

KEY FEATURES

FREEWAY

- Existing US-71 lanes removed and replaced with two lanes in each direction, set close together.
- Freeway could be built at ground level, elevated, or below surrounding neighborhood street grid.
- Traffic signals at 55th, 59th, and Gregory removed and replaced with overpasses or underpasses for better east-west travel.
- Additional east-west connections (car, pedestrian, and transit) added every two blocks.
- Access to US-71 kept at 75th, Meyer, and 63rd, with potential for more access if needed.
- By narrowing US-71's footprint, extra right-of-way land could be redeveloped for housing, businesses, and public spaces.

CONSIDERATIONS

PURPOSE + NEED (DRAFT)

- Traffic Safety:** Removing signals and separating high-speed from local traffic lowers crash risk.
- Pedestrian Safety:** Pedestrians no longer cross freeway lanes, improving safety.
- East-West Connectivity:** Overpass/underpass every two blocks improve walking, driving, and bus access.
- Traffic Congestion:** Existing traffic congestion along US-71 would improve with removal of the three traffic signals. Traffic diverted to **US-71 ▲** 16–27% from other regional highways: **I-435 ▼** 5–11% | **I-70 ▼** 4–11% | **US-350 ▼** 5–17%.

COMMUNITY

- Economic Revitalization:** Redevelopment opportunities and new business/residential frontage along reconnected streets, but reduced north-south pull-off access and wider physical separation may weaken local connections.
- Public Health:** New public spaces possible under bridges or on land bridges.
- Transit Integration:** Future express bus service possible, including bus-on-shoulder; better east-west bus access to Prospect MAX; potential for dedication of existing ROW for future transit alignment.

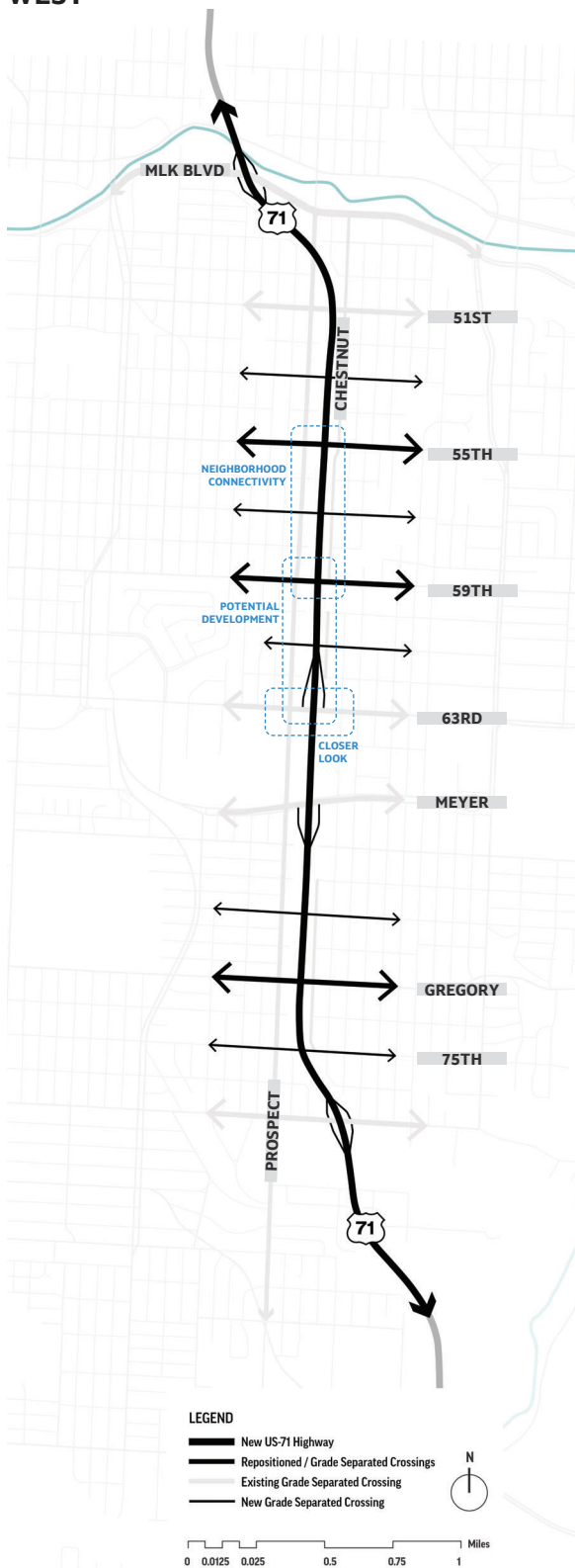
ENVIRONMENT

- Land Use:** Reclaimed land could become parks, trails, or redevelopment sites.
- Natural Resources:** Green infrastructure could reduce flooding and sewer issues, including remediation of combined sewer problems.
- Air Quality:** Fewer signals reduce idling and associated air and noise pollution, but higher overall corridor traffic could offset gains.

