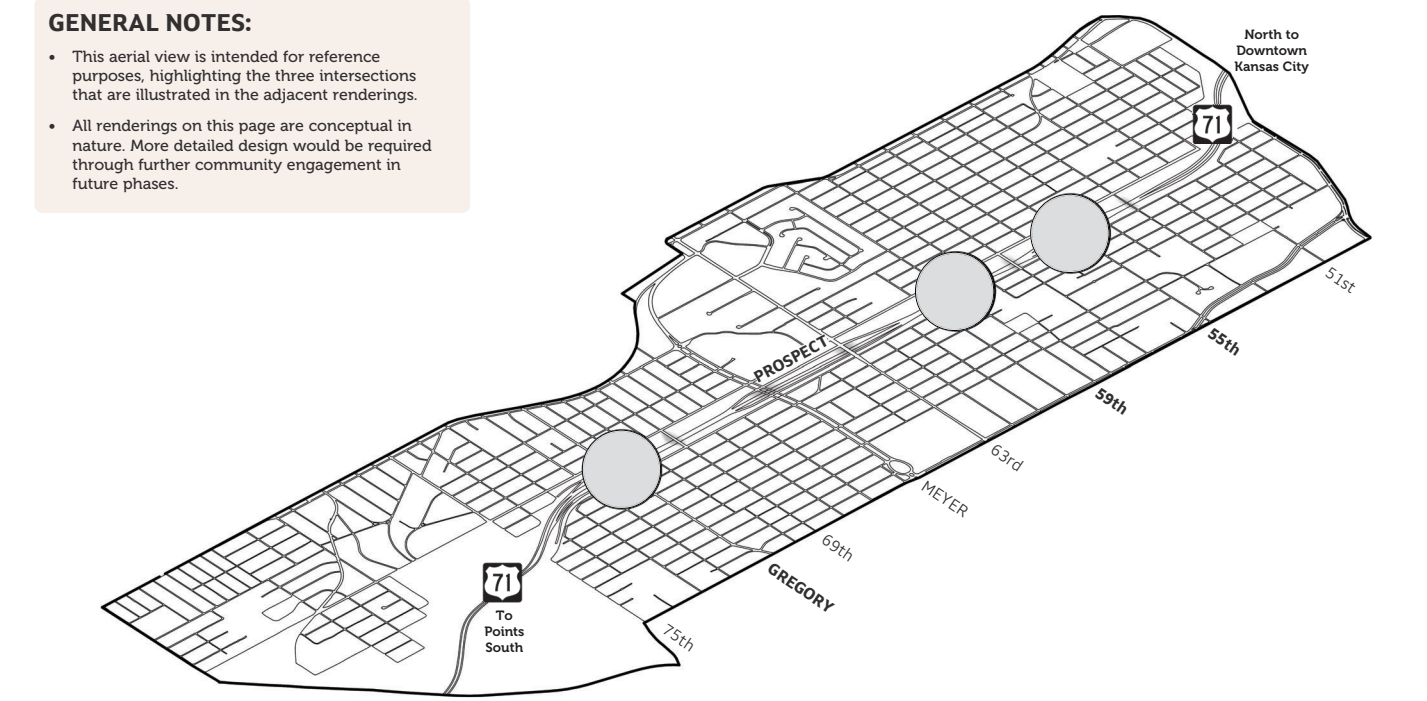


KEY FEATURES

- PARKWAY**
- Existing US-71 lanes removed and replaced with two lanes in each direction, set close together.
 - Integration of parkway feel with narrower travel lanes, improved physical separation, curbed shoulders, and improved park-like vegetation.
 - Parkway would be built generally below surrounding neighborhood street grid except around 59th where US-71 would be required to go over 59th due to environmental conditions.
 - Traffic signals at 55th, 59th, and Gregory removed and replaced with overpasses or underpasses for safer east-west travel.
 - New grade-separated interchanges would be built at 55th and Gregory to provide access to US-71.
 - Existing right-in/right-out intersections at 53rd, 57th, and 69th removed and replaced with high-quality overpass bridges without direct access to US-71.
 - Additional east-west connections (car, pedestrian, and/or transit) added approximately every two blocks.
 - Existing interchanges at 63rd, Meyer, and 75th remain in place.
 - By narrowing US-71's footprint, some existing right-of-way land could be redeveloped for housing, businesses, and public spaces.
 - Potential transportation corridor (e.g., commuter bus or light-rail transit) could be a future option down the middle of the new parkway.

