

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.

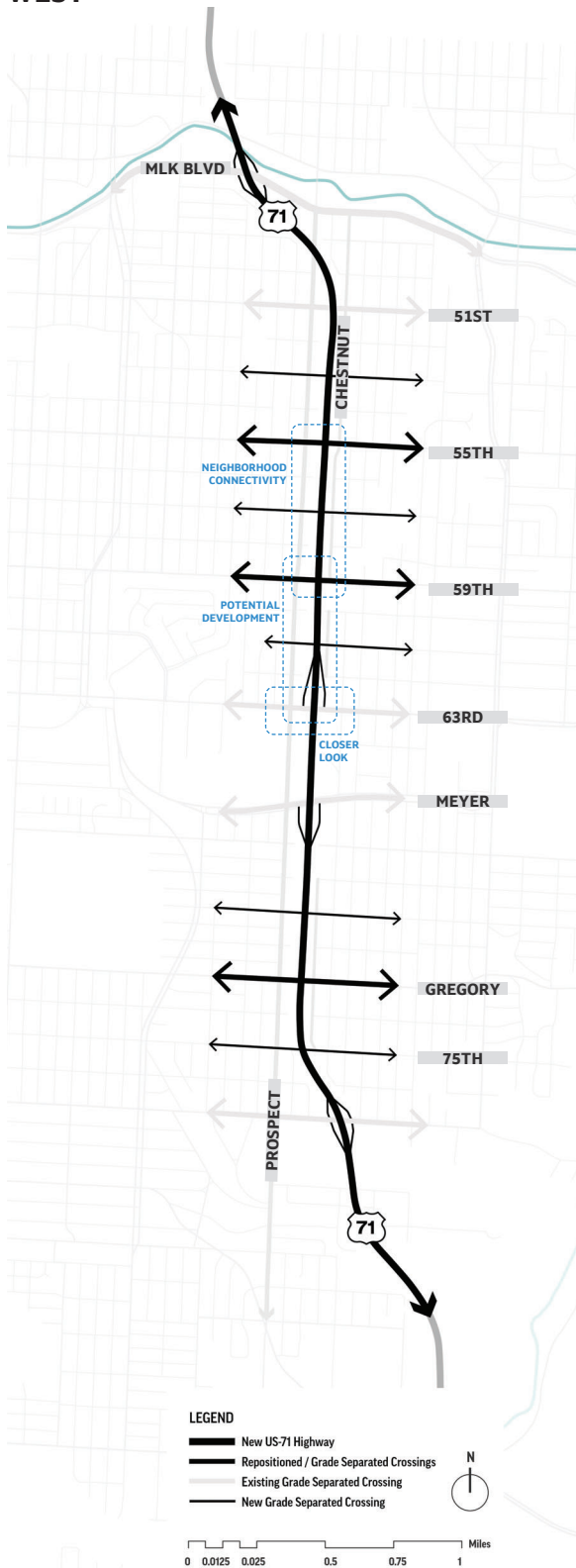
ENVIRONMENT

- 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.

