

Appendix B

Preferred Alternatives

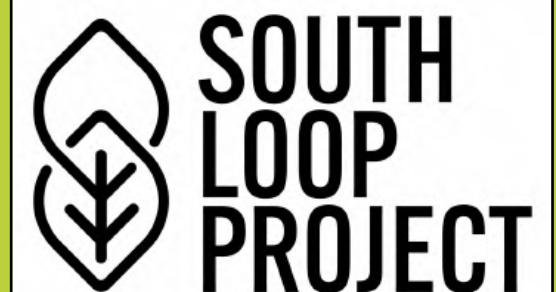


KANSAS CITY I-670 SOUTH LOOP PROJECT

Structural Deck over Interstate 670

Kansas City, Jackson County, Missouri

September 2024



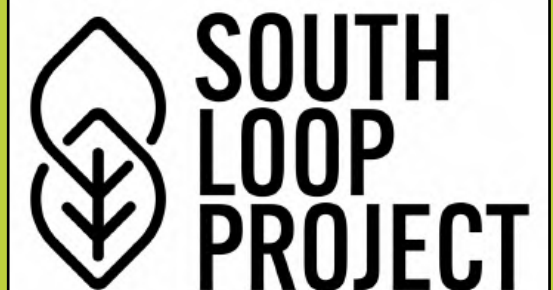


KANSAS CITY I-670 SOUTH LOOP PROJECT

Structural Deck over Interstate 670

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September 2024



Appendix C

Final Public Meeting Summary

South Loop Project

Public Meeting #4 Summary



Introduction

As the South Loop Project progresses, the team held a fourth public meeting to present the results of the Environmental Assessment (EA).

The project partners completed an environmental study that investigated and identified improvements to connect city districts and transportation networks. As part of the study, the EA under the National Environmental Policy Act (NEPA), evaluated potential impacts the proposed transportation improvements could have on the project area's natural and manmade environment. This assessment was done in cooperation with the Missouri Department of Transportation (MoDOT) and Federal Highway Administration (FHWA).

As part of the NEPA process, the EA was available for public comment for 30 days from January 23-February 23, 2025. During that time frame, the fourth, in-person open house public meeting was held from 5-7 p.m. on Thursday, February 13, 2025, at the Kirk Family YMCA.

The open house public meeting featured six boards with information from the EA, and a hard copy of the EA was available for review. Project team members from HNTB were scattered around the room to interact with and answer questions from community members.

Public Meeting #4 Overview

Public Meeting #4 was held from 5-7 p.m. on Thursday, February 13, 2025, at the Kirk Family YMCA located at 222 W 11th St, Kansas City, MO 64105. Over 65 people attended the in-person public meeting and 17 completed comment cards. The purpose of Public Meeting #4 was to:

- Present the results of the EA.
- Gather public feedback on the EA.
- Provide an opportunity for community members to ask questions.

Attendees were able to view six informational boards that covered the following topics:

- Project overview
- Project schedule
- Purpose and need



- Previous alternatives with traffic network analysis
- Preferred alternatives overview and street network changes
- Natural environmental and socio-economic impacts
- Finalizing the environmental assessment
- Public involvement overview and results

Public Feedback from Public Meeting #4



Comments on EA

The public meeting #4 and EA information were published on the South Loop website on January 23, 2025. The EA documents are available on the project website at <https://kcsouthloopproject.org/ea/>. Written comments regarding the EA were accepted from January 23 - February 23, 2025. Comments could be submitted the following ways:

1. By email at info@kcsouthloopproject.org.
2. In-person at the MoDOT Kansas City District office, 600 NE Colbern Road, Lee's Summit, MO 64086 and Kansas City City Hall, 414 E. 12th Street, Kansas City, MO 64106. A hard copy of the EA was available for review at both of these locations.
3. By US Postal Service, written comments could be mailed to South Loop Project Environmental Assessment, 414 E. 12th Street, Kansas City, MO 64106.

At the public meeting, attendees could react to the EA results and preferred alternatives, and submit feedback on a general comment card. A total of 17 general comment cards were received. *All submitted comments are logged verbatim and available in Appendix D of the EA.*

Public Meeting Promotion

The public meeting was promoted the following ways:

- A media alert distributed by Kansas City to news outlets on January 23, 2025.
- A media alert distributed by MoDOT District Office to news outlets.
- Post on the KC City Calendar website
<https://www.kcmo.gov/Home/Components/Calendar/Event/5370/18>.
- Post on the MoDOT website <https://www.modot.org/node/62241>.
- A promotional toolkit with content and digital graphics emailed to key target audiences to share through their communications channels to reach their constituents:
 - Neighborhood groups
 - Community organizations
 - City Council members and their aides
 - Project team members
- Invitation content and directions to the venue on the project website (<https://kcsouthloopproject.org/publicmeeting4/>).

Paid Social Media Campaign

Continuing effective efforts from Public Meeting #1, #2, and #3, a paid social media campaign was launched to increase awareness about the public meeting. *The paid social media campaign report is available in Attachment A.*

Emails

The South Loop Project website features an opportunity for individuals to opt in to receive news and notices. Three dedicated emails were sent to promote the public meeting.