OVERALL US-71 CORRIDOR STUDY AREA



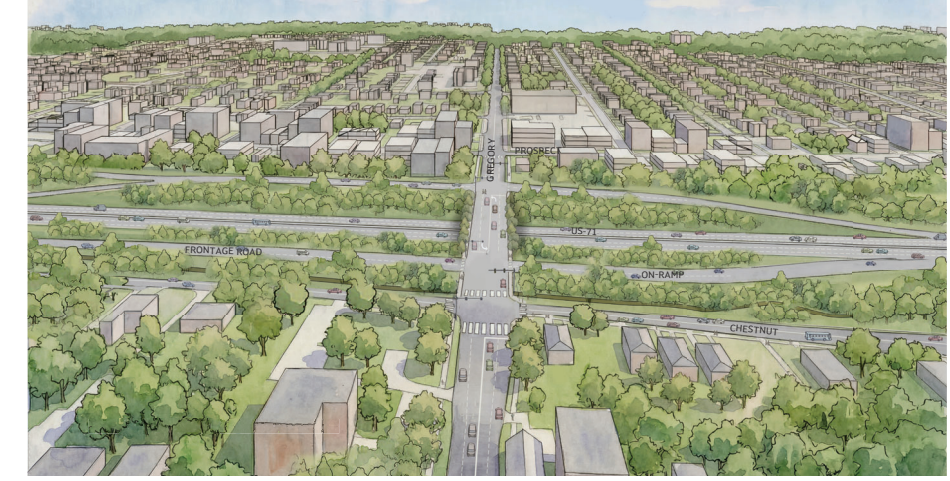
CONCEPTUAL RENDERING OF 55TH STREET LOOKING WEST ACROSS US-71



PARKWAY at GREGORY



VIEW OF GREGORY BOULEVARD CROSSING OVER PROPOSED US-71 PARKWAY



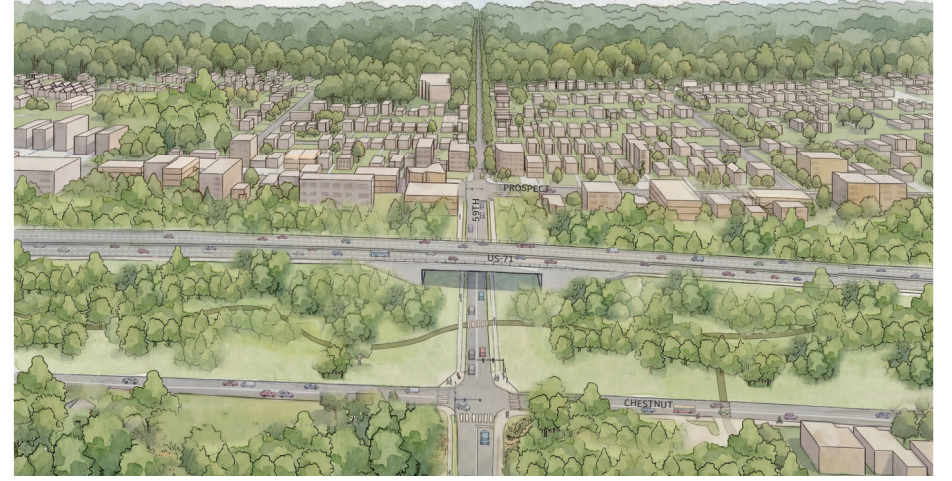
PEDESTRIAN VIEW OF GREGORY BOULEVARD BEFORE CROSSING DEPRESSED US-71 FROM EAST TO WEST