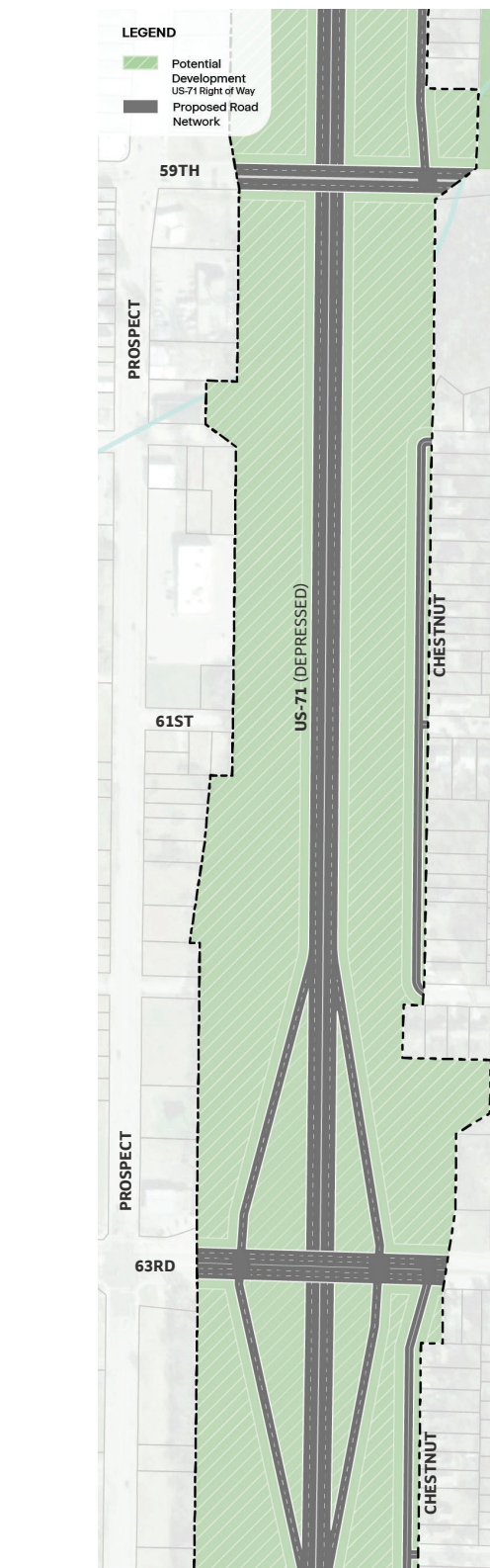
ENGINEERING

- Cost:** Higher due to bridges and complex work.
- Maintenance:** Short-term savings, but long-term costs higher with elevated structures.
- Phasing:** Potential to phase, starting with high-crash areas between Meyer and 75th. Vertically separated roadways more difficult to phase.