- [January 23, 2025](#)
 - 915 recipients
 - 55.9% open rate
- [February 5, 2025](#)
 - 926 recipients
 - 56.6% open rate
- [February 12, 2025](#)
 - 932 recipients
 - 52% open rate

Toolkit

Repeating prior strategies, a promotional toolkit with content and digital graphics was emailed to the project team, three project partners, City Council members and their aides, Update Meeting members, and approximately 170 key target audiences to help distribute information.

The toolkit included:

- Email/newsletter content
- A statement and contact information if someone wanted to make a reasonable request for an accommodation
- Two digital graphics sized for social media channels (1200x600 px, and 1080x1080 px)
 - Facebook, Twitter (X), LinkedIn, Instagram, email, website
- Customizable social media posts



Social media graphic

Examples of earned media promotion include:

KCMO Announces Public Meeting for South Loop Project Environmental Assessment: <https://www.modot.org/node/62241>

South Loop Park event sheds light on next steps in \$217M park's timeline: <https://www.bizjournals.com/kansascity/news/2025/02/14/south-loop-park-environmental-review-final-design.html>

Attachment A: Paid Social Media Campaign Report



Paid Social Media Campaign Report

January 29 - February 13, 2025

Public Meeting #4

South Loop Project



ATTEND THE NEXT
PUBLIC MEETING
Share your opinion
on the results of the
Environmental Assessment.

Thursday, February 13th, 2025
From 5 to 7 PM *Come by anytime
Kirk Family YMCA
222 W 11th St, Kansas City, MO 64105

kcsouthloopproject.org

Fresco Marketing



Public Meeting #4

Objective - Engagement and Awareness



South Loop Campaign

Public Meeting #3

A social media campaign was launched to encourage attendance at the South Loop Project open house on February 13th at The Kirk Family YMCA.

We used the Downtown Council of Kansas City's Facebook and Instagram accounts as our platforms.

South Loop Project

Dates - January 29 - February 13

Timeline

- January 29 - Public Meeting - Post / Engagement Ad and Awareness Ad #1
- February 10 - Public Meeting - Post / Engagement Ad and Awareness Ad #2

Goals - Engagement, Awareness and Traffic

Channel - Facebook & Instagram

Call to Action - Landing Page - <https://kcsouthloopproject.org/publicmeeting4>

Language - English and Spanish

Target - Specific zip codes (Age 21-65+)

64101 - 64102 - 64105 - 64106 - 64108 - 64124 - 64126 - 64127

The South Loop Project

Campaign - Public Meeting #4

Content

- 4 full screen images
- 4 square images
- 2 videos

English & Spanish

Call to Action

Landing Page

<https://kcsouthloopproject.org/publicmeeting4>

Copy - English

Exciting Updates on the South Loop Project!

With a \$31 million investment from MODOT and the selection of a General Contractor, the South Loop project is moving forward! Join us at the next public meeting to learn about the latest developments, including environmental impact updates, and share your feedback.

Thursday, February 13

Drop in anytime between 5–7 p.m.

Kirk Family YMCA

Get full event details here: kcsouthloopproject.org/publicmeeting4/

The project team is dedicated to ensuring equal access for all participants. For questions, more details, or accommodation requests, contact Erin Buek at erin@parsonkc.com.



Copy - Spanish

¡El futuro del South Loop está en tus manos!

Ven a la próxima reunión pública para conocer los resultados de la Evaluación Ambiental y compartir tu opinión sobre este importante proyecto.

Fecha: Jueves, 13 de febrero de 2025

Horario: 5 – 7 PM (llega cuando puedas)

Lugar: Kirk Family YMCA, 222 W 11th St, Kansas City, MO 64105

Tu participación es clave. ¡Te esperamos!

Más información en: kcsouthloopproject.org

The South Loop Project

Ads Preview

Downtown Kansas City
Feb 10 · 🌐

Exciting Updates on the South Loop Project!

With a \$31 million investment from MODOT and... See more



ATTEND THE NEXT PUBLIC MEETING
Share your opinion on the results of the Environmental Assessment.

Thursday, February 13th, 2025
From 5 to 7 PM *Come by anytime
Kirk Family YMCA
222 W 11th St, Kansas City, MO 64105
kcsouthloopproject.org

Downtown Kansas City
Landmark & Historical Place

Boost this post to get more reach for Downtown Kansas City.

69 8 comments 1 share

English

Spanish

Downtown Kansas City
Feb 10 · 🌐

¡El futuro del South Loop está en tus manos! 🌱

Ven a la próxima reunión pública para conocer lo... See more



ASISTE A LA PRÓXIMA REUNION PUBLICA
Comparte tu opinión sobre los resultados de la Evaluación Ambiental

Jueves, 13 de Febrero, 2025
De 5 a 7 PM *Ven a la hora que quieras
Kirk Family YMCA
222 W 11th St, Kansas City, MO 64105
kcsouthloopproject.org

Downtown Kansas City
Landmark & Historical Place

Boost this post to get more reach for Downtown Kansas City.

19 3 shares

godowntownkc
Sponsored



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Share your opinion on the results of the Environmental Assessment.

Thursday, February 13th, 2025
From 5 to 7 PM *Come by anytime
Kirk Family YMCA
222 W 11th St, Kansas City, MO 64105
kcsouthloopproject.org

We have updates!
With a \$31m investment from ... more

[LEARN MORE](#)

godowntownkc
Sponsored



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Thursday, February 13th, 2025
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[LEARN MORE](#)

godowntownkc
Sponsored



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222 W 11th St, Kansas City, MO 64105

[LEARN MORE](#)

The South Loop Project

Awareness and Engagement Results

254,174
impressions

The number of times your ads were on screen.

