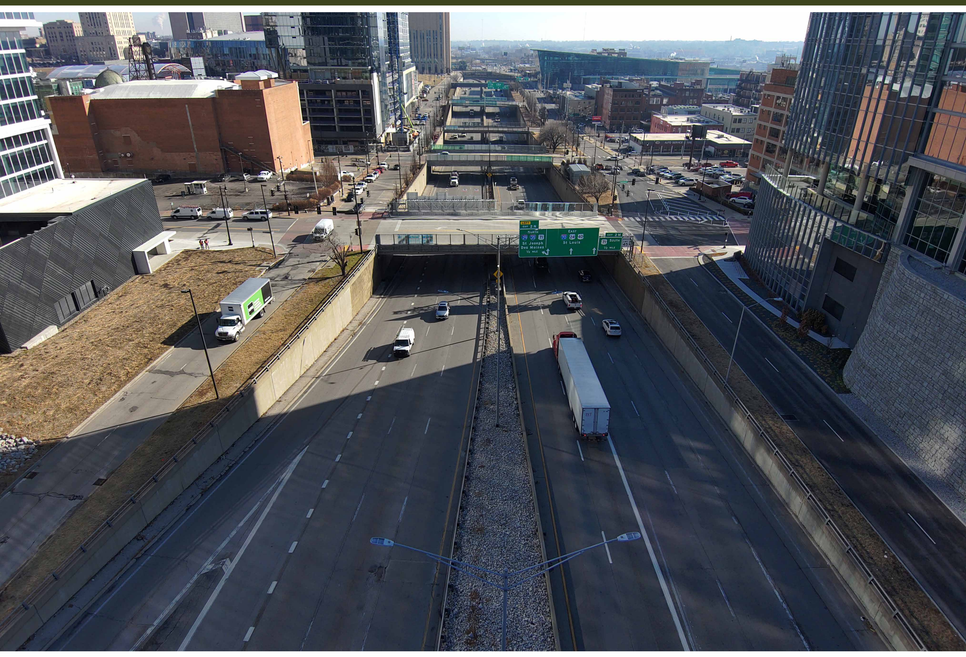
COME INSIDE & TELL US WHAT YOU THINK ABOUT

SOUTH LOOP PROJECT



SOUTH LOOP PROJECT

KANSAS CITY

The South Loop Project study is a collaborative effort led by the City of Kansas City, Port KC and the Downtown Council. The study will advance the planning and design for decking over I-670 to provide a 5.5 acre sustainable park.

WE NEED YOUR INPUT TODAY ON THE FOLLOWING:

1. Review the project boards and provide comment on the preferred alternatives.

Members of the project partners and the consultant team are available to answer questions and listen to your feedback.

PROJECT BOUNDARIES

NORTH BOUNDARY:
Westbound traffic lanes of Truman Road from Grand Boulevard on the east to Wyandotte Street on the west

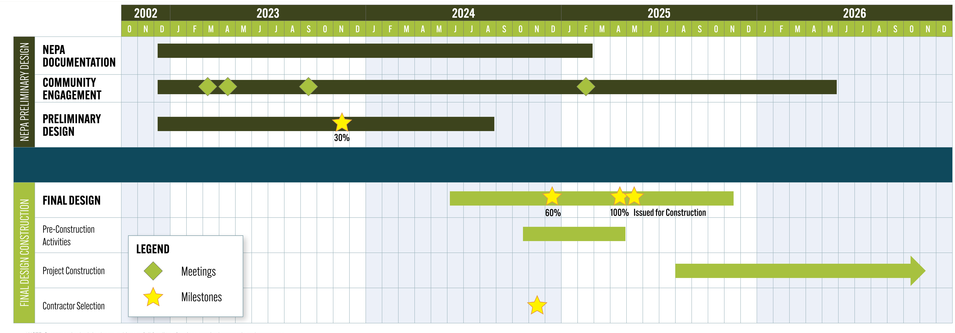
SOUTH BOUNDARY:
Eastbound traffic lanes of Truman Road from Wyandotte Street to the west to Grand Boulevard to the east

EAST BOUNDARY:
Grand Boulevard to the intersection of Truman Road on the north and south

WEST BOUNDARY:
Wyandotte Street to the intersection of Truman Road on the north and south

*Additional two blocks of I-670 beneath the convention center from Broadway Boulevard to Wyandotte Street

PROJECT SCHEDULE



*NOTE: Conceptual schedule shown, subject to full funding of project, required approvals and contractor.

PURPOSE AND NEED

What is a Purpose and Need Statement? In an environmental document, the Purpose and Need establishes the guiding principles of the project and should identify issues that the proposed improvements solve or address.