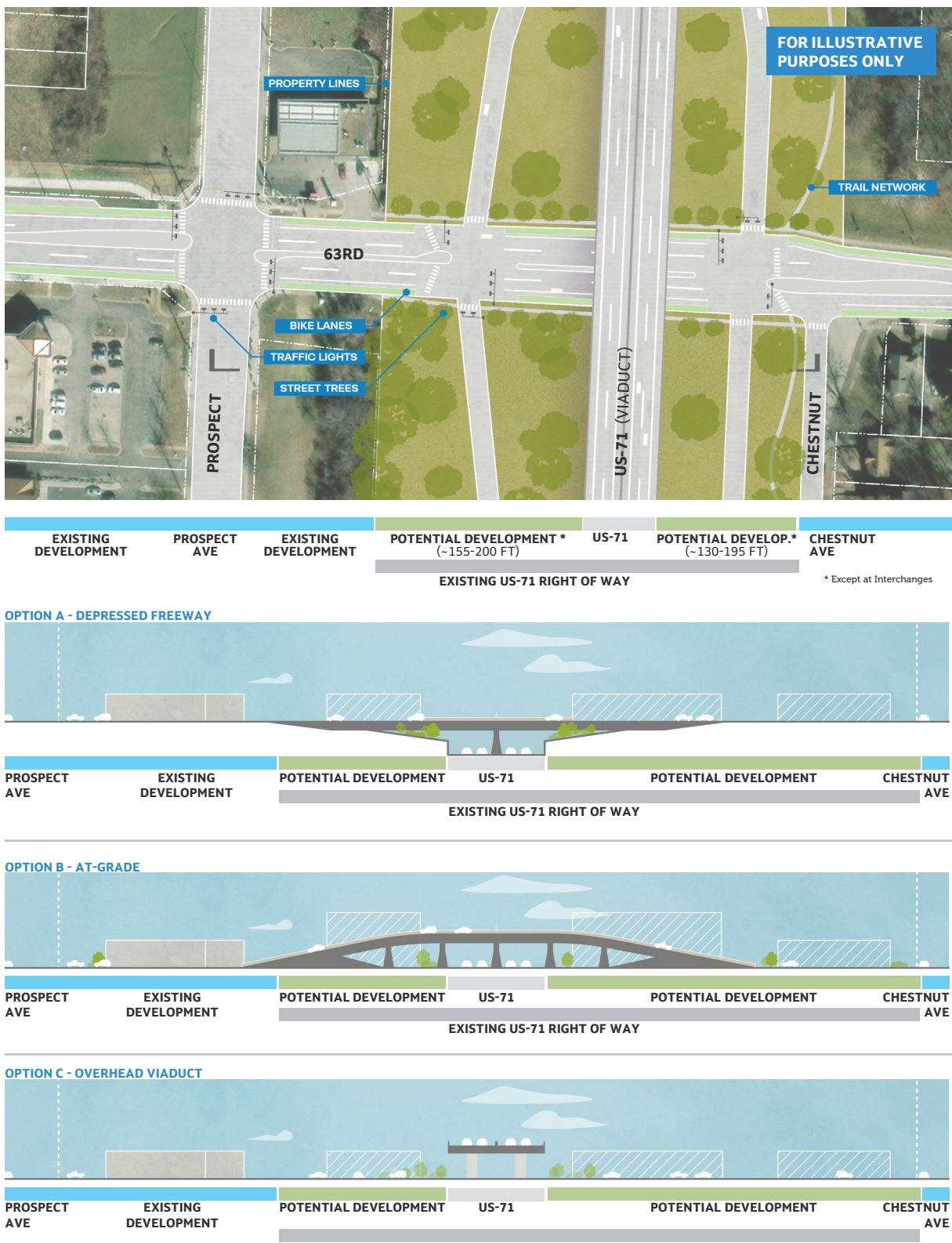
EAST/WEST CONNECTIVITY



POTENTIAL DEVELOPMENT



CLOSER LOOK WITH OPTIONS



NEIGHBORHOOD CONNECTIVITY



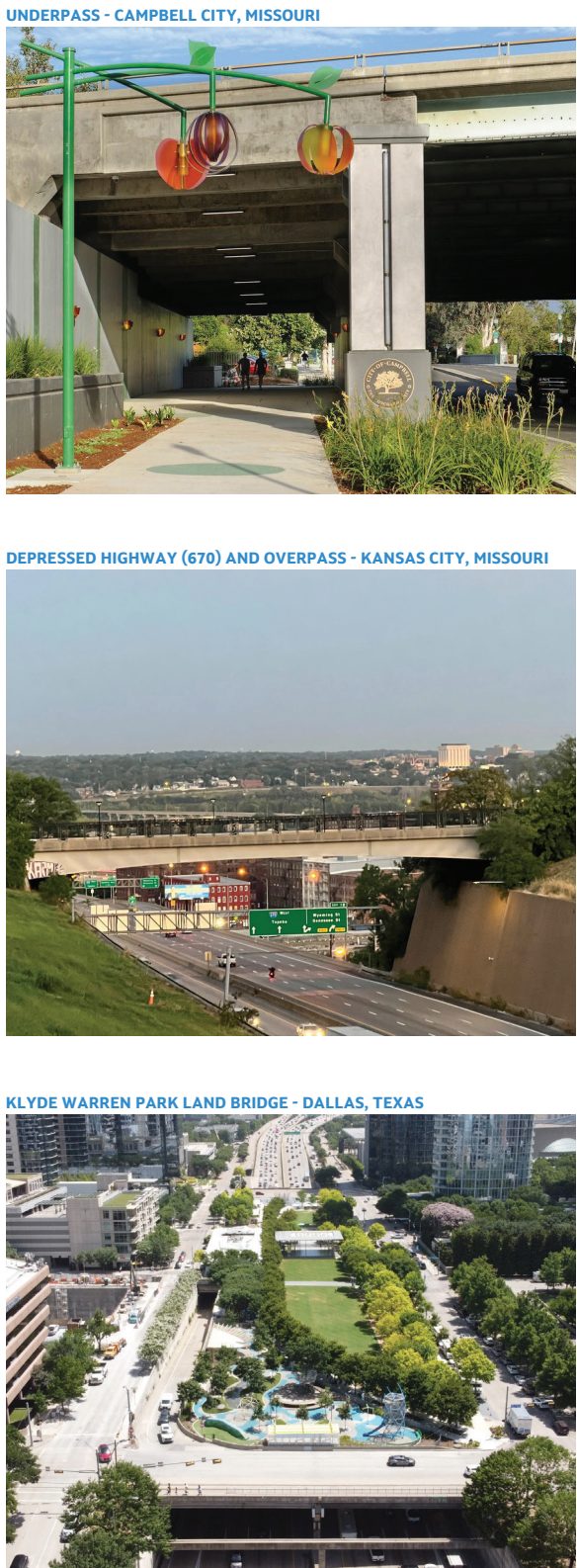
POTENTIAL INTERIM SOLUTIONS

Several shorter term, interim improvement options could be considered with this strategy:

- Short-term safety improvements include improved signal timings for pedestrians, brush clearing to improve visibility, advanced warning signing, improved overhead lighting, or high contrast pavement markings.
- Potential removal of existing right-in, right-out intersections at 53rd, 57th, 60th, and 69th Streets.
- Pedestrian overpasses at high-volume pedestrian crossings.
- Freeway improvements between 75th Street and Meyer Boulevard to improve high-crash location at Gregory Boulevard, including separating Gregory from US-71.



PRECEDENTS



KEY FEATURES

BOULEVARD / PARKWAY

- Existing US-71 lanes removed and rebuilt as an at-grade boulevard or parkway with grassy, tree-lined median, sidewalks, and multi-use trails.
- Parkway could run through the middle, along the east or west side, or follow a curving route within the corridor.
- Signals remain at 55th, 59th, and Gregory, with options for additional signals at Meyer and 63rd; right-in/right-out access possible at other streets.
- By narrowing US-71's footprint, extra right-of-way land could be redeveloped for housing, businesses, and public spaces.
- Design emphasizes traffic calming, lower speeds, and safer pedestrian crossings with shorter distances.
- Creates a multimodal corridor supportive of pedestrians, bikes, and transit.

CONSIDERATIONS

PURPOSE + NEED (DRAFT)

- Traffic Safety:** More signals mean more conflict points, but slower speeds reduce severe crashes.
- Pedestrian Safety:** Shorter, safer crossings but still across moving traffic.
- East–West Connectivity:** More access points improve local connections.
- Traffic Congestion:** Some commuter traffic would divert to other corridors; however, additional signals could have impact on congestion in the corridor. Traffic diverted from **US-71** ▼ 29–38% to other regional highways: **I-435** ▲ 15–18% | **I-70** ▲ 7–21% | **US-350** ▲ 4–18%.

COMMUNITY

- Economic Revitalization:** Redevelopment opportunities along consolidated roadway frontage and easier access to businesses, schools, and neighborhoods.
- Public Health:** Parkway design supports calmer traffic with new public realm features such as medians, trees, bike lanes, trails, and green infrastructure.
- Transit Integration:** Parkway could host MAX bus stations, bus-only lanes, queue-jump lanes, or dedication of existing ROW for future transit alignment.

