

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.

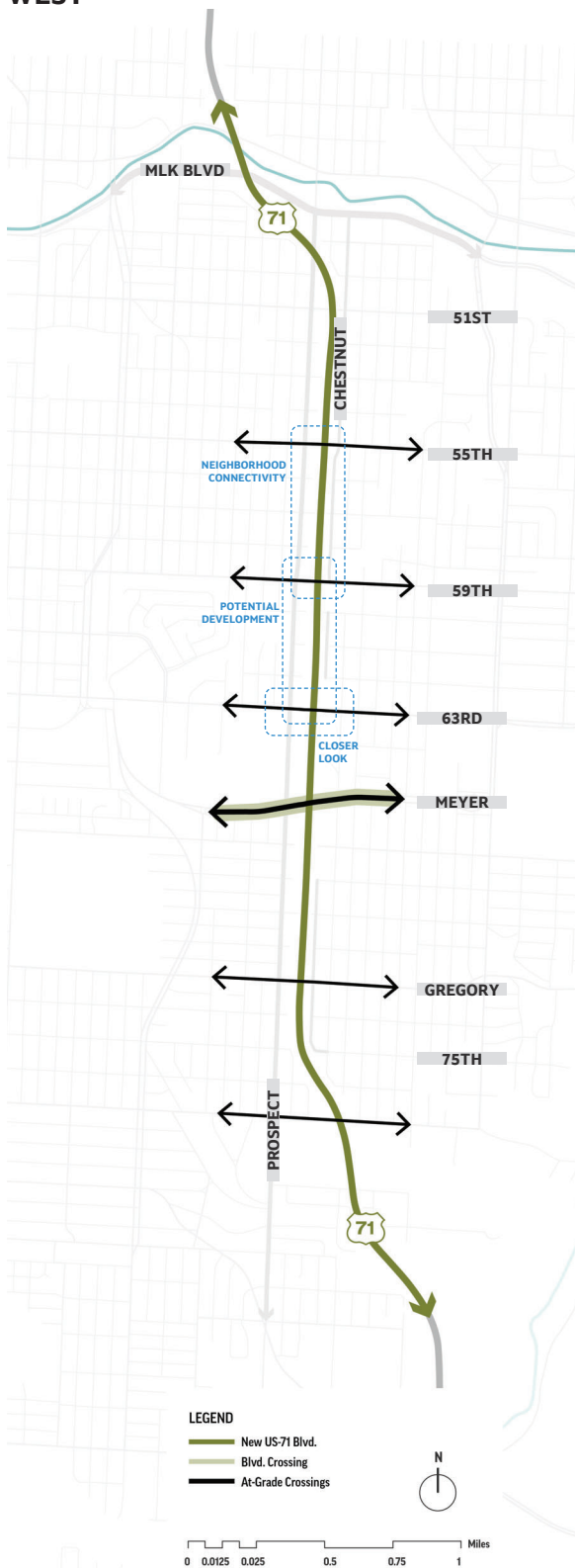
ENVIRONMENT

- 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.

