

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.

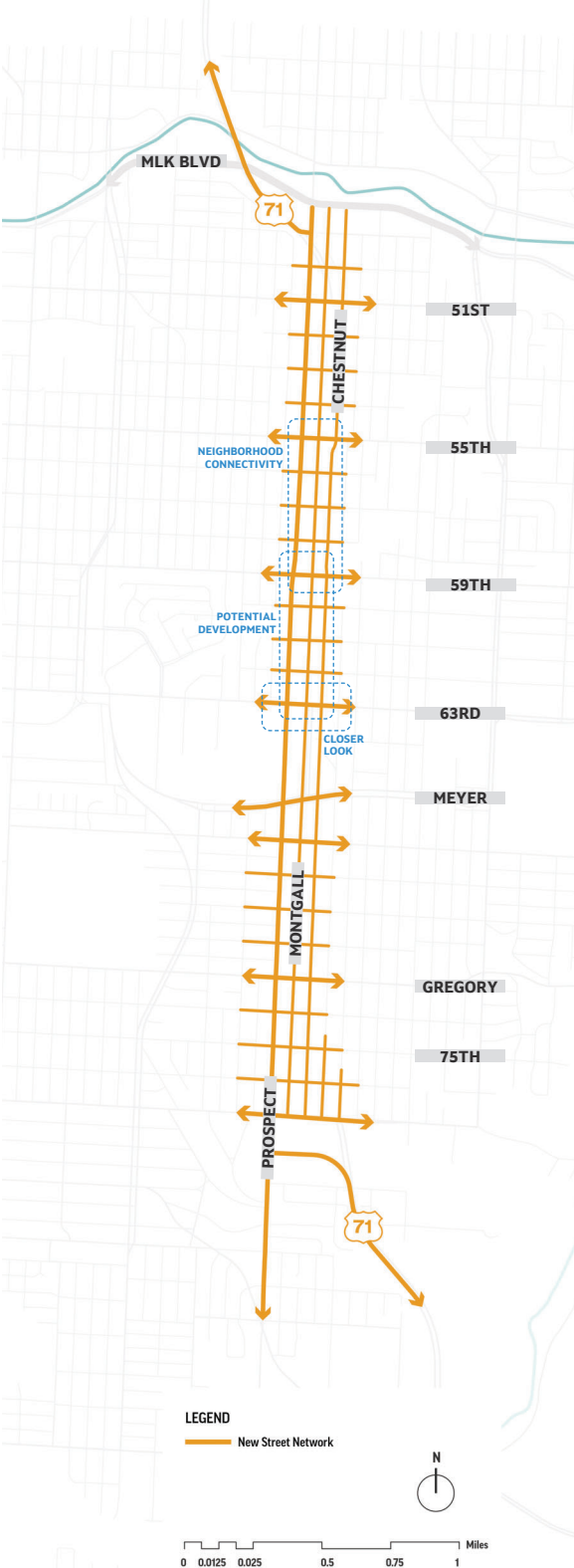
ENVIRONMENT

- **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.

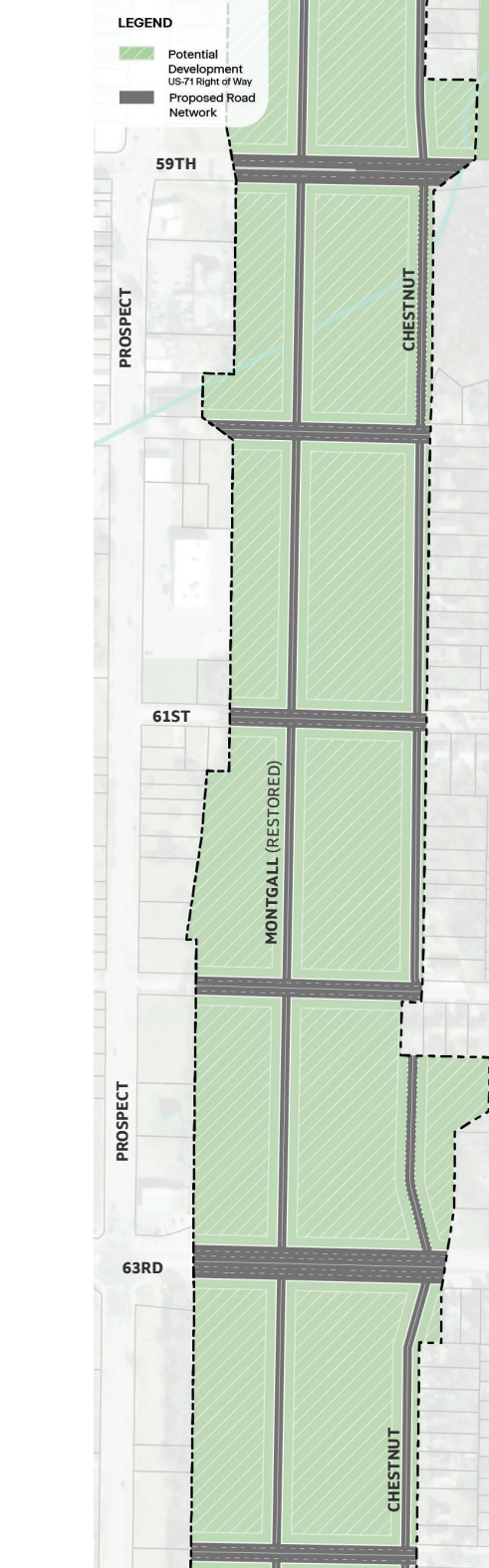
ENGINEERING

- **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.

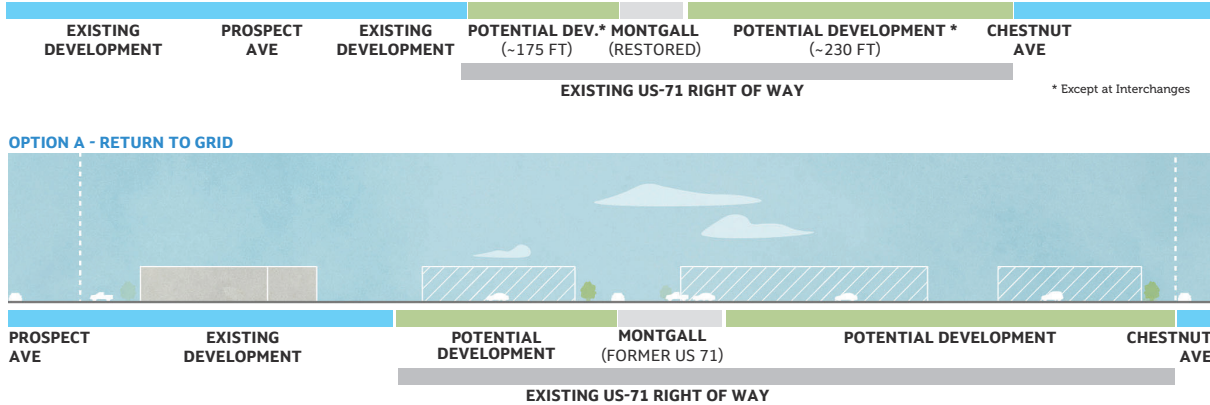
EAST/
WEST **CONNECTIVITY**



POTENTIAL DEVELOPMENT



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.
- Initial improvements at the north end to better connect US-71 with Prospect Avenue and/or MLK, Jr. Boulevard.



PRECEDENTS

