

Appendix 7

U.S. 69 Stakeholder Engagement Summary



U.S. 69 Modernization & Expansion Project

Stakeholder Engagement Summary

DRAFT

June 2021



Overview

The goal of stakeholder engagement for 69Express was to inform the public on the project and updates; receive feedback; and collect and review comments about concerns and improvements about U.S. 69. To accomplish the stakeholder engagement goals of the Project, the Project team:

- Developed and implemented a project website, project specific Facebook and Twitter pages as well as utilized KDOT's Next Door page.
- Conducted Advisory Group meeting.
- Provided engagement opportunities and places to comment via a Project email and comment submission form on the Project's website.
- Held two rounds of Virtual Public Meetings and Virtual Public Open Houses.
- Sent out bi-weekly newsletters.
- Gave community presentations to organizations around Overland Park and nearby communities.

Surveys were also conducted to understand how people see the future of U.S. 69 and how they would use the roadway if Express Toll Lanes (ETLs) were implemented.

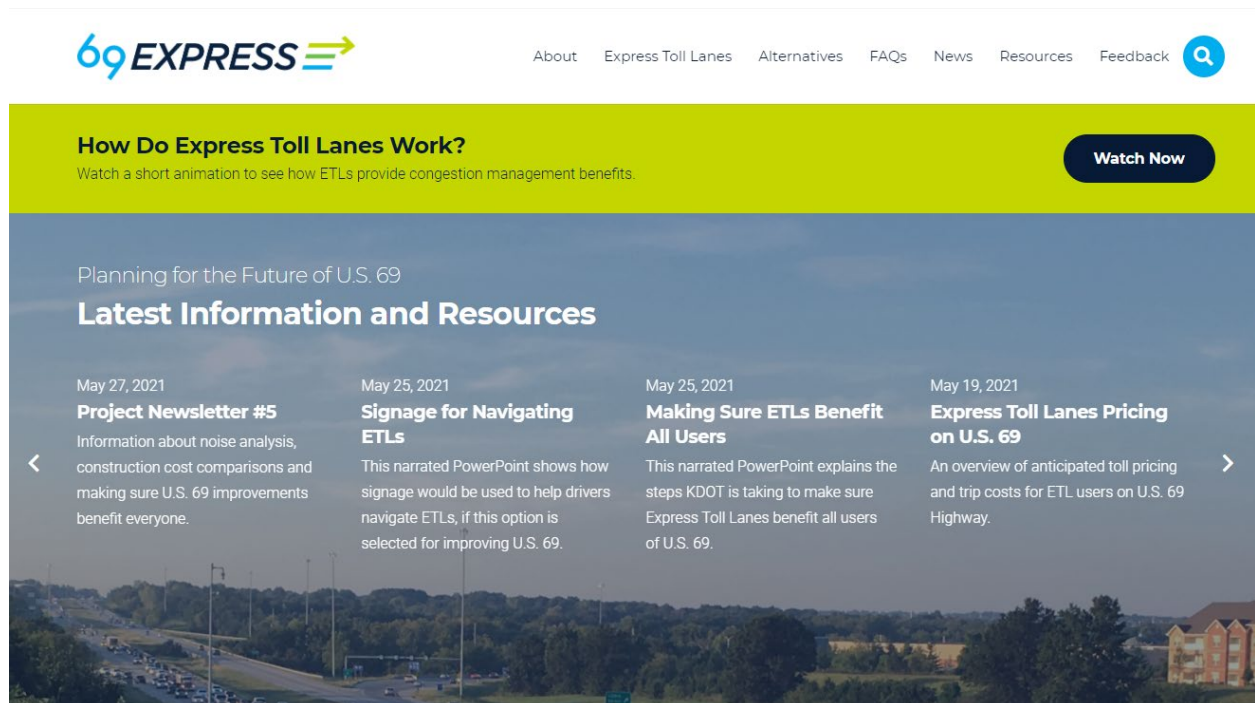
Website

The 69Express project website (69express.org/) (see *Figure 1*) was established in Dec. 2020 with information pertaining to the project. The Project website is also available in multiple languages (Chinese, English, French, German, Korean, Spanish, and Vietnamese). The website is organized into different web pages:

- **About** - This section describes the background of the Project, Project partners, and a timeline to come to a decision on the Project.
- **Express Toll Lanes** - This page details how ETLs work, the Kansas legislation that discusses ETLs, and ETL pricing.
- **Alternatives** - This page discusses the alternatives that are being considered for the corridor: No Build, Improve Alternate Routes, Manage Existing Capacity, Improve Multimodal Options, Add General Purpose Lanes and Add ETLs.
- **FAQs** - The Frequently Asked Questions (FAQs) portion of the website included questions commonly asked about the Project to the Project team.
- **News** - This page includes articles and press releases of 69Express in the news and official 69Express news releases.
- **Resources** - The resources tab includes meeting documentation, Project fact sheets, Project background, and community outreach.