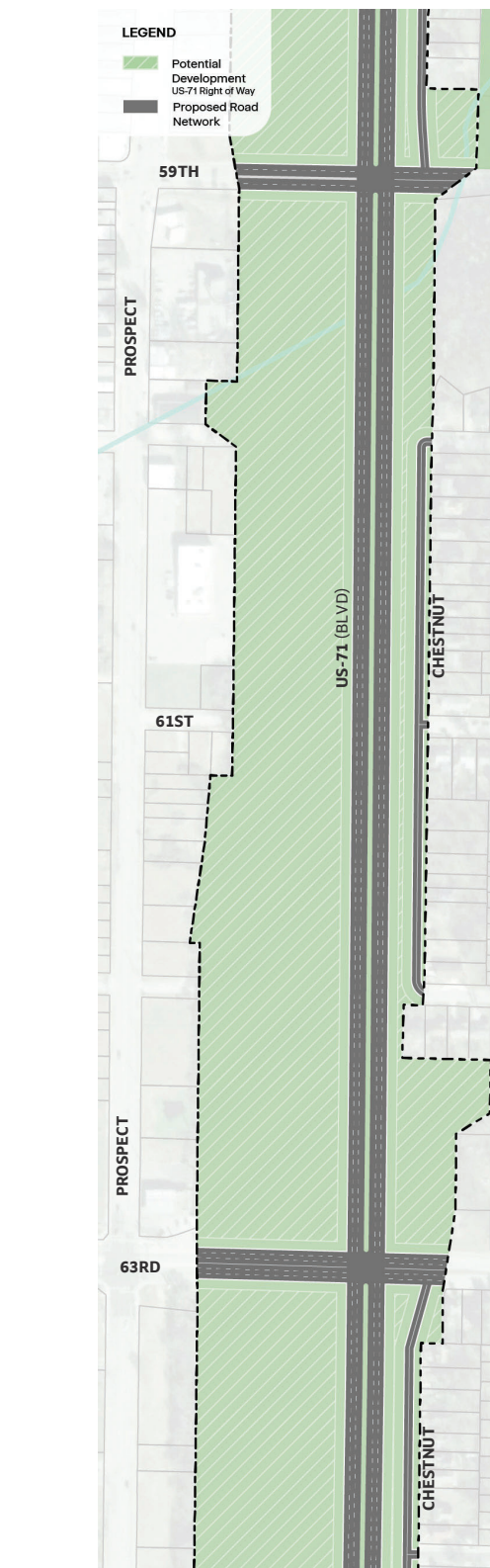
ENGINEERING

- 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.