The purpose of this project is to address community challenges created when I-670 was constructed in the late 1960's. Addressing those challenges will require:

1. Repairing the physical separation of economic, cultural and residential districts.

2. Enhancing multimodal connections for residents of adjacent neighborhoods.

SOUTH LOOP PROJECT
KANSAS CITY

PREVIOUS ALTERNATIVES

Based on public input, four alternatives have been developed for the South Loop Project. The alternatives are evaluated against the purpose and need as well as engineering, urban design, and environmental criteria.

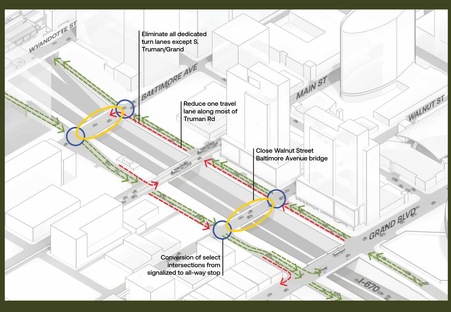
OPTION A WESTERN SUPERBLOCK

OPTION B EASTERN SUPERBLOCK

OPTION C INDIVIDUAL BLOCKS

OPTION D DOUBLE SUPERBLOCK

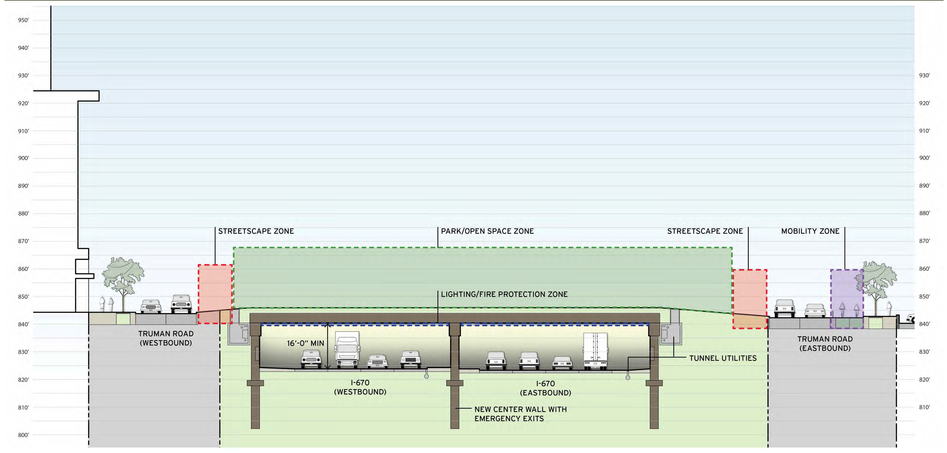
TRAFFIC NETWORK ANALYSIS:
Initial analysis of AM/PM peak traffic operations in the corridor have concluded there are opportunities to provide a road diet and traffic calming of Truman Road, as well as the closure of the Walnut Street or Baltimore Avenue bridge over I-670. The below diagram and following key takeaways illustrate the traffic network analysis results for the Eastern or Western Superblock alternatives.



- On a typical weekday, the closure of Walnut Street or Baltimore Avenue over I-670 will have a minimal impact on roadway/ streetcar operations on Main Street. Even in 2050, Level of Service (LOS) D or better is projected at all eight study area intersections, including N and S Truman at Main Street.
- During some of the biggest events (e.g. the Big 12 Tournament), Walnut Street is closed in the P&L District, preventing many vehicles from using Walnut Street over I-670. Closing Walnut Street over I-670 will have minimal incremental impact in these situations.
- Event traffic in the study area often exceeds that of a typical weekday. During some events, Grand Boulevard is closed north of Truman Road. Some traffic that typically uses Grand Boulevard and S Truman to access I-670 Eastbound is shifted to Walnut Street and Main Street. This can result in heavy southbound left turn movements, particularly at S Truman and Main. Although this problem exists today, closing Walnut Street or Baltimore Avenue over I-670 will shift some additional traffic to Main Street. Should additional delay occur, mitigations could be considered elsewhere throughout the corridor.

TRAFFIC NETWORK:
The project impacts I-670 by decking over the interstate trench. Ongoing coordination with the Project Partners, Missouri Department of Transportation (MoDOT), and Federal Highway Administration (FHWA) determined the extent of improvements beneath the deck park. The tunnel requires additional tunnel safety and operations systems, such as:

- Structural fire protection;
- Incident detection;
- Emergency communications;
- Water supply and drainage systems for fire suppression;
- Fixed firefighting;
- Stormwater systems;
- Lighting; and
- Power supply.



