Reconnecting the
WESTSIDE

COMMUNITY SUMMIT

Project Background

The Focus

- Connecting communities divided by aging and outdated infrastructure
- Enhancing transportation safety and neighborhood access
- Addressing environmental and social concerns

Community Voices Matter

- Identification of key people and groups
- Community Advisory Group meetings
- Listening sessions with neighborhoods and others
- Storytelling and sharing

Study Area



Area of Influence is defined by I-70 to the North, Main Street to the east, 31st Street to the South, and the Kansas-Missouri State Line to the west. These limits are subject to change based on the PEL study process.

Outreach Schedule

Purpose and Need
January – June 2025

- Community Summit #1 (April 5)
- Community Storytelling & Gathering
- Neighborhood Listening Sessions

Initial Alternatives
July – October 2025

- Community Summit #2 (August 2)
- Community Visioning & Mapping
- Neighborhood Maps Sharing

Refined Alternatives
November – December 2025

- Community Summit #3 (December 13)
- Community Reaction, Response & Support
- Pop Ups
- Neighborhood Vision Sharing
- Revisiting Neighborhood Associations and Key people/groups

Documentation
January – May 2026

- Draft PEL Study
- Agency Comments
- Community Comment
- Final PEL Study

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The Story of Interstate-35 Construction

Project History

Early Plans and Community Concerns

1945:

- Discussions begin with interest in connecting a suburbanizing Kansas City to downtown and the northland to Midtown, Plaza, and South KC

1950s:

- Proposed design plans for Southwest Trafficway raise community concerns
- Great Flood of 1950 devastated the Westside/local railroad industry
- Construction moves forward, Westside cited as a blighted and less involved other neighborhoods

I-35 Connects Kansas, Downtown, Southwest Trafficway, access North

1960s:

- US Interstate-35 construction begins
- Demolition of 100s of homes; 1,000s of people displaced in the name of efficiency and economic prosperity
- The 60s-70s mark a period of advocacy, activism, and political development for Mexican-Americans in the Westside

Decades of Displacement

1970s – 80s:

- A fragmented Westside continues losing 100s of Mexican-American families
- West High and Middle School abandon the Switzer campus, further eroding the fabric of the community

Construction Continues

1990:

- US Interstate-670 construction is completed in 1990, the final division between the Westside neighborhood and the City grid

2000s:

- During the last 25 years, Westside has amassed interest and reinvestment
- Generational residents continue to be impacted by history of urban isolation

The Path Forward

Beyond 2028:

- Final design and implementation of improvements and initiatives

2026 – 2028:

- Advancing to the National Environmental Policy Act (NEPA) environmental review process and developing conceptual design solutions

2025 – 2026:

- Producing a set of alternatives based on the findings of the Planning and Environmental Linkages (PEL) study

A Line in the Sand of History

2020s:

- City focuses on transportation improvements in the Westside, including South Pennway, Southwest Boulevard, Beardsley Road, and I-35.
- In 2024, the City selects the WSP-led consultant team to lead Reconnecting the Westside



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learn more about the project and submit feedback

Reconectando el
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CUMBRE COMUNITARIA

La Historia de la Construcción de Interestatal-35

Historia del Proyecto

Planes Iniciales y Preocupaciones de la Comunidad

1945:

- Planes para conectar un Kansas City en proceso de suburbanización con Downtown y Northland, así como con Midtown, Plaza y South KC

1950s:

- Los planes de diseño propuestos para Southwest Expressway generan preocupaciones en la comunidad
- La construcción avanza; el Westside es señalado como una zona deteriorada y menos involucrada que otros vecindarios

Se desarrollan planes para extender I-35 y crear una bifurcación con Southwest Trafficway a través del Westside

1960s:

- Inicia la construcción de I-35
- Demolición de cientos de hogares; miles de personas desplazadas en nombre de la eficiencia y la prosperidad económica.
- Las décadas de los 60 y 70 marcan un período de defensa, activismo y desarrollo político para los mexicoamericanos en el Westside

Décadas de Desplazamiento

1970s – 80s:

- Un Westside fragmentado sigue perdiendo cientos de familias mexicoamericanas
- La escuela secundaria y preparatoria West abandona el campus Switzer, lo que erosiona aún más el tejido de la comunidad

La construcción continúa

1990s:

- La construcción de Interestatal 670 se completa en 1990, la división final entre el vecindario Westside y la cuadrícula de la ciudad

2000s:

- En los últimos 25 años, Westside ha acumulado interés y reinversió
- Los residentes generacionales continúan siendo afectados por la historia de aislamiento urbano

El Camino a Seguir

Más allá de 2028:

- Diseño final e implementación de mejoras e iniciativas

2026 – 2028:

- Avanzando hacia el proceso de la Ley Nacional de Política Ambiental (NEPA) y desarrollando soluciones de diseño conceptual

2025 – 2026:

- Desarrollando un conjunto de conceptos basados en los resultados del estudio de Planificación y Vínculos Ambientales (PEL)

Una Línea en la Arena de la Historia

2020s:

- Al participar en conversaciones sobre el Programa Piloto de Reconnecting Communities, y en conjunto con los esfuerzos de Reconnecting the East side, la Ciudad solicita una subvención de planificación al Departamento de Transporte (DOT)
- Durante el transcurso de 2024, la Ciudad selecciona al equipo de consultores liderado por WSP para liderar el proyecto Reconectar el Westside



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para obtener más información y enviar comentarios

Purpose, Needs, and Community Goals

Purpose Statement

The purpose of the Reconnecting the Westside project is to develop solutions to improve transportation safety and transportation choice issues in the Study Area while addressing the aging infrastructure condition of the I-35 viaduct.

Southwest Trafficway, I-35, and I-670 on the Westside of Kansas City are access barriers to and from the Westside Neighborhood and have contributed to safety, health and economic development challenges. The Reconnecting the Westside project intends to address transportation-related needs while also recognizing and considering these issues.



Needs

- Improve Road Safety within the Study Area
- Promote Multimodal Access and Connectivity
- Maintain a State of Good Repair for Infrastructure Assets



Community Goals

- Mitigate the impact of noise and air pollution.
- Improve connections to and identify opportunities for new or enhanced parks, recreation, cultural, and open space resources.
- Develop transportation solutions that are sensitive to displacements and promote affordable housing options.
- Provide opportunities for economic development.
- Implement feasible and cost-effective solutions.



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Screening Process and Criteria

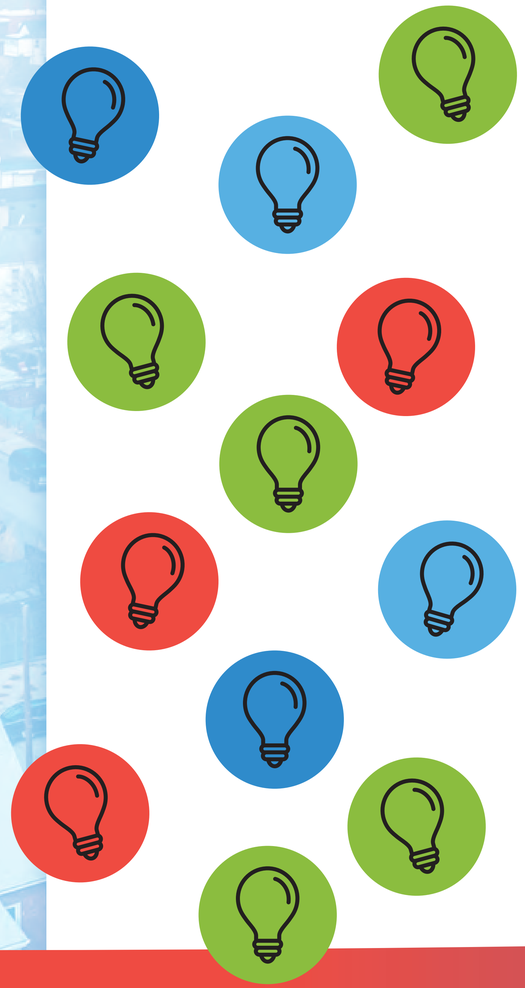
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