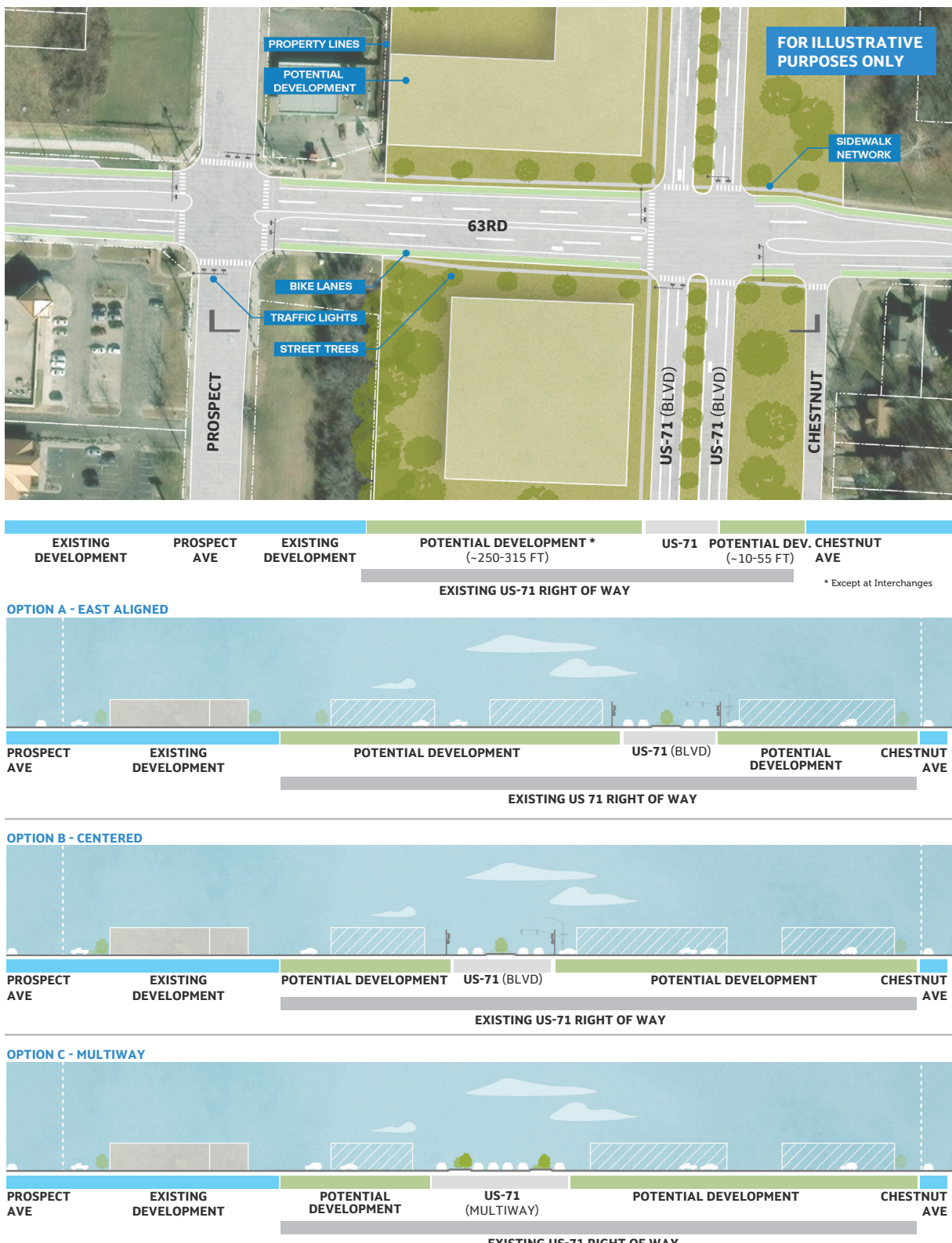
EAST/WEST CONNECTIVITY



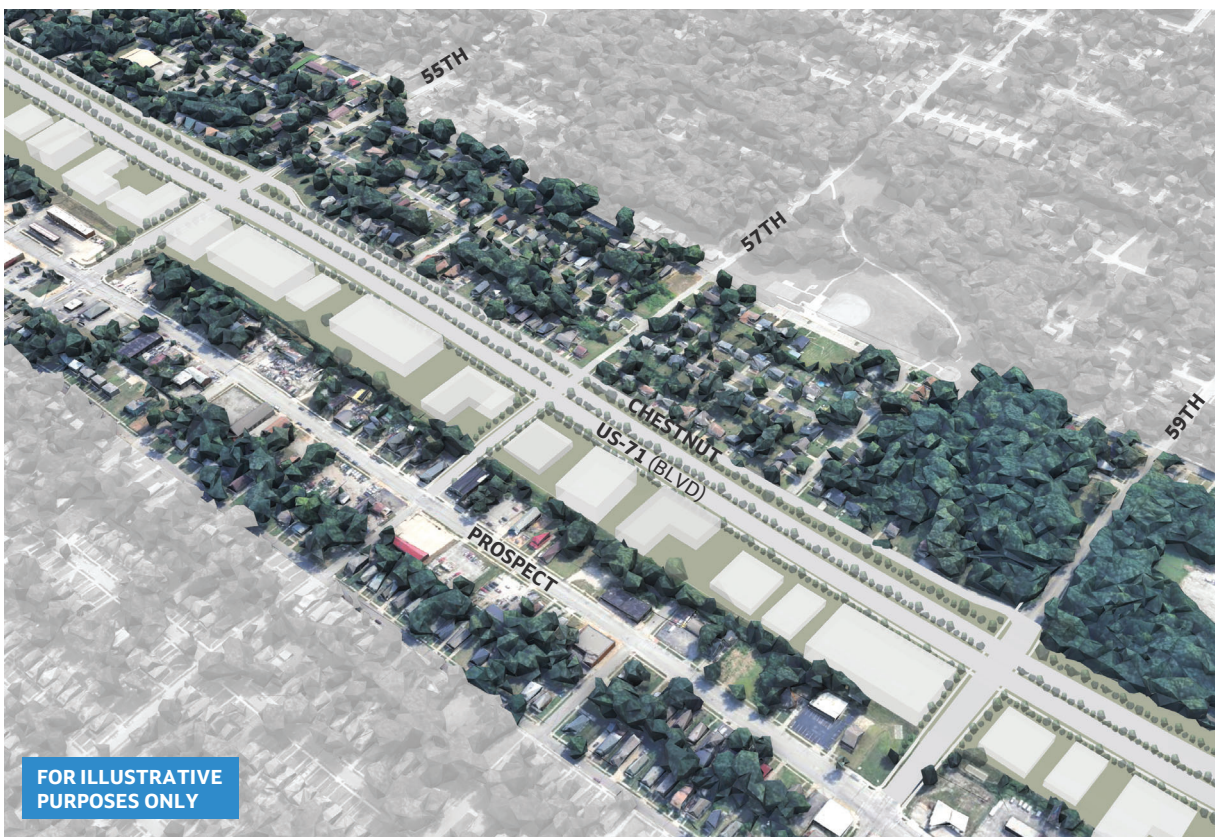
POTENTIAL DEVELOPMENT



CLOSER LOOK WITH OPTIONS



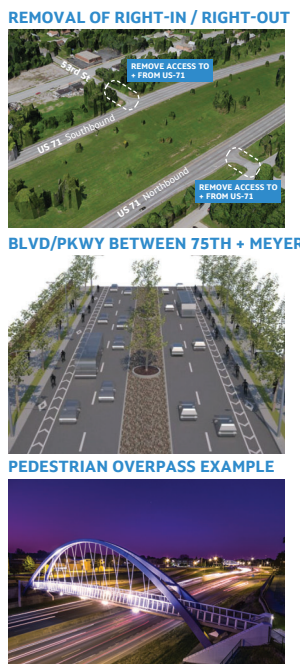
NEIGHBORHOOD CONNECTIVITY



POTENTIAL INTERIM SOLUTIONS

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.
- 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