- **Feedback** – This page lists all public engagement opportunities and a feedback form to provide comments, questions, and input to the Project team.

Figure 1: The 69Express Website Serves as the Project Information Hub



More than 1,450 new users have visited the website, which continues to show strong growth user recruitment and reliance for credible, timely information about the project.

Media Relations

Since Jan. 1, 2021, there have been 21 media articles or broadcasts about the Project reaching approximately 882,701 people:

- Positive themes have been that ETLs relieve congestion, how KDOT seeking public input, the use of ETLs is a choice, and the Project website. Neutral themes include traffic safety, funding sources, and general-purpose lane.
- Negative themes include ETLs favoring wealthier drivers and driver perceptions of ETLs.

Media articles and broadcasts have been covered in the Kansas City Business Journal, Kansas City Magazine, Kansas City Star, Kansas Reflector, KBIA – NPR mid-Missouri, KCUR – NPR Kansas City, KMBZ – Midday with Jayme and Grayson, KSHB – NBC Kansas City, Shawnee Mission Post, and WDAF – FOX Kansas City.

Electronic Newsletters

Electronic project newsletters are emailed bi-weekly to 1,771 individuals, with more than half of the recipients reviewing contents each issue based on open rates. People who receive the newsletter are in KDOT's public involvement management application (PIMA) for the U.S. 69 project or have signed up to receive the newsletter on the 69Express website. Newsletters cover topics that have been brought up by the public in the preceding two weeks. Some newsletters also contain columns discussing the corridor from members of the Project's Advisory Group.

Social Media

The Project's social media pages were established in Jan. 2021. 69Express has social media pages on Facebook (see *Figure 2*) and Twitter, and it utilizes KDOT's Next Door page. The Project's Facebook page has roughly 672 followers and the Twitter page has roughly 133 followers. Social media posts are posted almost daily during weekdays and cover topics and questions brought up by the public.

Virtual Public Meetings

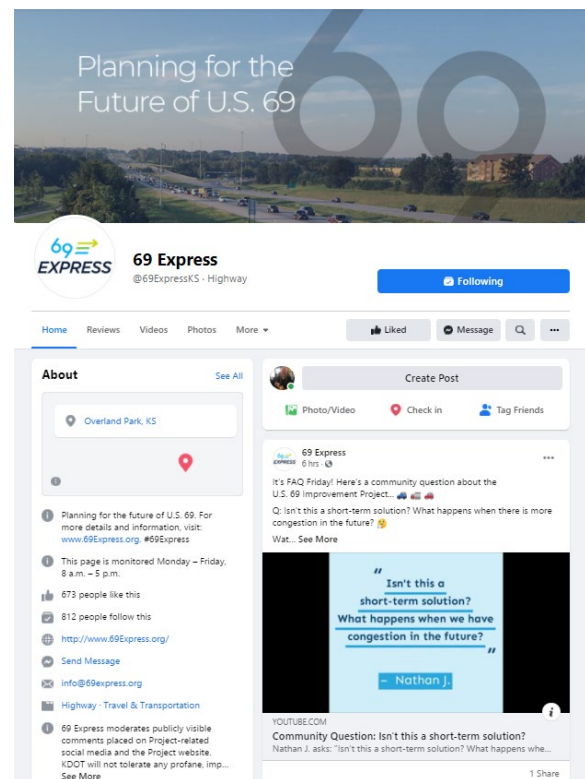
Nearly 1,400 people have attended two rounds of virtual public meeting opportunities held in connection with the Project:

- The first round of Virtual Public Meetings in January 2021 overviewed the purpose and need of the Project.
- The second round of Virtual Public Meetings in April 2021 and overviewed alternatives for the corridor. Both rounds of meetings included a two-hour Live Virtual Public Meeting and a two-week Virtual Open House. Over 120 comments were submitted during the Live Virtual Meetings and over 70 were submitted during the Virtual Open Houses.

Advisory Group

The 69Express Advisory Group consists of 38 business and community leaders in Overland Park that represent the community. The goal of the Advisory Group is to

Figure 2: Social Media Provides Quick Updates



gain insight and feedback on the project. The Advisory Group was established in Fall 2020. Each of the six meetings were held virtually. The first meeting was held in Dec. 2020 and overviewed the Project. Subsequent meetings were held January 2021 through May 2021 and covered all topics from the public meetings. Meeting summaries and recordings for all Advisory Group meetings ([Meeting 1](#), [Meeting 2](#), [Meeting 3](#), [Meeting 4](#), [Meeting 5](#), and [Meeting 6](#)) are located under the [‘Resources’ tab on the Project’s website](#) (69express.org/).

Community Presentations

Community presentations were given by members of the project team to organizations around the Overland Park community. Members of the public could request to be given a community presentation by sending an email to the project email, submitting a comment on the project website, or by filling out the ‘Request a Presentation’ form at the bottom of the website. Eleven one-hour community presentations were given to the community. Reminders that presentations could be requested were given at all public and advisory group meetings.