ENVIRONMENTAL ANALYSIS PROCESS (NEPA)

COMMUNITY ENGAGEMENT

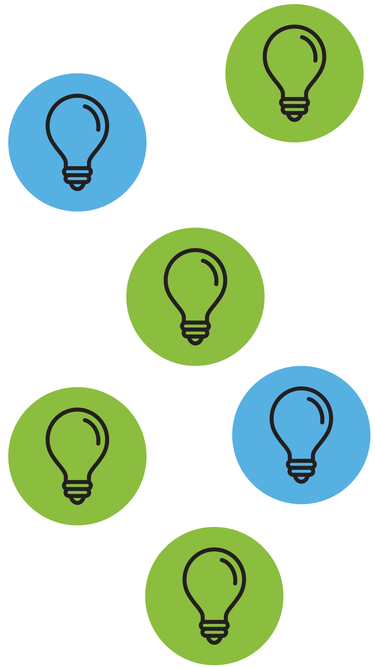
Initial Alternatives

- Existing Conditions Analysis



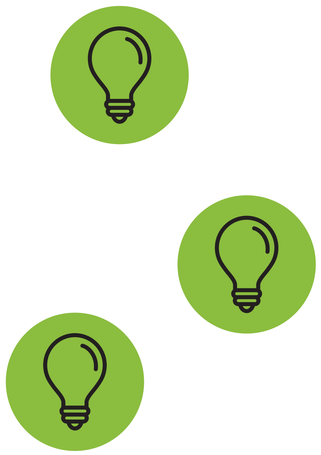
Level 1 Screening Criteria

- Purpose and Need
- Systemwide Traffic Impacts



Level 2 Screening Criteria

- Purpose and Need
- Community Goals
- Environmental Criteria
- Engineering Criteria



Reasonable Alternatives



NEPA Screening and Evaluation Process

Preferred Alternative



Illustrative Travel Time Changes

**Level 1
Screening Criteria**

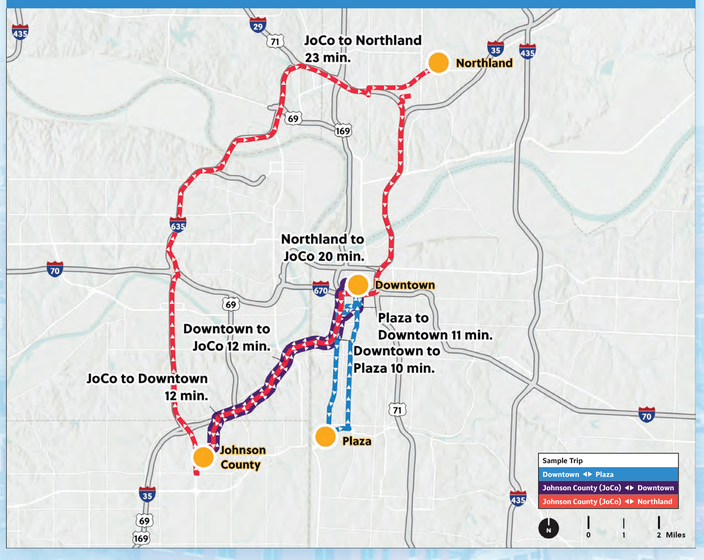
How do the Alternatives Impact Regional Travel?

Traffic modeling helps us understand how drivers shift their travel paths in response to each alternative. The resulting changes in the amount and speed of traffic are being carefully considered as a part of this study. Some alternatives cause diversion in traffic. However, due to the amount of additional capacity in the Kansas City region's highways, this doesn't always result in longer travel times. Illustrative travel time shifts are shown in the maps and tables.