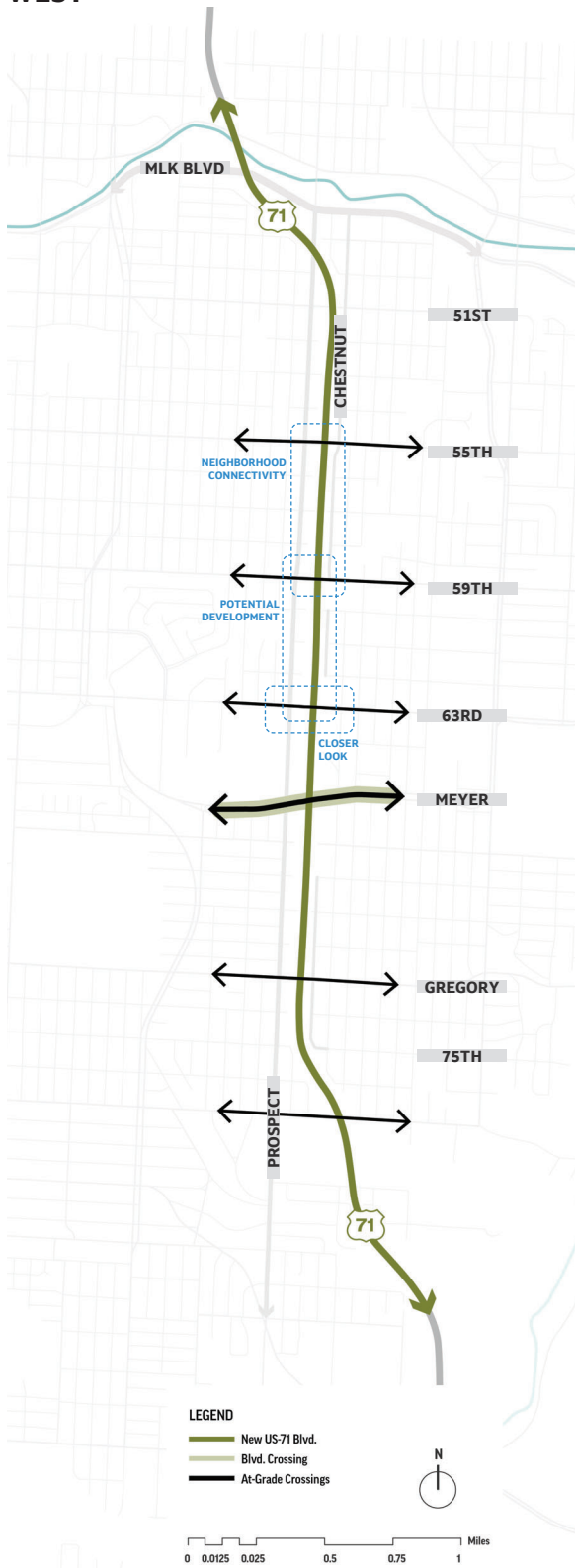
ENVIRONMENT

- Land Use:** Reclaimed space could support new parks, trails, and redevelopment.
- Natural Resources:** Trees and green infrastructure reduce flooding, sewer issues, and heat impacts; narrower roadway footprint helps reduce urban heat.
- Air Quality:** Slower speeds and landscaping buffers lower neighborhood exposure to emissions but stop-and-go traffic may offset these gains.

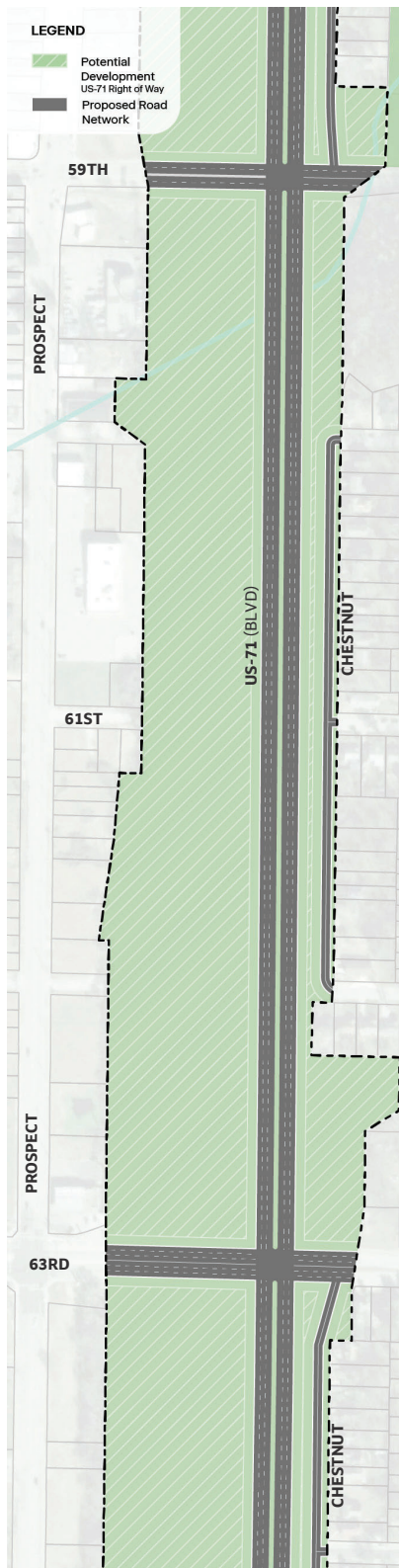
ENGINEERING

- Cost:** Moderate; less complex than freeway, potentially less than return to grid.
- Maintenance:** Lower short-term needs, but higher long-term for landscaping and mobility features.
- Phasing:** Can be phased, starting with high-crash areas.