105,769
reach

The number of accounts that saw your ads at least once.
This metric is estimated.

854

Page engagement

The total number of actions that people took on your Page and its posts, attributed to your ads.

Cost per result

16¢ per engagement (English) \$1.25 per 1,000 people reach (English)

41¢ per engagement (Spanish) \$1.93 per 1,000 people reach (Spanish)



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on the results of the
Environmental Assessment.

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kcsouthloopproject.org



The South Loop Project

Comments - English

Downtown Kansas City's Post

**Deborah White Sanchez**
One bad wreck and a fire under that overpass and then what? That little stretch of diverging roadway is problematic already.
1w Like Reply 2

**Ron McLinden**
This project needs critical thinking. For a skeptical perspective find #slp1108 on Facebook. RM.Feb11
1w Like Reply 1

**Peggy Connor-Wilson**
How about the STREETS?
1w Like Reply 2

**Jerry Mitchell**
What a waste of money we have major infrastructure that needs to be taken care of here in the city and they want to waste of money like this. We have parks beautiful parks here in town. We do not need this over this highway.
1w Like Reply

**Ron McLinden**
Is notice of the Feb13 public meeting posted at the project site? Has ANY information about it been posted at the project site? Why a meeting location so far removed from the project site? Has the proposed project EVER been subject to a true public hearing? RM.Feb13
1w Like Reply

**Anthony Quaff**
Perfect place for a new Downtown Ballpark. 😊
1w Like Reply

**Ric Kinsman**
Can't wait

All comments ▾

**Peggy Connor-Wilson**
How about repave all the roads first, this is unnessassary, We are tired of ruining our tires and Wheels...Lucas what are you doing to correct this?
1w Like Reply 2

**Debra Pace**
Lucas and Brian Platt are just wasting Kansas City Missouri tax payers money on a Park that the third and fifth districts will be paying for the taxes on a Park to make the WP happy.the money could have been used on streets, sidewalks, highway, freeways repairs and helping the homeless and jobless population in Kansas City Missouri. But Lucas and Brian Platt are only thinking about the rich white snubs in the crown center, the light, Westport and the plaza districts.

1w Like Reply 2

**Jerry Mitchell**
There was more important infrastructure that need to be taken care of in Kansas City than this park
2w Like Reply 5

**Belinda Ross**
Jerry Mitchell, Parks are crucial for a city to be enjoyed and vital.
2w Like Reply

**Jerry Mitchell**
Belinda Ross I agree, but no major infrastructure cost. We have plenty of parks in the city of Kansas City.
2w Like Reply

**Belinda Ross**
Jerry Mitchell, I respectfully disagree. Coming from FL and spending a lot of time in Boston, this city lacks parks and outside leisure space.
2w Like Reply

The South Loop Project

Comments - English

Dale Leaton
Mo Dot building parks , What about highway maintenance ?
2w Like Reply 3

Ryan Overth
What about all those bus lines that the city cut?
1w Like Reply 1

Alan Tiller
This will make downtown so beautiful and finally erase the noise and blight that is the freeway loop. I just moved back downtown this summer and love it. Also I am only 4 blocks from the streetcar and 4 blocks from the new Y. Getting in better shape than I have been in 20 years.
3w Like Reply 14

Ron McLinden
Is notice of the Feb13 public meeting posted at the project site? Has ANY information about it been posted at the project site? Why a meeting location so far removed from the project site? Has the proposed project EVER been subject to a true public hearing? RM.Feb13
1w Like Reply

Oscar Palacios II
Would it possible to do this for the north loop as well?
3w Like Reply 3

David Johnson
Oscar Palacios II no one wants to talk about that, apparently
2w Like Reply 2

Tommy Wilson
David Johnson Not true

David Johnson
Tommy Wilson I hear you, but the resource allocation says otherwise.
2w Like Reply 1

Tommy Wilson
Oscar Palacios II there is another vision for the North Loop ...

Robin Lyles
This looks like AI nonsense, what's the project gonna look like?
3w Like Reply 3

Alan Tiller
Robin Lyles You either do not live here or you live under a rock. This has been in the works for years.
3w Like Reply 3

Robin Lyles
Alan Tiller Been in Florida for 30 years my bad.
3w Like Reply

Robin Lyles
slide looks odd!
3w Like Reply

Chris Stephens
Alan Tiller yes still haven't broken ground in like 5 years? I mean we will be talking about it for the next 5 years
2w Like Reply

Alan Tiller
Chris Stephens it has only been talked about for a couple years. All the funding is falling into place to get this done before the world cup.
2w Like Reply 2

Chris Stephens
Alan Tiller I sure hope so - it's 1.5 years away - as long as it took to build the streetcar extension I'm skeptical



The South Loop Project

Comments - English

 **Michael Adams**
Chris Stephens worried as well...we have 1.5 years to go and they're talking about impact studies now? Feel like this should have been one of the first things out of the way.
2w Like Reply

 **Ryan Overth**
Alan Tiller dumb waste of money. This only caters to the tourists and the gentry that live downtown. The rest of the city is sick of paying for your little downtown Disneyland. Move back to the suburbs and take all that bad architecture with you.
1w Like Reply