SOUTH LOOP PROJECT
KANSAS CITY

PREFERRED ALTERNATIVES: WESTERN OR EASTERN SUPERBLOCK

HOW DID WE GET HERE:

Originally, four alternatives were developed for public review and comment. These four alternatives served as the basis for the NEPA Environmental Assessment (EA). Option A and B were chosen as the preferred final two alternatives as they further the Purpose & Need and have minimal environmental impacts.

OPTION A:
WESTERN SUPERBLOCK

STREET NETWORK CHANGES:
- Removal of Baltimore Avenue Bridge over I-670
- Remove one lane of traffic from Westbound and Eastbound lanes of Truman Road
- Add all-way stop signs at intersections along Baltimore Avenue and Walnut Street
- Add exclusive Eastbound left turn lane at South Truman Road and Grand Boulevard
- All intersections are projected to operate at LOS D or better during AM and PM peak hours
- Unsignalized intersections are projected to operate at LOS C or better during AM and PM peak hours

OPTION B:
EASTERN SUPERBLOCK

STREET NETWORK CHANGES:
- Removal of Walnut Street Bridge over I-670
- Remove one lane of traffic from Westbound and Eastbound lanes of Truman Road
- Add all-way stop signs at intersections along Baltimore Avenue and Walnut Street
- Add exclusive Eastbound left turn lane at South Truman Road and Grand Boulevard
- All intersections (signalized and unsignalized) are projected to operate at LOS C or better during AM and PM peak hours

SOUTH LOOP PROJECT
KANSAS CITY

NATURAL ENVIRONMENTAL AND SOCIO-ECONOMIC IMPACTS:
The Preferred Alternatives were analyzed for impacts to the natural and socio-economic resources shown below as required by FHWA. Both Preferred Alternatives share the same footprint so impacts were the same.

Environmental Resources Analyzed in Environmental Assessment

Resource	Measure	Preferred Alternatives A&B
Community Resources - Police, Fire, Libraries, Hospitals, Houses of Worship	Quantity	0
Environmental Justice Impacts (Displacement in EJ Areas)	Quantity	0
Economics	Positive/Neutral/Negative Impacts	Positive
Parks Recreation Areas, Trails, Section 4(f) Resources	Quantity & acres	0.14-acre privately owned dog park, 0 section 4(f) properties
Bicycle & Pedestrian Facilities	Quantity & linear feet	0
Stormwater	Positive/Neutral/Negative Impacts	Positive
Historical Sites or Districts	Quantity	0
Archaeological Sites	Quantity	0
Section 6(f) Properties	Quantity	0
Full Property Acquisitions	Number/acres	0
Partial Property Acquisitions	Number/acres	0
Wetland Impacts	Acres	0
Stream Impacts	Linear feet	0
Floodway Impacts	Acres	0
100-year Floodplain Impacts	Acres	0
500-year Floodplain Impacts	Acres	0
Threatened and Endangered Species & Critical Habitats	Acres	0
Noise Impacts (2050 Design Year)	Sensitive Receptors with impacts	0
Hazardous Materials Sites	Quantity & Type	0

FINALIZING THE ENVIRONMENTAL ASSESSMENT

To finalize the EA public comments resulting from public meetings will be evaluated by the Project Partners, MoDOT, and FHWA. If it is determined an Environmental Impact Statement (EIS) is not warranted, a Finding of No Significant Impact (FONSI) will be received and selection of the final preferred alternative can begin.

CHOOSING THE FINAL PREFERRED ALTERNATIVE

Selection Process

Selection of the final preferred alternative will be a collaborative process between the Project Partners and the Construction Manager/General Contractor (CM/GC). Public feedback received will inform the decision.

Factors for selection include:

Project Cost

Current construction cost estimates for each preferred alternative is approximately $217.2 million in 2023 dollars. Updated construction costs for each alternative will inform the selection.

Project Schedule

Elements of the project are anticipated to begin by the Fall of 2025.

Constructability

Constructability will take into account construction efficiency, schedule adherence, and cost.