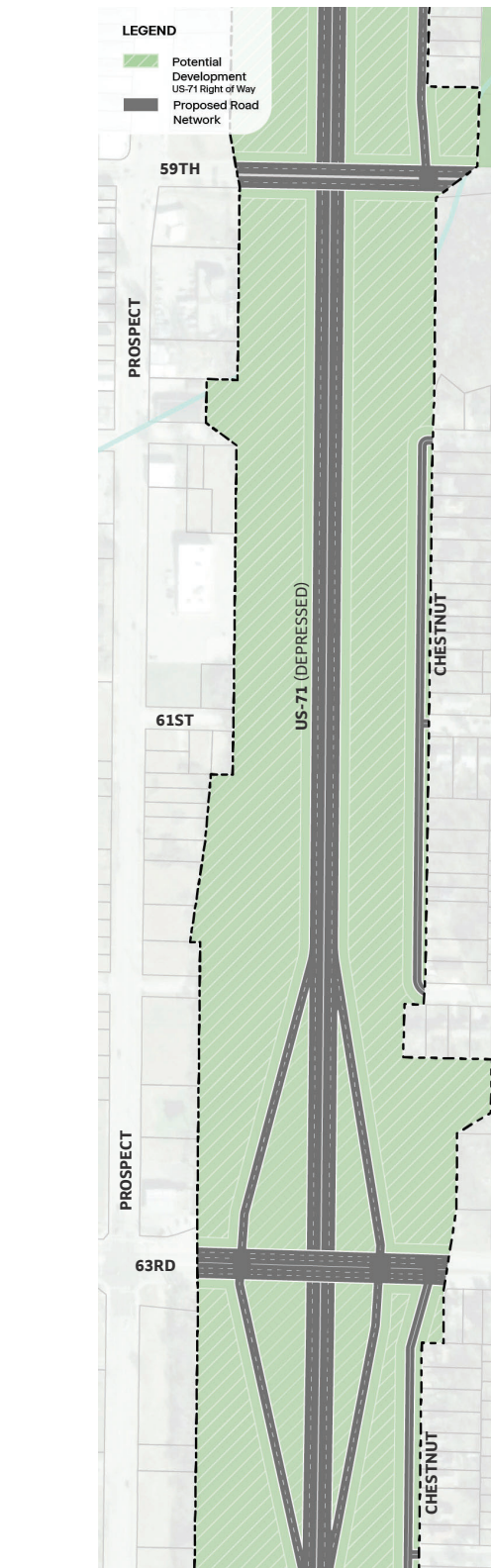
ENGINEERING

- 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.

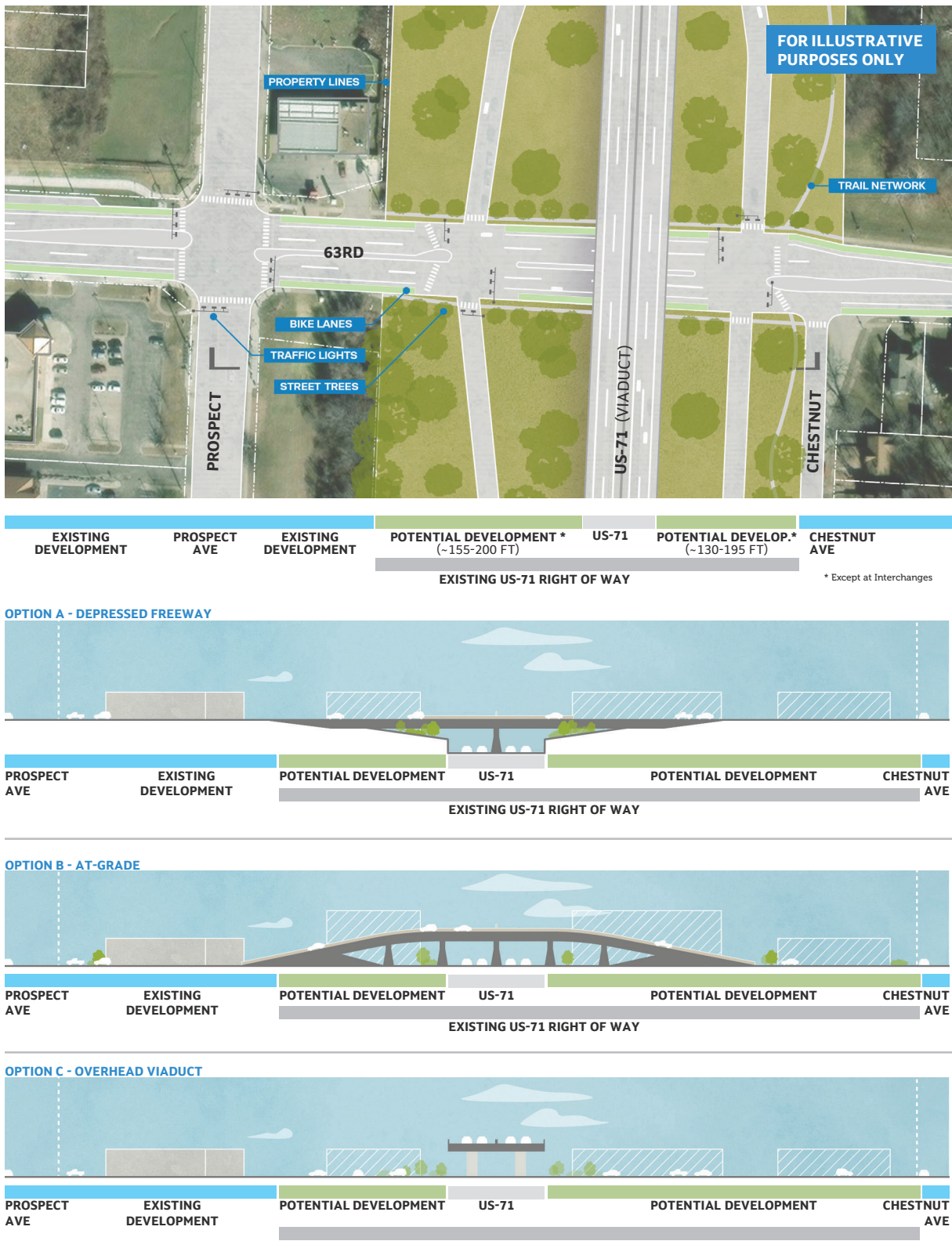
EAST/WEST CONNECTIVITY



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