PARKWAY at 59TH ST



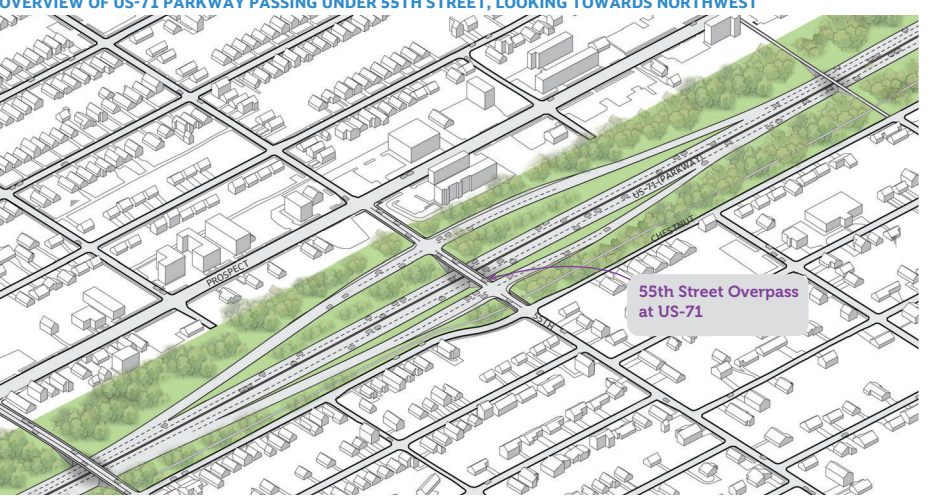
VIEW OF 59TH STREET CROSSING UNDER PROPOSED US-71 PARKWAY



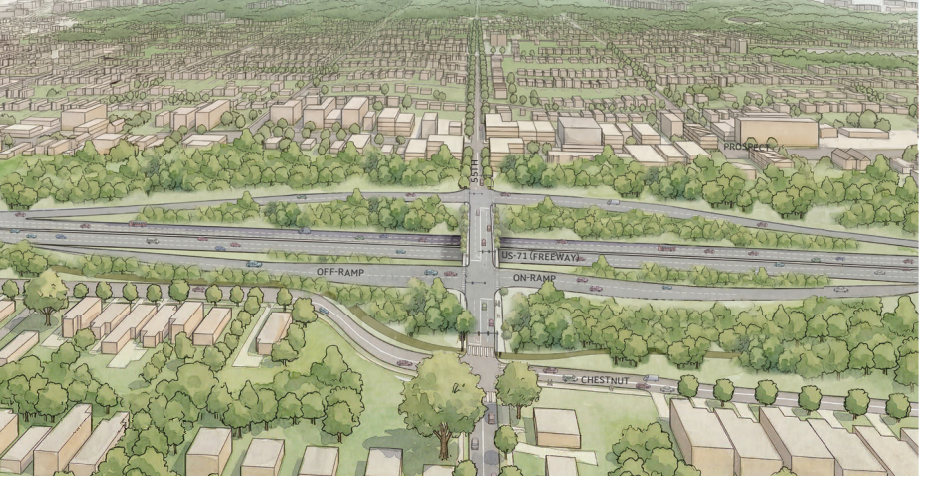
PEDESTRIAN VIEW OF 59TH STREET BEFORE CROSSING UNDER US-71 OVERPASS FROM EAST TO WEST



PARKWAY at 55TH ST



VIEW OF 55TH STREET CROSSING OVER PROPOSED US-71 PARKWAY



PEDESTRIAN VIEW OF 55TH STREET CROSSING OVER US-71 PARKWAY FROM EAST TO WEST



PRECEDENTS



CONSIDERATIONS

- PURPOSE + NEED**
- Traffic Safety:** Removing signals and separating US-71 traffic 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 by 20% to 35% with removal of the three traffic signals.
- 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. Additional tree planting and landscaped corridor provide added environmental and community benefits.
- COMMUNITY**
- Economic Revitalization:** Redevelopment opportunities and new business/residential frontage along reconnected streets.
 - Public Health:** Noise and air quality improvements expected with shifting traffic away from residential areas and reducing start-stop traffic at existing traffic signals. Additional tree cover also helps to absorb sound and pollutants.
 - 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.
- ENGINEERING**
- Cost:** High due to bridges and complex work, but with fewer retaining walls or elevated infrastructure compared to freeway alternative.
 - Maintenance:** Short-term savings, but long-term costs are higher with additional structures.
 - Phasing:** Potential to phase, starting with high-crash areas between Meyer and 75th.