Project presentations were made to a broad range of community organizations:

- Advent Health in Overland Park
- Block Real Estate
- Lenexa Rotary
- Lion’s Club of Overland Park
- Northeast Johnson County Chamber
- Nottingham Forest Homes Association
- Overland Park Chamber Board of Directors
- Overland Park Chamber of Commerce
- Overland Park Chamber Public Policy & Advocacy Committee
- Overland Park Chamber’s Economic Development Council
- Overland Park Rotary
- Tallgrass Sr. Living Center

Additionally, 11 briefings were held with city, state and federal elected officials.

Live Virtual Public Meeting and Virtual Open House Summary January 2021

Virtual Public Information Opportunities Overview

The Kansas Department of Transportation (KDOT), the Kansas Turnpike Authority (KTA) and the City of Overland Park recently hosted a Live Virtual Public Informational Meeting and a Virtual Informational Open House for the U.S. 69 Modernization and Expansion Project (69Express). The Project is an in-depth study of how best to improve public safety, reduce congestion and increase travel time reliability along U.S. 69, including evaluating if an express toll lane option is a solution for this corridor.

With health and safety in mind, the Live Public Information Meeting and the Informational Open House were held virtually. The purpose of the virtual meetings was to inform participants about the Project and gather stakeholder feedback. The Live Virtual Public Meeting included a presentation followed by the opportunity for questions and answers. Members of the public also attended the Virtual Open House at their convenience to view meeting materials and provide questions and comments through an online form that went directly to the Project team.

Both opportunities provided the same content including the Project background, the Project Purpose and Need, the study process, the concept of express toll lanes (ETLs), public engagement opportunities and schedule. An overarching goal for the Live Public Meeting and Open House was to have dialogue with participants and gain public insight about evaluating potential options to enhance the safety, congestion, and travel time along U.S. 69 from 103rd to 179th Streets in Overland Park, Kansas. Understanding what concerns and questions meeting participants have will help the Project team make project related decisions moving forward. The Public Meeting opportunities were promoted to the public through media releases and social media posts from KDOT and the City of Overland Park and our Advisory Group.

The summary below captures common themes or concerns noted by the public during both the Live Public Information Meeting and the Virtual Public Open House:

- ***Express Toll Lanes.*** A significant number of participants submitted comments inquiring about the price of using the tolled lane and how the toll lanes will work.
- ***Access.*** Many of the participants questions and comments centered around access to U.S. 69 during construction and if any access points would be added to the corridor as part of reconstructing the highway.
- ***Noise.*** Noise added from additional traffic on the corridor was a concern.

The Project team expressed how noise generated from additional traffic

Live Virtual Public Meeting and Virtual Open House Summary January 2021

- along the highway will be studied in the Environmental Assessment (EA) for the Project.
- ***Schedule.*** Questions also centered around how long the Project could take to construct and if/when ramps would be closed to merge onto U.S. 69.
 - ***Traffic and congestion.*** Many of the participants expressed concern about increased congestion on U.S. 69 if the tolled lane was not utilized.

Public Input at Live Virtual Public Information Meeting

The Virtual Public Meeting was on Wednesday, January 20, 2021 from 4:30 p.m. to 6:30 p.m. via KDOT's Public Information Management Application (PIMA) website. The meeting started with a presentation from the Project Team. The background of the project was discussed as well as the new tolling legislation, the U.S. 69 pre-planning analysis, purpose and need of the Project, the environmental process, and the engagement process.

Two-hundred nine (209) people signed into the virtual public meeting using the PIMA site. Meeting participants were then able to ask questions and provide input to the Project team via submitting a question or comment on the meeting website platform. These questions were read aloud answered by the Project team. Additional questions will be responded to and followed up on with the individuals who inquired.

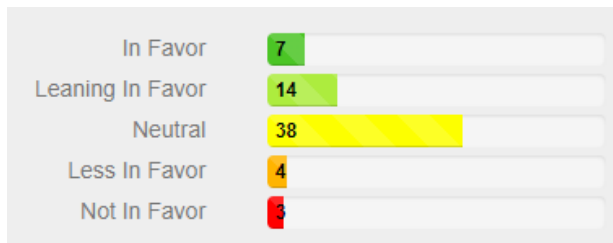
Questions and Comments from Participants

There were 62 questions and comments submitted during the virtual public information meeting by participants. When submitting a question or comment, participants were able to choose the category that best fit overarching topic of their submission and to select their level of favorability for the proposed project.

The level of favorability of participants who submitted questions or comments during the Live Public Meeting can be seen in **Figure 1**. Out of the sixty-six participants who indicated their level of favorability for the project, twenty-one were 'In Favor' or 'Leaning in Favor' while thirty-eight participants were 'Neutral' and seven were 'Less in Favor' or 'Not in Favor' of the project.