 **Ron McLinden**
Will there be - has there ever been - an on-site notice about this project? And the Feb 13 public meeting? #slp1108 on Facebook. And why not at an event space close to the project site?
3w Like Reply Edited

 **Giri D Anjou**
Expand narrow roads, work on potholes and rundown empty buildings.
1w Like Reply

 **David Zagalik**
It would have been awesome to tie in the new Royals Stadium .
2w Like Reply 2

 **Alan Tiller**
David Zagalik sorry for responding so late but the new Union station stop is the stop for the proposed stadium site.
2w Like Reply

 **Doc Campos**
David Zagalik. There is no reason the owners cannot build their own stadium. Taxes did not build my home.
2w Like Reply

All comments ▾

 **Samuel Craig**
Double it
2w Like Reply

 **Samuel Craig**
What
2w Like Reply

 **Samuel Craig**
Where?
2w Like Reply

 **Sam Caloroso**
Looks like a good place for a homeless encampment!
2w Like Reply 2

 **Ron McLinden**
Has anybody done a critical analysis of this proposal? Does it even make sense? For my thoughts find #slp1108 on Facebook. RM.Feb07.2025
2w Like Reply

 **Dale Leaton**
Ron McLinden Contractor approved with benefits



Fresco Marketing



**SOUTH
LOOP
PROJECT**

Thank you
gracias



Appendix D

Public Comments Received

Entry Date	Needs Response	Submission Type	Name	Role	Email	Phone	Comment or Message
Wednesday, January 29, 2025 at 12:38 p.m.	Yes	Email	P.O. Jeff Krebs	Community Interaction Officer	jeffrey.krebs@kcpd.org		Good Morning, I am reviewing the KC South Loop Project – Environmental Assessment and would love to become involved in the planning/design phase of this project when it gets further along as the police department conducts CPTED assessments and development reviews. I do sit on the development review committee for the city of KCMO as the police representative. Please let me know if you have any questions. Very Respectfully, P.O. Jeff Krebs #5730 Community Interaction Officer
Thursday, January 30, 2025 at 9:15 a.m.	Yes	Email	Peter Carnesciali	President of the Downtown Neighborhood Association	info@dnakcmo.org		To whom it may concern: The Downtown Neighborhood Association of Kansas City has some concerns after reading the Environmental Assessment of the South Loop Project. Please see the attached letter, and I look forward to hearing a response. Peter Carnesciali
Thursday, February 13, 2025 at 7:03 p.m.	No	Email	Alexander Gilbertson	KCMO Resident 64110	alexander.gilbertson@icloud.com		I much prefer the alignment B that allows the park to use more space and take some of the space away from the street grid.
Friday, February 14, 2025 at 2:18 p.m.	Yes	Email	Imogen Thomas	Property Owner Representative for the Crossroads, River Market, and West Bottoms	lthomas@thebormangroup.com		Relating to the Greenline, Figure 1-4: Transportation Surrounding the South Loop (Page 8) includes the proposed Greenline. However, the route shown is from an old plan; the current plan extends the trail to the West Bottoms, rather than following Beardsley Rd. See photo below for the current route plan. The plan can also be found on Greenline KC's website, linked here: https://www.greenlinekc.com/ . Regarding Build Alternatives and general design: Will new crosswalks, pedestrian over/underpasses, or other pedestrian options be added to allow safe travel between park sections separated by bridges over I-670 (ie on Baltimore, Grand, Main, etc)? How can park users safely access all sections of the park? Will there be any continuous connections between park sections? It seems to me that forcing pedestrians to cross via Truman Rd is not a safe option, particularly as congestion will likely increase along Truman and on remaining bridges over I-670 due to removal of lanes and limited alternate route options. How will pedestrian safety in these areas be addressed? Much thanks to the South Loop Project team for your continued work on this project and commitment to the KC community. Looking forward to seeing how the project continues to progress.
Friday February 14, 2025 at 8:26 p.m.	No	Email	Kyle Aaron	KCMO Resident 64106	kyle.aaron.kc@gmail.com		I favor closing Baltimore rather than Walnut. The design is significantly more cohesive from a walk ability standpoint (especially for business travelers and tourists spending time at Battle, Loew's, Hotel Phillips, and Hotel KC), looks much better from an aesthetic perspective with the slope from Wyandotte all the way down to Main, and will get rid of the awkward four-way stop at Baltimore and S Truman. There's the danger of traffic bottlenecking on Main and Walnut, but as a resident I noticed minimal changes during the five-six months the Baltimore bridge was rebuilt recently. Thanks! Looking forward to this finally starting later this year.
Saturday, February 15, 2025 at 10:09 a.m.	Yes	Email	Adam Schieber		amschieber@gmail.com		Hello! I have my preference for the superblock I would like to log, but I think you have them listed incorrectly on the documents. https://kcsouthloopproject.org/wp-content/uploads/2025/01/SouthLoopProjectEA_AppendixA_ConceptDesigns.pdf The eastern superblock shows a western superblock image, and likewise the western superblock shows an eastern superblock image. Am I seeing this correctly? My preference is for the eastern super block, to log that as well!
Monday, February 17, 2025 at 12:04 p.m.	No	Email	Sara King		esskae@gmail.com		Prefer Western superblock in order to keep Walnut bridge open. Would be better for T Mobile events.