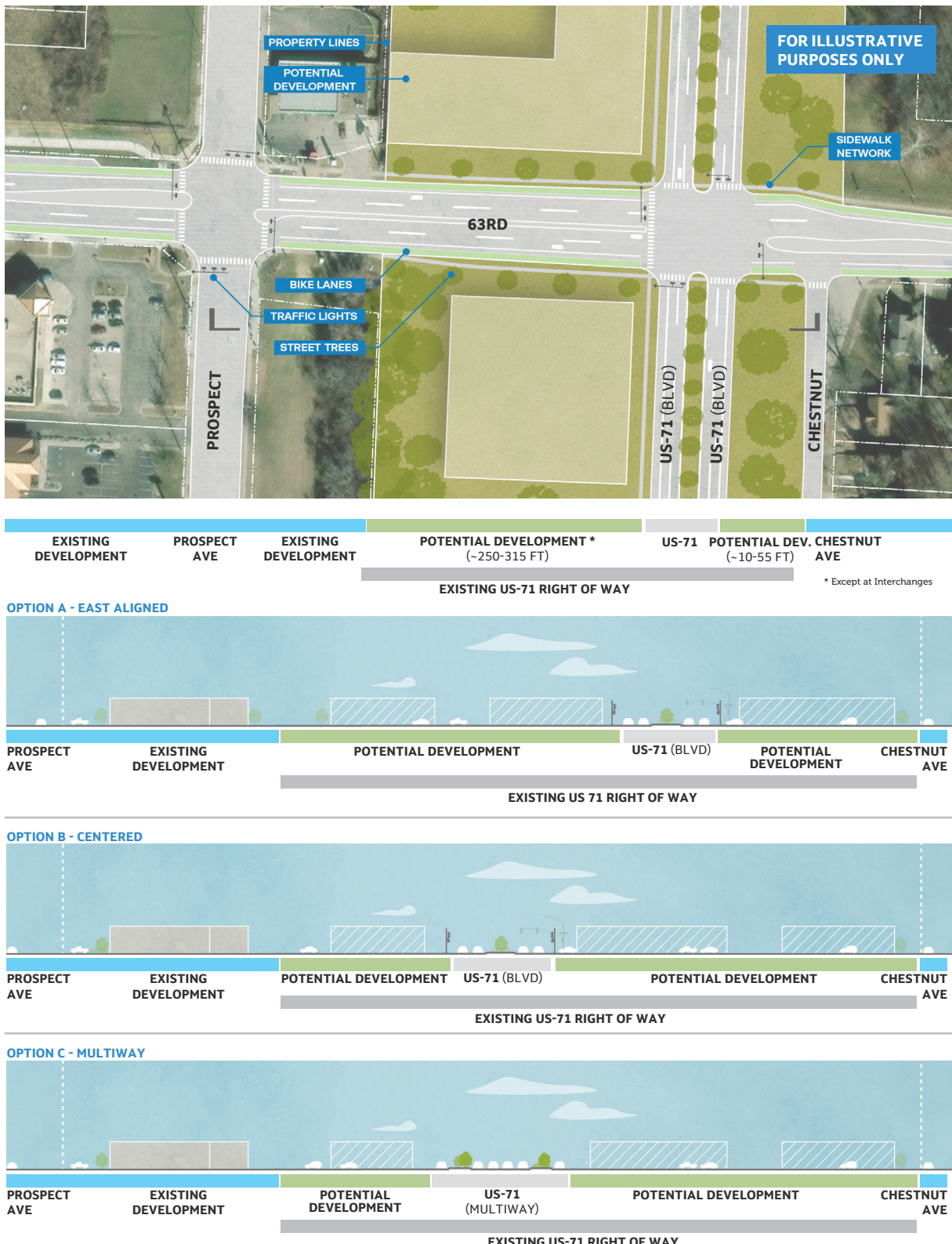
EAST/WEST CONNECTIVITY



POTENTIAL DEVELOPMENT



CLOSER LOOK WITH OPTIONS



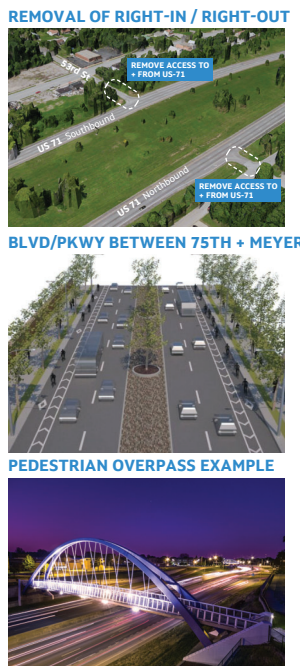
NEIGHBORHOOD CONNECTIVITY



POTENTIAL INTERIM SOLUTIONS

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- Potential removal of existing right-in, right-out intersections at 53rd, 57th, 60th, and 69th Streets.
- Pedestrian overpasses at high-volume pedestrian crossings.
- Parkway improvements between 75th Street and Meyer Boulevard to improve high-crash location at Gregory Boulevard, including bringing US-71 together, adding parkway amenities, and slowing traffic.



PRECEDENTS



KEY FEATURES

RETURN TO GRID

- US-71 removed as a continuous highway; surface streets reconnected into a restored city grid.
- Through-traffic rerouted to other highways; local traffic spreads across multiple streets, with more likely on Prospect Ave.
- Grid supports walking, biking, and local trips over high-speed through travel.
- Interchanges at corridor's north and south ends must be rebuilt to connect the street grid into surrounding highways.