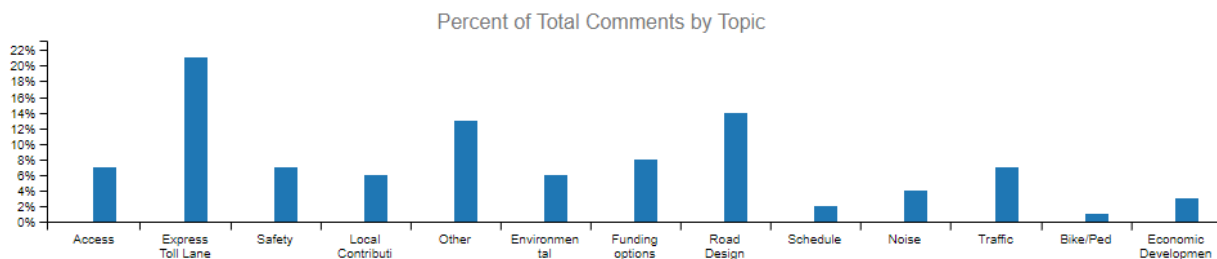
Live Virtual Public Meeting and Virtual Open House Summary January 2021

Figure 1 – Participant Favorability of the Proposed U.S. 69 Tolled Project (Live Public Meeting)



Participants were also given the opportunity to select category that best fit overarching topic of their question or comment. Categories included access, bike/ped, economic development, economic concerns, express toll lanes, funding options, local contributions, noise, road design, schedule, traffic and other. These categories with corresponding submissions are labeled below in **Figure 2**. The most common category submission during the Live Public Meeting was ‘Express Toll Lane’. Questions and comments from the participants can be seen in **Attachment 1** of this document.

Figure 2 - Categories of Questions and Comments submitted during the Live Public Meeting



Public Input at Virtual Informational Open House

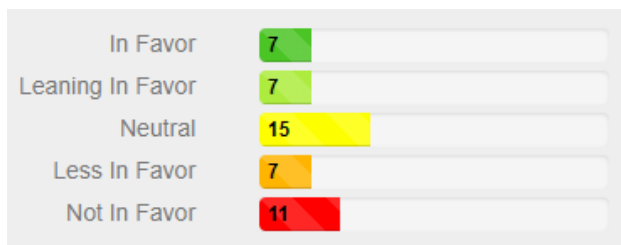
The Virtual Informational Open House was from January 18, 2021 – February 1, 2021 also through PIMA and posted to the Project website. The Virtual Open House used a story map to tell the story of U.S. 69 Modernization and Expansion Project. The meeting was interactive and allowed participants to leave comments about the Project through a comment form. In the comment form, participants could place markers on a map to indicate where they have specific concerns, such as congestion or safety issues, along the corridor.

Live Virtual Public Meeting and Virtual Open House Summary January 2021

Questions and Comments from Participants

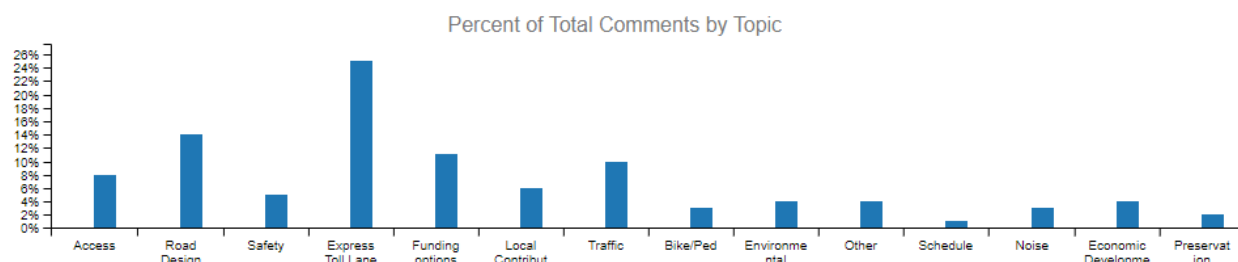
The Virtual Open House had 443 participants sign in over the course of two weeks. Participants submitted 49 questions or comments for the Project team. The level of favorability of participants who submitted questions or comments during the Virtual Open House can be seen in **Figure 3**. Out of the forty-seven participants who indicated their level of favorability for the project, fourteen were 'In Favor' or 'Leaning in Favor' while fifteen participants were 'Neutral' and eighteen were 'Less in Favor' or 'Not in Favor' of the project.

Figure 3 - Participant Favorability of the Proposed U.S. 69 Tolled Project (Virtual Open House)



As in the Live Public Meeting, participants were given the opportunity to indicate which category best fit their submitted question or comment. These categories with corresponding submissions are labeled below in **Figure 4**. Forty-nine (49) questions and comments were submitted to the Project team from the Virtual Open House. The most common category of questions submitted during the Virtual Open House was 'Express Toll Lanes'. Questions and comments from the participants can be seen in **Attachment 2** of this document.