Entry Date	Needs Response	Submission Type	Name	Role	Email	Phone	Comment or Message
Monday February 17, 2025 at 9:29 a.m.	No	Email	Rod Parks	Business Owner of Retro Inferno	retroinferno@sbcglobal.net		Not sure if this is the right method to leave feedback, but it looks to me that the obvious choice is to close Walnut if only closing one of the two.
Monday February 17, 2025 at 7:00 p.m.	No	Email	Jeremy J. Deeken	Owner of Deeken Law, Real Estate and Commercial Law	deekenlaw@gmail.com		I prefer the eastern superblock since it will be an amenity to the residents of the condo/apartment towers directly to the north.
Wednesday, February 19 at 1:05 a.m.	No	Email	Betsy Welch		betswelch@gmail.com		I prefer the Eastern Superblock Alternative
Thursday, February 13, 2025	No	Paper Form	Annie Ringhofer		annie.ringhofer@gmail.com	(952) 426-8062	Thanks to the project team for your time. I'd like to emphasize the importance of maintaining direct pedestrian and bicycle access through the park in alignment with the existing street grid one of the additional negative effects of the highway downtown that is not addressed by the project is navigability and regular and unreliable complicate traffic, make access to parking garages difficult in pedestrian-oriented areas.
Thursday, February 13, 2025	No	Paper Form	Kyle Corbett		kyle.corbett@gmail.com	(913) 909-0460	Love Option B! Would be cool to maintain the pavilion / band shell. Please continue to prioritize people over traffic/ cars
Thursday, February 13, 2025	No	Paper Form	Has Guthrie		hasdg1@gmail.com		Option B is clear winner for me. There needs to be a superblock and this is the best choice. Love the idea of greenspace to hangout and not spend \$. How about an ice skating option in the winter
Thursday, February 13, 2025	No	Paper Form	Megan Smith				Option B is the best option. Connecting four of the blocks with green space and the pedestrian walkway is a great idea very excited about public events that could take place here. Ice skating rink in the winter time :)
Thursday, February 13, 2025	No	Paper Form	Tristan Bramlett		tbramlett22@hotmail.com	(816) 274-1702	I love Option B! I feel like having the superblock closer to the print center will be great for large events! I can't wait to see the completed project. A huge achievement for Kansas City.
Thursday, February 13, 2025	No	Paper Form	Mike Miller				The lid should be extended to the East to protect up from noise.
Thursday, February 13, 2025	No	Paper Form	Joe Kupersmith		kupersmith@retiree.ucmo.edu	(660) 441-5187	Like Option A the best! Good luck with the project, can't wait for it to be done.
Thursday, February 13, 2025	No	Paper Form	Kara Kupersmith		kupersmith@retiree.ucmo.edu	(660) 441-5137	Please make all trees, shrubs, plantings planned either elevated away from pets, or species not affected by pet waste :) Vote for option B
Thursday, February 13, 2025	No	Paper Form	Nicolas Grunauer		nicholas@grunauorkc.com	(816) 678-1779	Either New Option A or B will be fantastic. I recognize there are some concerns about streetcar traffic but personally I feel like it's a problem that can be easily solved after construction. Looking forward!
Thursday, February 13, 2025	No	Paper Form	Riley Roche		riley.p.roche@gmail.com	(847) 890-8556	I love option B: Eastern Superblock. Walnut St is closed most of the time for events anyway. I'm glad the streetcar won't be impacted. I worry I-670 westbound signage will be more confusing, it's hard enough as is. I prefer Shade and gardens over an events Lawn as the WWI memorial lawn already serves that purpose food truck/cafe space would also be nice, with picnic tables.
Thursday, February 13, 2025	No	Paper Form	Patricia Carter		patriciamcarter12@gmail.com	(816) 384-4468	My preference is option B - the less car traffic the better. Keep people and dogs safest.
Thursday, February 13, 2025	No	Paper Form	Joshua Carter			(816) 560-1221	Option B Looks better safer
Thursday, February 13, 2025	No	Paper Form	Milana				I like option B
Thursday, February 13, 2025	No	Paper Form	Hallis				I really like the bridge design B. the bridge in design B connects the park in a way that would benefit foot traffic. I attend the nearby school and would like the park to be welcoming and accessible to students within the area.
Thursday, February 13, 2025	No	Paper Form	Elizabeth Darr				This project is being misrepresented as benefiting KC in fact it will be a lovely front yard for 3 height and lowes hotel it is not large enough for public programming. The "dog park" is minimal, the "private funding is not guaranteed, potentially leaving an expensive eyesore for KC to deal with. Nighttime will invite occupation by homeless with its dangers to the public. the risks of accidents in the tunnel have never been mentioned.
Thursday, February 13, 2025	No	Paper Form	Zack Brown		zackrbrown@gmail.com	(543) 468-1603	I'm disappointed that the individual block option wasn't a finalist. Given the two presented options, I'd prefer whichever keeps the streetcar running unimpeded the least. A fast, on-time transit system is far more important to me than a park serving an affluent area. I like the project but I feel people's voices aren't being accurately represented. In the PDF report, section 4.16 notes strong concern about streetcar operations due to street closure, yet this comes up nowhere in the meeting posters