CONSIDERATIONS

PURPOSE + NEED (DRAFT)

- **Traffic Safety:** Removing freeway lowers crashes in corridor but shifts risks to other highways.
- **Pedestrian Safety:** Slower traffic and fewer conflict points improve safety.
- **East–West Connectivity:** Restores full block-by-block grid.
- **Traffic Congestion:** Likely increased congestion along Prospect, at the remaining interchanges at 75th and MLK Jr. Blvd., and along regional routes where traffic would be diverted. Traffic diverted from **US-71** ▼ 44–53% to other regional highways: **I-435** ▲ 21–35% | **I-70** ▲ 11–28% | **US-350** ▲ 9–24%.

COMMUNITY

- **Economic Revitalization:** Potential revitalization opportunities along reconnected surface streets and Prospect, with new commercial and residential frontage.
- **Public Health:** Easier access to schools, shops, and public spaces, but more traffic on commercial streets may challenge walkability if not carefully managed.
- **Transit Integration:** Supports new RideKC stops, expanded MAX service, and possible additional transit along key north–south corridors such as Montgall Ave.

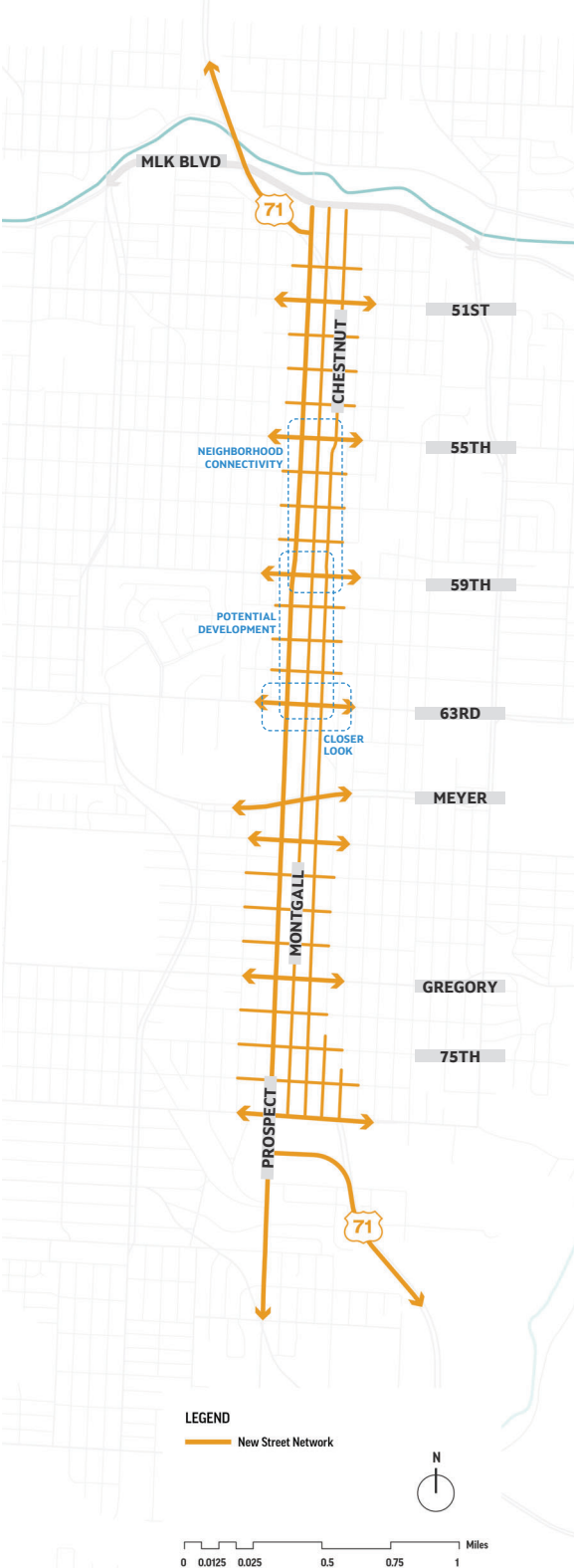
ENVIRONMENT

- **Land Use:** Large, reclaimed land opportunities for housing, parks, or redevelopment; more room for trees and stormwater projects.
- **Natural Resources:** Expanded green space and landscaping buffers improve stormwater, tree cover, and noise control.
- **Air Quality:** Less concentrated pollution than freeway, but emissions spread across more neighborhood streets.