Figure 4 - Categories of Questions and Comments submitted during the Virtual Open House



In addition to those that attended and signed into the Public Meetings, over 1,100 people are signed up to receive newsletters and updates about the Project.

Live Virtual Public Meeting and Virtual Open House Summary January 2021

For more information on the virtual public information opportunities to learn about improvement plans for U.S. 69, please visit: <https://www.69express.org/public-information-meetings/>.

Attachment 1

Questions and Comments Submitted During the Live Virtual Public Information Meeting

Participants were able to choose the categories that went along with the submissions. The questions and comments are organized in the corresponding categories of access, bike/ped, economic development, environmental concerns, express toll lanes, funding options, local contributions, noise, road design, schedule, traffic and other. Participants were able to select multiple categories per question or comment submitted. Questions and comments submitted during the Live Virtual Public Meeting are verbatim as follows:

Access

- Thanks for the answers. I am in favor of the expansion.
- Living in Louisburg we currently drive 82 miles per hour only to slow usually around 179th how fast would you expect the traffic to go when people dodge in at 179th 151st and again 135th only to slow again at 435 thank you Chris.
- Thank you for this opportunity and for the information presented today. We're happy to survey our employees on express toll interest who work at our Advent Health campus off US 69 and 159th Street.
- I would like to see ramp access from SB 69 to Blue Valley Pkwy, and from Blue Valley Parkway to NB 69. Is that increased access going to be included?
- In other cities where express toll lanes have been implemented there have been concerns about equitable access for people with low incomes to the travel time reliability benefits these lanes provide. How will this study assess these equity impacts and what solutions may be considered to mitigate them?
- Do you anticipate public busses will be allowed in the Express Lane?
- Once construction begins, how long do you guesstimate 69 highway entrance/exits will be closed?
- At this time can you provide an idea of what the range of toll prices might be? I understand it depends on the length of trip and congestion level.

Live Virtual Public Meeting and Virtual Open House Summary January 2021

Bike/Ped

- Many of the interchanges in the study area do not currently provide safe accommodations for people crossing US 69 by walking or biking. How will this study consider impacts to and improve non-motorized and multi-modal transportation in the study area?

Economic Development

- In the event there is a major federal infrastructure project, how important would it be for Kansas to be ready to use these on U.S. 69 Highway? I recall that in the 2009-2010 period Overland Park was well-positioned to utilize federal funding because it had shovel-ready and designed projects. Doesn't that apply here and so the further along we are in the process the more likely we could take advantage of potential new federal funding?
- How do you feel the expansion of 69 will affect real estate prices/values for homes that are close (or back to) the highway?
- These are many high-value environmental assets in the study area as you've identified in the online meeting materials. Additional highway capacity in the study area may impact future development patterns which may create secondary environmental impacts to the watersheds in the study area. How will these potential secondary impacts be assessed, minimized and/or mitigated?

Environmental Concerns

- Autonomous vehicles will eliminate congestive traffic and accidents, let's use the \$300,000,000.00 +++++ to look at building a solar farm/solar power-wall so all Kansas residents can benefit.
- Currently Highway 69, like many Johnson County highways, are not maintained insofar as litter and debris on the roadways and right of ways are concerned. Will anything be done about this in your planning?
- Electric Vehicles would eliminate the environmental impact. We are just a few years away from that.
- There is a pond on the west corner of 69 and south of 167th Street. Do you know at this time what would happen to that pond?
- The Biden administration has indicated that climate resilience will play a large role in their priorities for federal infrastructure investment. How will this study assess the potential climate impacts of expanding US 69 and position any recommended improvements to compete for federal funding with these considerations in mind?

Live Virtual Public Meeting and Virtual Open House Summary January 2021

Express Toll Lanes

- If an express toll lane is implemented, once the lanes are paid for, is there an opportunity to remove the toll?
- In other states, what % of construction/maintenance costs can be recovered from tolls?
- In the CO video, the express lanes appeared to be underutilized. People avoiding the express lanes on US 69 will lead to more congestion on the main lanes and/or an increase in traffic on adjacent arterials. Why not increase the personal property taxes on vehicles to improve this roadway and others throughout the county?
- Realizing that the toll cost to the consumer may be different, what is the average cost of the toll that is being paid where this is currently in effect, i.e.: in Colorado that was referenced in the video?
- If the Toll proposal falls through. Have left lane HOV lanes been considered as a secondary option?
- Will the tolls eventually be eliminated in the future after sufficient funds have been collected to pay for the project? If so, when is this guessed to be?
- What about Smart Traffic Lights up for example Quivira, Switzer, Antioch, Metcalf, Nall, Roe to I-435? That would decrease traffic on 69. If I know I can get to 435 going up for instance Quivira and not wait at stoplights, I would do that rather than get on 69. Autonomous Vehicles are right around the corner, in 10 years we will all have an autonomous vehicle so virtually no accidents and reduced traffic congestion. If you need to do one thing, you need to make the 135th to BV Pkwy merge lane go all the way to BV Pkwy so there are 2 exits to BV Pkwy. Why it isn't that way right now, is a mistake.
- Could there be toll lane discounts for zero or low emission vehicles and who would decide that?
- If I exit the Express Lane at the wrong point (say my child forgot his schoolbooks) will I face a larger toll, a fine, or both?
- Could Park and Ride buses use the toll lane without charge?
- Will traffic remain open on the non-express lanes during construction?
- What is the total time it will take to construct?
- Could you explain more how adding a toll lane helps reduce the need for additional widening in the future? I would think that over time more traffic will need more lanes regardless. Thanks
- How will out of state cars be charged for using the toll?
- How will autonomous vehicular traffic be accommodated in this design?