Entry Date	Needs Response	Submission Type	Name	Role	Email	Phone	Comment or Message
Thursday, February 13, 2025	No	Paper Form	Christian Galindo		galindocf@gmail.com	(928) 257-5136	I prefer alternative/option B because it has an attractive balance. I would like to see their design implemented with a road diet on the Main street portion so that only the streetcar, pedestrians, and cyclists may pass. A median with trees between streetcar tracks. I'd also like to see a road diet on Baltimore. I would like to see active management of the park. There would be staff that tends to the park throughout the day to engage with park-goers. This will make the park feel safe. Allow spaces within the park for vendors such as coffee, food, beer, etc. This will activate the park
Thursday, February 20, 2025 at 11:30 a.m.	No	Email	Josh Kropf		joshkropf@gmail.com		Hello! Thank you for opening up the process for public feedback. I am sure there are many great opinions on the 4 options being considered and the project is going to be an amazing asset for the City & Region no matter the conclusion. I thought I would frame my comments simply by ranking the 4 options with a highlight on each as to my reasoning. 1) DoubleSuper Block: If we are going to do this, LET'S DO THIS! And do it right, this option removes most automobiles and creates a truly special place you could "get lost in the park" in. While not a fair comparison, you don't see major straight line arteries cutting up Central Park. Since we can't move the StreetCar line on Main this option gives a nice "middle of the park" transit zone for "drop and visit" 2 sides of the park. 2) Eastern Super Block: With the pedestrian raised walkway over Baltimore this provides the best alternative to the Double Super Block, creates a nice path from the convention district / ballroom, and the Eastern Super Block quite literally is the front/back yard to Two and Three Light as a nice touch. The Water Story feature in this option is amazing, and something very "Kansas City." I would love to see a PLAY area added to this option, to open this as a park for "all" including children and families. 3) Western Super Block: Too chopped up, makes it like 3 separate parks and waters down the total impact. 4) Individual Blocks: Is this option even worth this significant investment? Too many cut throughs, not enough space in any single block to have the impact we are looking for. Thank you for listening and leading a transformational KC Project!!



January 30, 2025

South Loop Project Environmental Assessment
414 E 12th Street
Kansas City, MO 64106

RE: South Loop Environmental Assessment

To Whom It May Concern:

We are writing to express our concern about the Western Superblock and Eastern Superblock Alternatives (the “Preferred Alternatives”). We respect the regional importance of this project. We also recognize the value of having a larger space for design and programming. However, we are concerned with three potential impacts which are not fully discussed in the EA and currently do have any proposed mitigation. We think there are reasonable options for these concerns that would not have a significant impact on the project’s budget or timeline, and we are respectfully requesting that the project sponsors commit to the efforts outlined below.

Firstly and principally, we are concerned with the impacts on the closure of Walnut or Baltimore on the reliable operations of the Kansas City Streetcar and its two upcoming extensions. This streetcar extension reflects the single largest Federal investment in transportation in Kansas City’s history. But the downtown Streetcar is also special because it was first and foremost a citizen-led initiative before a government one. Both the Downtown Starter Line and the Main Street Extension were led by private citizens, many of whom call downtown home. We take the possibility of impacts to the streetcar very seriously and are concerned about a future scenario wherein the streetcar operates only south of Union Station during events to avoid traffic congestion.

The traffic analysis states that event traffic has the most significant impact on downtown traffic. By our interpretation of the traffic analysis, the “Walnut Closure + Event” scenario adds approximately 29 minutes of delay over the 2023 baseline at the Truman and Main Street intersections in the southbound direction. The model exercise suggests that this would be true in a scenario with or without the Walnut closure. The technical appendix does not include any discussion of how the diversion of traffic from a closed Walnut to Main Street was handled by the model. We suggest observation of event traffic and streetcar speeds during scenarios where Walnut and/or Grand are closed to better understand actual traffic behavior. The use of recorded real-time data through the KCATA and KC Streetcar’s Swiftly subscription could provide valuable insights into the impact of Walnut’s closure during events.

Secondly, there is not a discussion in the EA of whether a direct sidewalk connection and controlled pedestrian crossing would be maintained at a closed Walnut or Baltimore street. Diverting pedestrian crossings to Walnut or Grand could result in a detour of over 500 feet per pedestrian journey, which is a significant inconvenience for people walking. A controlled, ADA accessible crossing should continue to exist at both Walnut and Baltimore if the superblock alternatives are advanced. A direct, accessible pedestrian path through the park should also exist at these locations and be open to the public at all hours, regardless of events or programming.



Third, the reclassification and eventual removal of the North Loop segment of the Downtown Freeway Loop remains a critical priority for the Downtown Neighborhood Association. The North Loop boulevard and infill concept first emerged with the 2001 “[Downtown Corridor Development Strategy](#)” prepared by the Civic Council, predating any conceptual plan for the South Loop project. This alternative was a part of the Beyond the Loop PEL study and remains of critical local interest. DNA is a part of the North Loop Neighbors coalition and has been the recipient of Federal Technical Assistance to further study this potential project. The negative impact of this freeway loop and potential of its removal are significant and should be a top priority for our downtown. In previous meetings on this issue, we have requested confirmation that South Loop Project activities would not preclude the eventual removal of the North Loop section of the highway.