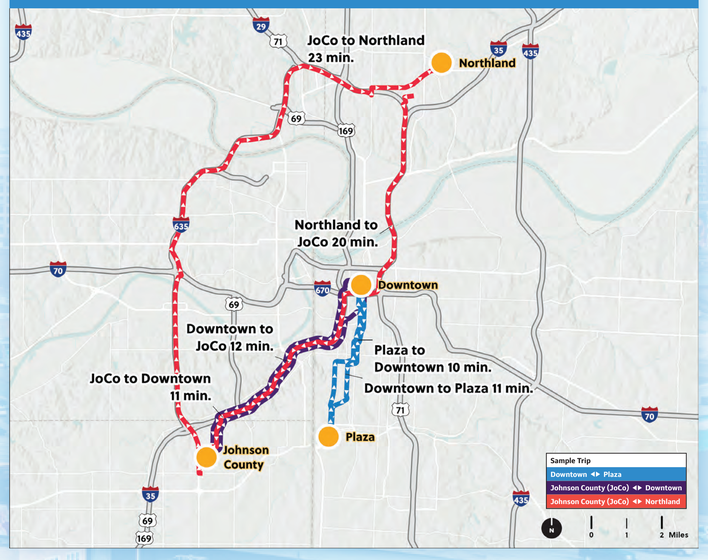
Travel Times at 5:00 p.m.

	No Build	Build Alternatives		
Sample Trip	**2050** (No Build)	**Remain** (Ramps)	**Remove** (Boulevard)	**Realign**
Downtown » Plaza	**10 min.**	**11 min.** +1 min.	**11 min.** +1 min.	**11 min.** +1 min.
Plaza » Downtown	**11 min.**	**10 min.** -1 min.	**10 min.** -1 min.	**10 min.** -1 min.
Downtown » Johnson County	**12 min.**	**12 min.** +0 min.	**15 min.** +3 min.	**14 min.** +2 min.
Johnson County » Downtown	**12 min.**	**11 min.** -1 min.	**13 min.** +1 min.	**13 min.** +1 min.
Johnson County » Northland	**23 min.**	**23 min.** +0 min.	**22 min.** -1 min.	**23 min.** +0 min.
Northland » Johnson County	**20 min.**	**20 min.** +0 min.	**22 min.** +2 min.	**20 min.** +0 min.

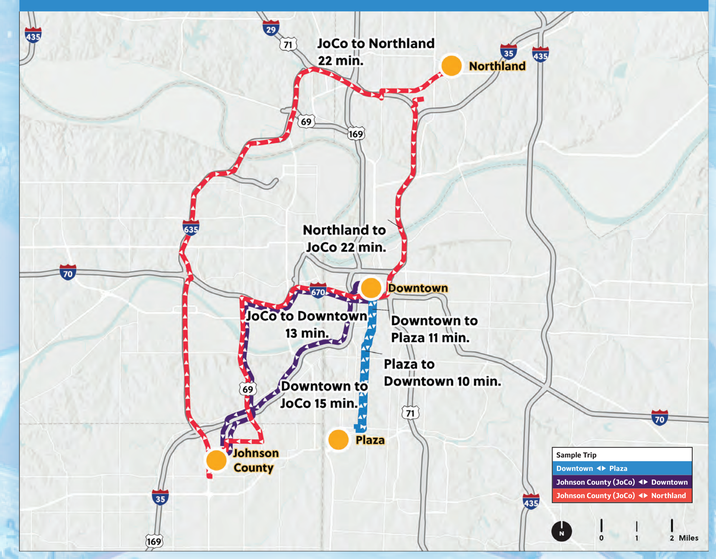
2050 No Build



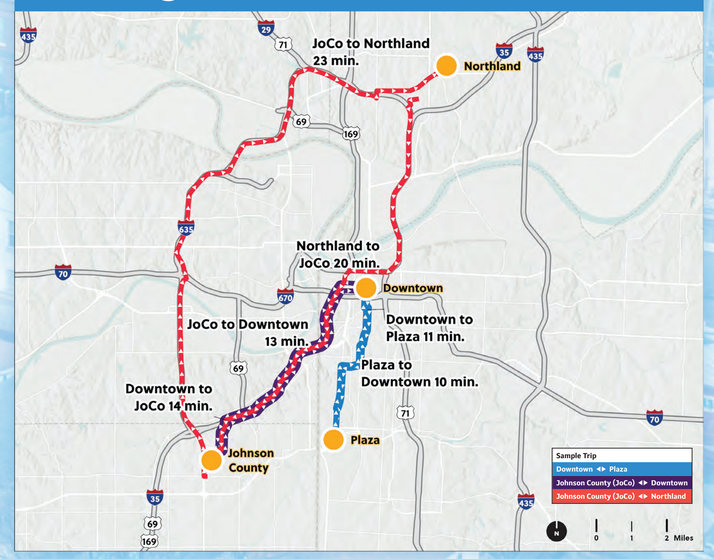
Remain (Ramps)