Live Virtual Public Meeting and Virtual Open House Summary January 2021

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- When construction begins, what impact will it have on the existing lanes and will traffic slow down during the construction phases?
 - You said the pandemic didn't affect the need. Really? What study indicated that? Several post pandemic changes to the workforce in highly educated communities, such as along 69 hwy, indicate a likely permanent increase in remote working (working from home). Thus, a likely reduction in traffic over pre-pandemic numbers will occur. Some estimate range in a 25% to a whopping 50% reduction in traffic to and from urban and suburban cores during peak "rush hours". I estimate 40% of my staff will not be using 69 hwy any longer during "rush hours". As such, traffic studies prior to the pandemic seem out of date. Will this change and reduction be considered prior to approval of scope? If so, how? And if not, why not?
 - What are the benefits of an express lane to commuters and non-commuters?

Funding Options

- Who is the guarantor on the bonds issued to finance construction? In other words, who pays if it doesn't cash flow?
- Will the project proceed if it is not funded by tolls?
- How can we be certain the need will still be there with the current reduced traffic due to people not commuting to the office but rather working from home? Will the work environment be permanently changed, and commuting be out modeled?

Local Contributions

- Development will benefit development in Miami County in the decades ahead. The contribution expected from Overland Park appears to be beyond the city means with current revenue streams. Since the benefit of this expansion will eventually extend beyond Overland Park, could a case be made that the local contribution could be reduced, thus removing the need for a toll lane.

Noise

- Back to the noise walls. Does your estimate of \$300 million dollars for the total project include any dollars for noise walls? It sounds like you anticipate NOT putting in any noise mitigation pending a yet-unstarted study to convince you to even consider noise walls.
- What plans are being made to incorporate noise walls (similar to those along US 69 north of 103rd street) in this project?

Live Virtual Public Meeting and Virtual Open House Summary January 2021

- Road generated noise is already a concern for neighborhoods; particularly between 103rd St to the Blue Valley Pkwy split. Will the project evaluation include consideration of new noise barriers (i.e. walls) in these areas?

Road Design

- How many bridges will need to be torn down and rebuilt to handle the extra 2 lanes, example 151st, 167th, and 179th?
- In the presentation, Cameron showed a graphic of US69 areas of higher accident rates. One area is at College and the I-435 interchange. Looks like that re-design is not part of this early phase. Is that correct?
- It was mentioned that the tolls can't be added so would the toll only apply up to 103rd Street? How many points of entry/exit would be expected for that stretch of highway? How long would those points of interchange be, and would the length of non-entry points change depending on the exits along the highway?
- How does the toll lane solve the problem of needing bridge replacement for all lanes if revenue can only be used on the express lane?
- Hi there - thank you for providing this informative public forum. Will lane changes / redesign be applied to BOTH northbound & southbound traffic flow lanes? Or focused more intently on northbound only? (I travel through most of the corridor in both directions each morning) Thank you!
- Will the existing road be updated?

Safety

- One question we have is related to safety and access. We feel strongly that a 167th Street exit ramp is needed to further strengthen the impact of investments to this area for decades and improve public safety. With our Emergency Room and medical offices already open on this campus, we know patients and ambulances have been forced to backtrack by taking the 159th Street exit when traveling from the south. Will exit ramps, including 167th Street, be part of the study?
- Will the source of your data be provided to the public for BI (business intelligence) forecasting and analysis.
- How many lanes will remain open during construction?

Schedule

- Can you share more details about schedule such as timeline for securing funding, necessary approvals and when construction would begin and how long

Live Virtual Public Meeting and Virtual Open House Summary January 2021

it will take to complete? Also, can you comment if 69 will remain open during construction?

Traffic

- Does the design include space for an eventual US-69 corridor and hook up with I-35 all the way downtown?
- What is the source of the data that was used to determine the traffic conditions?