We hereby request the following commitments:

- 1. Maintain Grand Boulevard Access for Traffic Relief:** Grand is frequently closed for events, resulting in diverted automobile and bus traffic. If any street is closed to create a superblock, Grand should remain open to automobile, pedestrian, bicycle, and bus traffic 365 days a year to serve as a relief for traffic in the area, to prevent negatively impacting downtown transit.
- 2. Develop and Execute an Event Traffic Management Plan:** The City should work with KC Streetcar to develop an event traffic management plan that prioritizes transit for major event nights, ensuring smooth and reliable streetcar operations. Signs, traffic control personnel (whether KCPD, Public Works, or private contractor), and other ITS and communications equipment can help keep traffic orderly, and prevent the streetcar from having systemwide delays. The Event Traffic Management Plan should be evaluated regularly (at least once per year) and include after-event debriefs to ensure that the Plan is adaptable and is serving its purpose. The Plan should be regularly adjusted following evaluations. Performance measures on streetcar travel time reliability during events should also be made publicly available.
- 3. Maintain direct pedestrian access at each intersection.** Maintain an accessible pedestrian path at both Walnut and Baltimore, regardless of the location of the selected superblock. Maintain a stop-controlled pedestrian crossing at these locations, and maintain all-day access through the park for the public to traverse north/south as they currently can today.
- 4. Confirmation from MoDOT stating that the South Loop Improvements do not inherently preclude the Beyond the Loop “Remove and Reclassify” option.** We understand that MoDOT cannot commit to any alternative without a full alternatives analysis. However, DNA would like to understand potential impacts of the South Loop on the potential future of the North Loop. We have verbal indications at previous meetings from the City Manager that this would not be the case, but DNA would like confirmation from MoDOT in writing. If there are impacts, DNA would like to understand what those are.



KANSAS CITY
DOWNTOWN NEIGHBORHOOD ASSOCIATION

Thank you for your consideration of these important resident issues. We look forward to resolving them with your assistance, **and receiving written feedback on these requested commitments.**

Sincerely,

Peter Carnesciali
President, Downtown Neighborhood Association

cc: Brian Platt, KCMO City Manager
Chris Redline, MoDOT District Engineer
Dawn Perkins, Federal Highway Administration
Eric Schroeter, MoDOT Chief Engineer

Jamie Gregory

From: Laserfiche Notification <donotreply@laserfiche.com>
Sent: Wednesday, February 19, 2025 10:10 AM
To: Rost, Rebecca (FHWA)
Subject: Section 106 Consultation - South Loop Project, LPA 611200

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

This email is in response to South Loop Project, LPA 611200.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

From: [Melissa Scheperle](#)
To: [Brandon Yarbrough](#)
Subject: FW: FHWA-MoDOT; S106 Undertaking Notification and Scoping Request; South Loop Project, LPA 611200, Jackson County, I-670
Date: Wednesday, March 26, 2025 7:38:43 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

-----Original Message-----

From: Rost, Rebecca (FHWA) <rebecca.rost@dot.gov>
Sent: Tuesday, March 25, 2025 10:30 AM
To: Rachel A. Campbell <Rachel.Campbell@modot.mo.gov>
Cc: Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>
Subject: FW: FHWA-MoDOT; S106 Undertaking Notification and Scoping Request; South Loop Project, LPA 611200, Jackson County, I-670

-----Original Message-----

From: Alan Kelley <akelley@iowas.org>
Sent: Wednesday, March 19, 2025 3:34 PM
To: Rost, Rebecca (FHWA) <rebecca.rost@dot.gov>
Subject: Re: FHWA-MoDOT; S106 Undertaking Notification and Scoping Request; South Loop Project, LPA 611200, Jackson County, I-670

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

No Concerns On This Project

On Tue, Jan 28, 2025 at 4:04 PM Rost, Rebecca (FHWA) <rebecca.rost@dot.gov> wrote:

>
> To Whom it May Concern:
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> This letter is regarding the Environmental Assessment (EA) being prepared by Port KC, the Downtown Council (DTC), and the City of Kansas City (KCMO), in cooperation with the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) to construct a proposed structural deck over a four-block portion of Interstate 670 (I-670), in downtown Kansas City, Missouri. The project is known locally as the South Loop Project (SLP), LPA 611200.
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>
> As part of the NEPA Concurrence Process for the project, this serves as notification of the posting of the Environmental Assessment for agency and public comment.
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>
> A public meeting regarding the Preferred Alternatives will be held at the Kirk Family YMCA (222 W 11th Street, Kansas City, MO, 64105) on February 13th from 5 to 7 pm. This public meeting is an opportunity to learn about the project and the Preferred Alternatives. A Public Hearing may be requested by contacting City of Kansas City

Missouri in writing at Attn: South Loop Project Environmental Assessment, 414 E 12th Street, Kansas City, MO, 64106.

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> A copy of the EA and supporting documentation can be found on the project website (kcsouthloopproject.org) to provide an opportunity to review and comment as an interested Tribal Nation for the project. Your comments will be incorporated into the EA document, as appropriate.

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> Comments and information you provide will help determine if the proposed improvements have impacts warranting further consideration prior to design and construction of the project. Your comments will be incorporated into the environmental clearance process, and ultimately the EA document, as appropriate; any locational information regarding cultural resources will be kept confidential.

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> If you have any comments or requests for additional information concerning this project, please contact Rachel Campbell, MoDOT Historic Preservation Manager (cc'ed) and copy me.