Remove (Boulevard)



Realign



Preliminary Evaluation of Refined Alternatives

	Level 2 Screening Criteria	No Build	Remain Near-Term	Remain Long-Term	Remove (Boulevard)	Realign (Grid)	Realign (Boulevard)
		How Well Alternatives Meet the Criteria					
Needs	Improve Road Safety	○	◔	◑	●	◕	◕
	Multimodal Access and Connectivity	○	◔	◑	◕	●	◕
	Maintain State of Good Repair	○	◔	◕	●	●	●
Community Goals	Noise and Air Quality	○	○	◑	◕	◕	◕
	Parks and Open Space	○	◑	◕	◕	●	◕
	Non-displacement	○	◔	◔	◕	●	◕
	Economic Development	○	◔	◔	◕	●	◕
Environmental	Feasible and Cost Effective	◕	◕	◑	◕	◔	◔
	Impacts to Sensitive Receptors	◔	◔	◔	◕	◕	◕
	Land Use, Displacements, Parks and Rec, Historic Resources	●	●	●	●	◑	◑
	Natural Resources and Hydrology	●	●	●	●	◕	◕
	Regional Economic Effects	○	◔	◕	◑	●	●
Engineering	Constructability and Design Complexity	◕	◕	◑	◕	◔	◔
	Construction and ROW Costs	◕	◕	◔	◕	◔	◔
	Subsurface and Utility Risk	●	◕	◑	◑	◔	◔
	Systemwide Traffic Impacts	◕	◕	◕	◑	◕	●
	System Resiliency and Maintenance	◑	◑	◕	◑	◑	◑

○ **Does Not Meet Criteria** ◔ **Slightly Meets Criteria** ◑ **Partially Meets Criteria** ◕ **Mostly Meets Criteria** ● **Meets Criteria**

Next Steps

PEL STUDY NEXT STEPS

The Reconnecting the Westside PEL Study will conclude in Spring 2026. Key milestones remain between this public meeting and the study's completion.

Key Milestones Remaining:

- Initial Draft PEL Document: December 31, 2025
- PEL Revisions and Final PEL: Q1 2026
- National Environmental Policy Act (NEPA) Transition Memo

PROJECT FUNDING

Funding for other phases of the Reconnecting the Westside project has not been identified, but opportunities exist to secure funds for NEPA, design, and implementation.

Future next steps include:

- Add Reconnecting the Westside to Missouri's Unfunded Needs Priorities
- Integrate into the Mid-America Regional Council's Long-Range Transportation Plan and future Transportation Improvement Program
- Prioritize within MoDOT's Statewide Transportation Improvement Program
- Advance financial feasibility analysis, including innovative financing and value capture strategies
- Pursue competitive discretionary federal grants, such as MEGA and BUILD
- Leverage MoDOT formula-based federal funds, including NHPP and STBG

NEPA + PREFERRED ALTERNATIVE

The Preferred Alternative will be identified and developed during the NEPA process.

NEPA Process will include:

- Review reasonable strategies and NEPA Coordination Plan from the PEL Study
- Segment near-term and long-term priorities based on compatibility, implementation timeline, and NEPA Class of Action determination
- Analyze reasonable strategies and detailed decisions
- Conduct preliminary engineering
- Select Preferred Alternative
- Secure Finding of No Significant Impact or Record of Decision
- Maintain continued community engagement and agency coordination throughout

ZONING + LAND USE CONSIDERATIONS

The PEL Study considered strategies like infill development, parks, and open spaces. Future decisions depend on the selected alternative, and once finalized, further community engagement and departmental coordination will follow.