Other

- When Amy is talking, we hear her voice from other device in that same room. Can you mute that background speaker when she speaks? Thanks
- The slow moving JOCO busses be allowed to use the Express Lanes? What if I like to drive at 45 mph and text in the Express Lane, how can that be controlled? Traffic/congestion is not always the demand of peak use but the slowdowns due to too many exits/entrances in short distances onto 69 and I-35. these access points need to be further separated.
- Unfortunately, I joined late will a recording of the presentation be available on-line?
- How was the expansion of 69 alt funded from I-35 to 119th Street?
- Will KDOT maintain proposed express toll lanes (potholes, repair, etc.)?...
- Can you post or send out a total State tax revenue by zip code from the most current data you have? Either a list or map. Something that compares state tax revenue from around this project to compare to other projects. Thank!
- If the free lanes are "full" and at a stand-still, and the toll lanes are still moving, how is the design to allow an egress by a car in the toll lanes and now approaching another exit (e.g. 119th) at which point all lanes on the free side are stopped?
- What traffic studies on the growth on US69 will be shared? what traffic studies do you have on each major intersection?
- Will this project be procured using design build?

Live Virtual Public Meeting and Virtual Open House Summary January 2021

Attachment 2

Questions and Comments Submitted During the Virtual Open House

Participants were able to choose the categories that went along with the submissions. The questions and comments are organized in the corresponding categories of access, bike/ped, economic development, environmental concerns, express toll lanes, funding options, local contributions, noise, road design, schedule, traffic and other. Participants were able to select multiple categories per question or comment submitted. Questions and comments submitted during the Virtual Open House are verbatim as follows:

Access

- My first concern about the addition of toll lanes is how you will ensure that, during peak periods, people won't use the lanes as overflow space rather than as express lanes? Will barriers be needed to separate the toll lanes from the free lanes? My second concern is how people in the toll lanes will enter and egress to exit ramps at interchanges? If traffic is backed up in the free lanes, how do drivers in the toll lanes cross over to reach the exits?
- I support.
- It seems that there are multiple issues with 69 highway between 135th street and 435. Entrance lane on 69 north from 119th street is absurdly short. Having to merge that quick is awful. Entrance lane on 69 north from college requires traffic to cross other traffic heading towards 435 East. Whoever designed that should be fired. Same issue with 69 South traffic having to merge with blue valley parkway drivers trying to cross all lanes of traffic at 135th street. Seems like the easiest and best solutions would be to extend blue valley parkway bridge to merge on right side of 69 south. Change interchange for 435 East and College, and most importantly, make it 3 lanes all the way to 159th street. Lastly, it needs to be said that an express toll lane should not be an option. We should not have to pay extra money to not sit in a traffic jam, that is not something the residents around here want, so please, please do not do that.
- I am new to the area and have been commuting on US-69 for the past two years. My family and I have lived most of our lives in Michigan. So, I'm giving these ideas as an outside observer. 1. you have a design problem with your combined on/off ramps at 151 and 159. This causes traffic that should be accelerating on to the expressway to intermix with the traffic slowing to exit. A redesign of the

Live Virtual Public Meeting and Virtual Open House Summary January 2021

ramp separating the two traffic flows would help greatly. 2. The exit ramp for 135 needs to be separated from the right lane. The sudden conversion of the right lane into an exit lane creates a major bottleneck for traffic. 3. You also need to look at the speed limits on this stretch of road. In general, I've noticed that the speed limits are set at least 5-10 MPH lower here than in Michigan. As a former Medical Examiner, I've had to work with the local and state police and have become familiar with the setting of speed limits. When they are set too low or too high it causes significant problems. I suggest you look at using the 85% rule to reset the speed limit and improve the traffic flow without compromising safety. Thank you.

- I do not believe an express lane would fix the issue. I do not believe that many people will use the express lane. I believe fixing the exits making longer exits and better signage would improve it currently.
- Have you considered including a public transportation corridor as part of the plan under consideration? I think a lot of commuters would make use of public transportation if it were available to them in this corridor.

Bike/ Ped

- It's important that climate mitigation and adaptation concerns be given top tier consideration in these early stages of planning. The transportation sector accounts for 1/3 of our regional greenhouse gas emissions and projects of this magnitude have an opportunity to be solutions for more than just moving cars as quickly as possible. Beyond the necessary environmental assessment, please study how this current need can be a catalyst to further our region's climate goals, not exacerbate the problem.
- --KDOT and local authorities should thoroughly explore how a portion of the toll could be used to help fund transit throughout our region and community -- including and beyond this corridor. --For our community's vibrancy and sustainability, promotion of transit and/or multi-occupant trips is essential to this plan. --Social equity, sustainability, and environmental stewardship should be at the forefront of this decision process. --Pedestrian and bike connections are important pieces to a systemic approach for this project. --Let's get the project to be Envision-certified (basically LEED for infrastructure)! <https://www.asce.org/envision/> We must think systematically and holistically about this issue. Our goal is to get people in our community from point A to point B efficiently and safely. Though the "issue" is express lanes on U.S. 69, we need to think about the system, which includes public transit throughout the region.