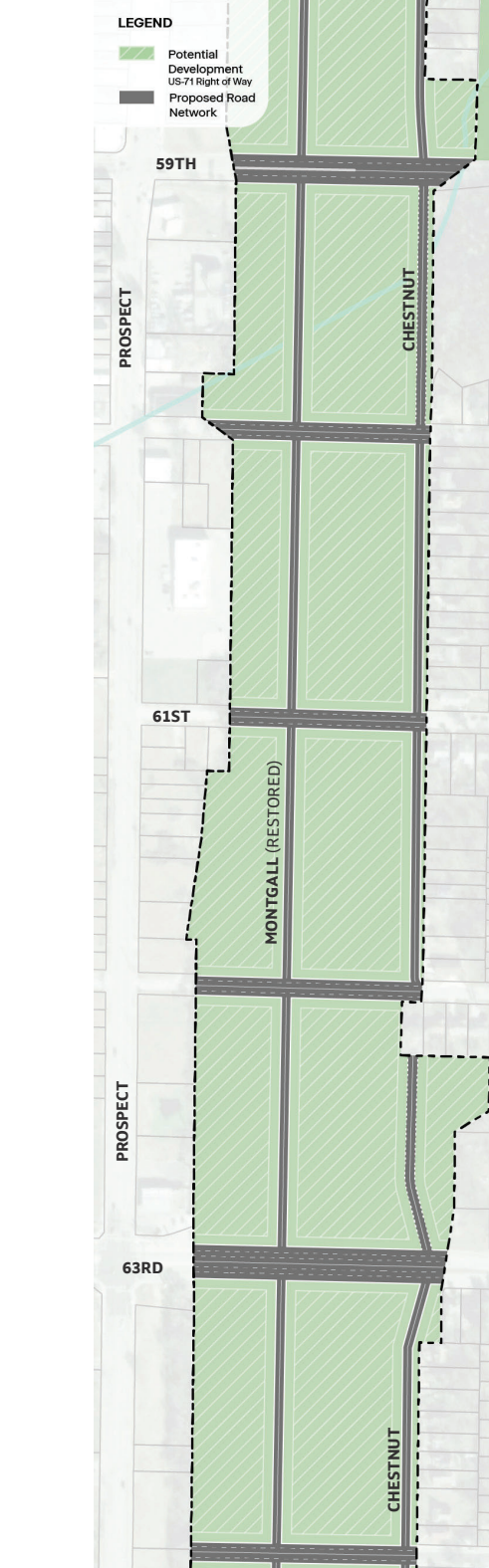
ENGINEERING

- **Cost:** Less costly overall, but complex and costly tie-ins at north/south ends. Grid capacity may have up-front costs for new signals, bus lanes, and utility upgrades to handle dispersed traffic.
- **Maintenance:** Simpler long-term upkeep compared to other alternatives.
- **Phasing:** Harder to phase; likely need to build tie-ins before freeway removal.

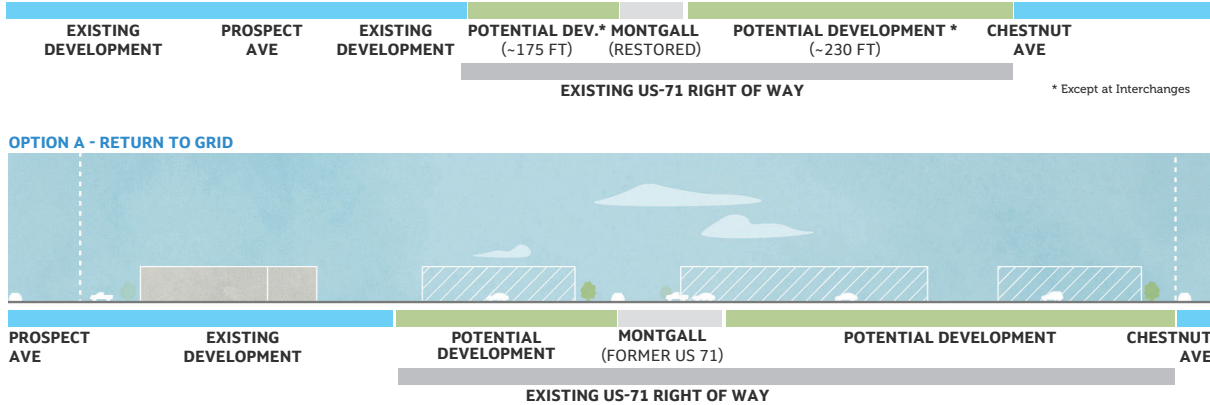
EAST/
WEST **CONNECTIVITY**



POTENTIAL DEVELOPMENT



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NEIGHBORHOOD CONNECTIVITY



POTENTIAL INTERIM SOLUTIONS

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- Short-term safety improvements include improved signal timings for pedestrians, brush clearing to improve visibility, advanced warning signing, improved overhead lighting, or high contrast pavement markings.
- Potential removal of existing right-in, right-out intersections at 53rd, 57th, 60th, and 69th Streets.
- Pedestrian overpasses at high volume pedestrian crossings.
- Initial improvements at the north end to better connect US-71 with Prospect Avenue and/or MLK, Jr. Boulevard.



PRECEDENTS