Coordination may include:

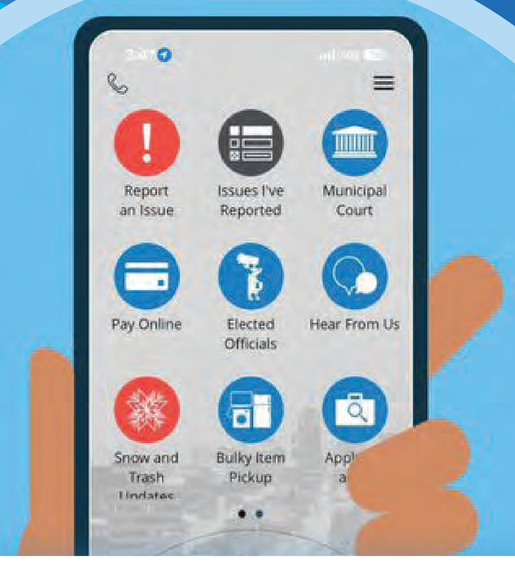
- Design and program parks and public spaces integrated with transportation projects
- Develop land use and urban design master planning
- Implement affordable housing and displacement mitigation strategies
- Review and update zoning standards
- Provide ongoing community outreach and education
- Coordinate with City Planning, Parks Department, and other governmental agencies

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Report potholes, illegal dumping, missed trash pickups, and more.



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Use the myKCMO app or call 311 to report problems, request services, or track your requests for things like potholes, illegal dumping, missed trash pickups, and more. You can also track updates right from the app or by phone.

How to submit a request:

- Download the **myKCMO** app or use the web app
- Call 311 / (816) 513-1313
  – both go to the same system

Source: kcmo.gov/city-hall/311

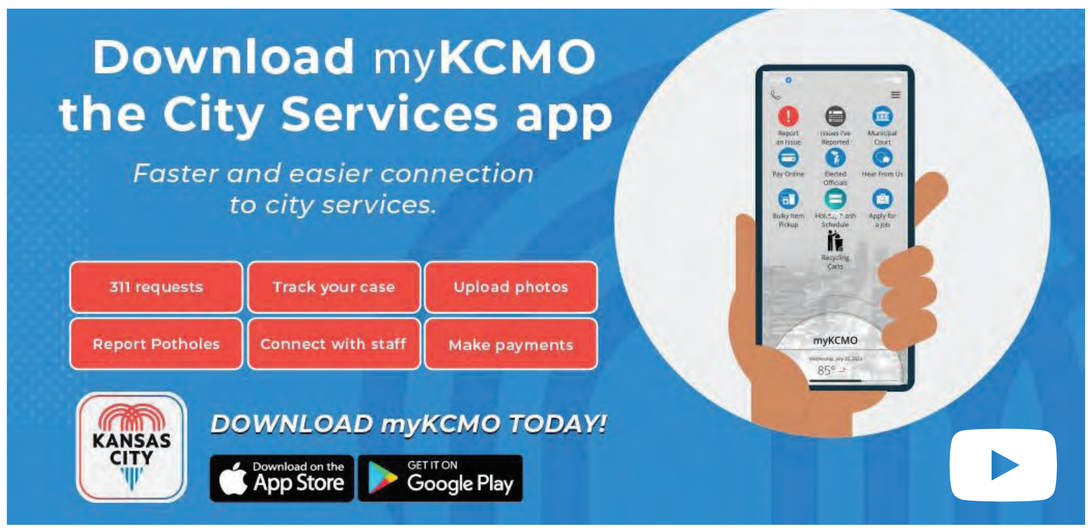
Assistance in any language

Simply send an email to **311CallCenter@kcmo.org**

A 311 Customer Service Specialist will reply to your email within 24 – 48 business hours.

You may also call 311 at **(816) 513-1313** Monday – Friday from 8 a.m. – 7 p.m.

Let the Customer Service Specialist know what language you speak, and they will get an interpreter on the line to translate and provide assistance.