>

>

>

> Sincerely,

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> Rebecca Rost

>

> Environmental Protection Specialist

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> FHWA Missouri Division

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> 3220 W. Edgewood, Suite H

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> Jefferson City, MO 65109

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> phone: 573-638-2623

>

> email: rebecca.rost@dot.gov

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Alan Kelley
Deputy THPO
Iowa Tribe of KS & NE
3345 Thrasher RD
White Cloud KS 66094
785-351-0080



March 15, 2025

Peter Carnesciali
President
Downtown Neighborhood Association

RE: Kansas City South Loop Project- NEPA Environmental Assessment (EA), Kansas City, Jackson County, Missouri- LPA 611200

Dear Mr. Carnesciali:

Thank you for providing feedback on the project. We will address each of your concerns and comments below.

Streetcar Operations

The Project Team has been working with Kansas City Streetcar over the last several years of this project's development. Specifically focusing on overall traffic operations of the downtown during events and impacts on Streetcar operations. As noted in your letter this issue has been studied as part of the Environmental Assessment, as part of that analysis mitigation measures were analyzed. Coordination is ongoing and will continue through the construction and operations phases of the project. Both the City and Kansas City Streetcar are committed to working together.

Sidewalk Connections

As part of this project existing pedestrian access will be maintained at Truman Road crossings, regardless of which Preferred Alternative is chosen. In many locations pedestrian access will be improved, for example, as sidewalk will be added in the east-west direction along the south side of North Truman road and the north side of south Truman Road between Baltimore and Grand along the length of the park.

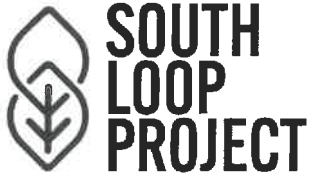
North Loop

This project is focused on the South Loop and is not related to the potential North Loop project. The project partners are not able to speak to MoDOT's decision making process on the North Loop. Questions regarding the North Loop can be directed to the MoDOT Kansas City District Office. This letter was also shared with them as a courtesy.

Grand Boulevard Access and Event Traffic

As with the analysis and potential impacts to streetcar operations, further analysis was conducted to understand the impact of event traffic, and the mitigations identified could be implemented if impacts are realized once the project is constructed. Coordination is ongoing through the remainder of design and will continue through the construction of the project.

Thank you again for your comments and interest in the South Loop Project.



Best Regards,

A handwritten signature in black ink, appearing to read "Mario Vasquez". The signature is fluid and extends to the right.

Mario Vasquez
Assistant City Manager, City of Kansas City, Missouri

CC:

Brian Platt, KCMO City Manager
Chris Redline, MoDOT District Engineer
Dawn Perkins, Federal Highway Administration
Eric Schroeter, MoDOT Chief Engineer

From: info@kcsouthloopproject.org
To: [Imogen Thomas](#)
Subject: Re: Comments on South Loop Project Environmental Assessment
Date: Monday, March 17, 2025 1:22:55 PM

Good afternoon:

The South Loop Project team has completed the comment process for the Environmental Assessment. After receiving and reviewing your comment, the design professionals provided this additional information:

Thank you for providing a comment on the South Loop Project. Figure 1-4 will be updated with the latest Greenline plan.

Regarding your concerns relating to safe access to the park, new crosswalks and other modes of pedestrian access will be implemented to allow for safe pedestrian access across the project. More specifically, pedestrian accommodations at intersections along Truman Road in both directions will be maintained in their current state. Intersections at Baltimore Avenue and Walnut Street will be converted from signalized to stop controlled, maintaining pedestrian accommodations under both Preferred Alternatives. Yes, Truman Road will be narrowed in both directions through a lane reduction, however this will improve pedestrian safety by shortening the crossing distance. Either Preferred Alternative would be designed to accommodate paved shared-use paths and sidewalks over I-670. These paths would also connect with current bicycle and pedestrian networks in the vicinity of the project study area. All pedestrian access to the park and across I-670 will be ADA compliant.

We appreciate you participating in the process.

Thank you,
Erin Buek, on behalf of the South Loop Project team

On 2025-02-14 13:18, Imogen Thomas wrote:

Hello,

I am reaching out to provide comments on the recent South Loop Project Environmental Assessment. My name is Imogen Thomas and I represent a property owner with properties in the Crossroads, River Market, and West Bottoms. We have been principally involved in the KC Greenline project.

Comment 1:

Relating to the Greenline, Figure 1-4: Transportation Surrounding the South Loop (Page 8) includes the proposed Greenline. However, the route shown is from an old plan; the current plan extends the trail to the West Bottoms, rather than following Beardsley Rd. See photo below for the current route plan. The plan can also be found on Greenline KC's website, linked here: <https://www.greenlinekc.com/> [1].

Comment/Question 2:

Regarding Build Alternatives and general design:
Will new crosswalks, pedestrian over/underpasses, or other pedestrian options be added to allow safe travel between park sections separated by bridges over I-670 (ie on Baltimore, Grand, Main, etc)? How can park users safely access all sections of the park? Will there be any continuous connections between park sections? It seems to me that forcing pedestrians to cross via Truman Rd is not a safe option, particularly as congestion will likely increase along Truman and on remaining bridges over I-670 due to removal of lanes and limited alternate route options. How will pedestrian safety in these areas be addressed?

Much thanks to the South Loop Project team for your continued work on this project and commitment to the KC community. Looking forward to seeing how the project continues to progress.

Best,

Imogen Thomas

Imogen Thomas

(he/him)

Links:

[1] <https://www.greenlinekc.com/>