SOUTH LOOP PROJECT
KANSAS CITY

PUBLIC INVOLVEMENT

- **3** public meetings
- Approx. **490** attendees in person

- **2** community surveys in English and Spanish
- Over **2,600** total responses (2,636)
  - **2375** online responses
  - **261** hard copy responses

- **22 pop-up events** and meetings with residents and businesses

More than **20,000** postcards

12 emails sent to nearly 700 email addresses

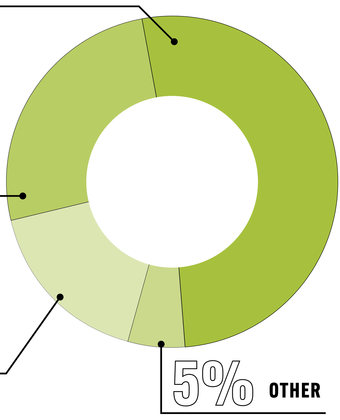
170 promotional toolkits sent to stakeholders

3 literature drops to 27 area organization

3 media alerts

SOUTH LOOP PROJECT
KANSAS CITY

WHAT SHOULD THE SOUTH LOOP PROJECT BE FOR KANSAS CITY?

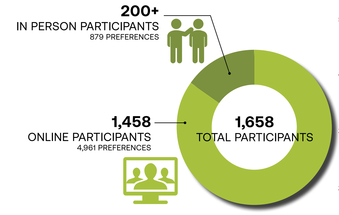


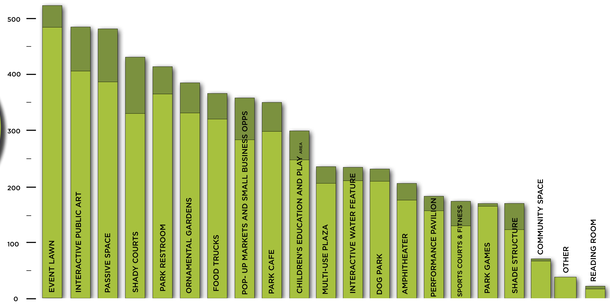
- ADA / WHEELCHAIR COMPATIBILITY THROUGHOUT
- PROVIDE MANAGEMENT
- A GREAT LUNCH BREAK DESTINATION. WOULD ATTRACT MORE DOWNTOWN BUSINESS
- RESTROOMS AREN'T A FEATURE, THEY ARE A NECESSITY!
- FREE CONCERT OPPORTUNITIES
- PROVIDE SHADE FOR MORE USE
- YOGA PLEASE!
- CAN BE A PLACE WITH SHADE OR BIODIVERSITY TO ENJOY IMMERSIVELY
- FREE CLEAN WATER FOUNTAINS
- AFFORDABLE FEES FOR SMALL LOCAL BUSINESSES
- BOTH SHADY COURTS AND STRUCTURES
- KEEP IT NATIVE, PROVIDE EDUCATION OPPORTUNITIES AND MAINTENANCE
- SCULPTURES AND INTERACTIVE ART INSTALLATIONS
- WE DON'T NEED MORE CONCERT PLAZAS.

IN PERSON COMMENTS

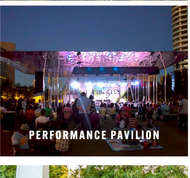
- JUST MAKE SURE THERE IS ADEQUATE INEXPENSIVE PARKING
- AS MANY TREES AS POSSIBLE!
- THE CITY OF FOUNTAINS HAS TO HAVE A FOUNTAIN
- DESIGN FOR LONGEVITY, NOT CURRENT TRENDS
- MAKE IT HAPPEN!
- WE ARE THE HEART OF THE COUNTRY. LET'S EMPHASIZE ON THAT
- SECURITY WOULD BE GREAT
- MY BIGGEST WANT IS FOR THE AREA TO BE A PLACE WHERE PEOPLE CAN MEET AND SPEND TIME TOGETHER WITHOUT HAVING TO SPEND MONEY
- ART, ART, ART, AND OPPORTUNITY FOR MULTICULTURAL SPACES. LIKE AN OUTDOOR MUSEUM AND SMALL SHOPS.
- INCLUDE NATIVE PLANTS IN YOUR DESIGN AND STAY AWAY FROM MONO CULTRED LAWNS THAT REQUIRE WATER
- BE SURE TO INTEGRATE PUBLIC TRANSIT, LIKE STREET CAR, INTO THE LAYOUT AND DESIGN
- THIS IS A THRILLING STEP FOR THE CITY! PLEASE DESIGN FOR ONGOING MAINTENANCE AND CLEANLINESS.

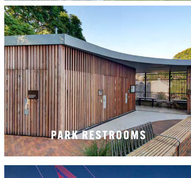
ONLINE COMMENTS

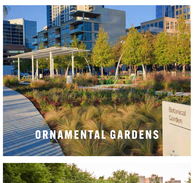


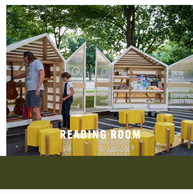


SURVEY RESULTS









PROGRAM OPPORTUNITIES

SOUTH LOOP PROJECT
KANSAS CITY