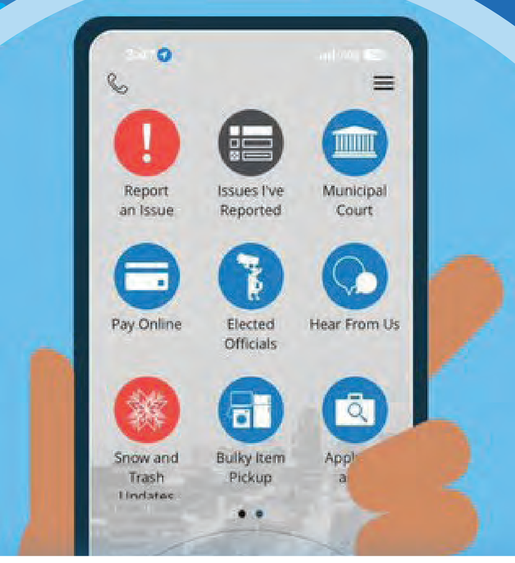
SCAN QR CODE
to Learn more about the ***myKCMO (311)*** App to Access City Services from your Mobile Device

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Descarga la app para solicitar y dar seguimiento a servicios de la ciudad.

Reporta baches, basura tirada ilegalmente, recolección de basura no realizada, y mucho más.



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myKCMO/311

Usa la app myKCMO o llama al 311 para reportar problemas, pedir servicios o dar seguimiento a tus solicitudes—como baches, basura no recolectada, tiraderos ilegales ¡y mucho más! También puedes ver actualizaciones directamente desde la app o por teléfono.

Cómo enviar una solicitud:

- Descarga la app **myKCMO** o entra a la versión web
- También puedes llamar al 311 o (816) 513-1313
  – ambos van al mismo sistema

Source: kcmo.gov/city-hall/311

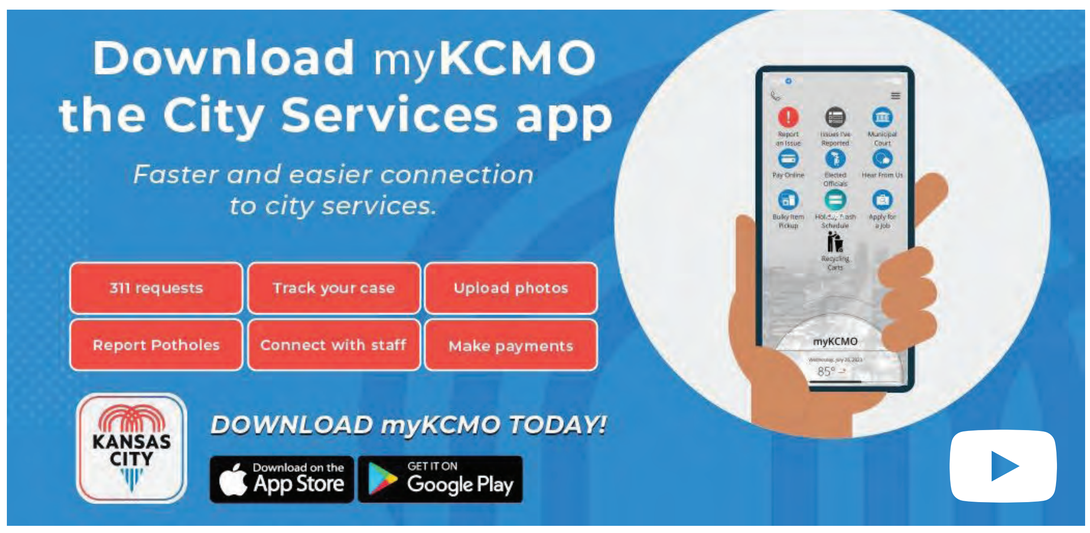
Asistencia en cualquier idioma

Solo envía un correo a:
311CallCenter@kcmo.org

Un especialista del 311 responderá tu mensaje dentro de 24 a 48 horas.

También puedes llamar al 311 al (816) 513-1313, de lunes a viernes de 8 a.m. a 7 p.m.

Indica en qué idioma hablas, y un intérprete se unirá a la llamada para asistir.



ESCANEA EL CÓDIGO QR
Conoce más sobre la app ***myKCMO (311)*** para acceder a los servicios de la ciudad desde tu dispositivo móvil.