Live Virtual Public Meeting and Virtual Open House Summary January 2021

Economic Development

- I do not support the addition of an express toll road. Johnson County residents already pay about 10% sales tax and pay a state income tax that should be able to fund this project. Overland Park, KS is a family suburban place to live and putting in a toll road here is not consistent with our way of living. Toll roads only serve to enrich the entities that put them in, not the residents that live here. The Kansas Turnpike was supposed to be returned to the people of Kansas when paid off. The KTPA knows this and issues so to get around it they just keep doing "enhancements" to the turnpike and issue new bonds so that it's never paid off and their shareholders are enriched. I don't want a toll road in my city! That's not why I moved here. Additionally, the added noise, air pollution, and environmental impacts from increasing traffic is not wanted either.
- I am not in favor of this 550 million dollar project. Fix 135th north to BV Parkway and that is all that is needed at this time. Autonomous vehicles are right around the corner. Focus your time on FIXING the Smart Traffic Signals on Quivira, Switzer, Antioch, Metcalf, Nall and Roe. The current system DOES NOT work. The person in charge of the Smart Traffic Signals needs to actually go somewhere where Smart Traffic Signals actually work then come back and fix ours. It's been a problem for many years. Actually do a study and TALK to people who use those thorough fares and you'll quickly find out they do not function properly. If I go a posted speed I should be able to go north and have to stop at a single traffic light. Clearly the person in charge of the Smart Traffic Lights lives somewhere other than south Overland Park. I would love to be a part of the committee to help fix the traffic lights. Use some of our 550 million and fix the roads that are already torn up from the increased number of tractor trailer trucks currently ruining our highway system.
- I am sure the cost would be more but why has there been no discussion of creating light rail going along 69 up to 35 and up through Kansas City? This could go up 169 to the northland. That is just my thought process.

Environmental Concerns

- The improvement area crosses the Blue River (just below its headwaters) and two of its tributaries, Tomahawk, and Indian Creek. These are vital waterways that carry waters from three significant wastewater treatment plants, support wildlife habitat and mitigate flooding and climate change through vegetated riparian corridors lining these waterways. Great care must be given to preserving the necessary ecological services provided by these valuable rivers. Existing trees must be preserved, and new trees planted to expand the

Live Virtual Public Meeting and Virtual Open House Summary January 2021

corridors. Highway runoff must be channeled into vegetated wetlands prior to running into these streams, improving stream health, expanding the aesthetic beauty of the area, and providing an opportunity to educate the public about the benefits of putting nature to work for us.

Express Toll Lane

- Not in favor of a toll expressway.
- As a daily user of 69 highway there is no question that improvements are necessary due to traffic demands. I have concerns regarding the safety of the design of the express lanes where traffic is merging into and out of the left lane creating bottle necks and slowdowns (just like the ones created at most of the current interchanges). It seems that the design encourages more lane weaving than just adding an additional non toll lane would. I believe this proposed design is more about funding and less about safety. I understand user fees are a new way of keeping property taxes lower, however if we are going to start funding everything with user fees let's start with the school's systems.
- I am 1000% against putting in an express toll lane on 69 Hwy/I-35 exchange. This is not appropriate for our area and a greedy power/money grab by people who can't ever seem balance our budget and just want to spend more of hard working people's tax dollars.
- Residents do not want an express toll lane. We should not have to pay for not wanting to sit it traffic, and for roads to be less congested, especially by the use of an express toll lane.
- Not a toll road please!!
- NO toll lanes on 69.
- Has an analysis been performed to determine how many users of 69 highway would use alternate roads for travel if it became a toll road and how that would/could affect congestion on roads like Nall, Metcalf, Antioch, etc. that are seeing increased use and congestion.
- Why aren't gas tax funds being used for this? So there would be no toll?
- I'm writing to object to the use of an express toll lane are part of the improvements to US 69. My wife and I both use US 69 each day on our commute to work, between 199th street and College/119th. Neither of us are willing to pay for using an express lane and we fear the majority of other commuters would not either. As development out south continues, use of 69 is only going to increase. Reserving the new 3rd lane for express toll only is going to disproportionately drive more of the increased use to the "free" lanes. Increase congestion on the "free" lanes will have the unintended consequence of driving more short-route traffic (like going from 135th to 159th) to surface streets,

Live Virtual Public Meeting and Virtual Open House Summary January 2021

creating more congestion there. When reading over the marketing material that advocates for the toll road it's apparent that the authors are attempting to paint the toll road as fantastic solution ("making the 3rd lane a toll road will really improve congestion and 100% of the people surveyed want less congestion" nonsense) when all it really is going to do is kick all the local users in the wallet. Having traveled to numerous locations where toll roads are far more common (Chicago, Orlando, LA, etc.), I dread the idea of more toll roads coming to KC.

- 1. When will the toll express way be convert back to freeway? Provide a future date/ anticipated date/ or after total financial amount is collected from tolls. This looks like it will be a toll road forever without end. 2. Will rates vary depending up time of day or direction of travel only based upon traffic patterns? A varying rate will be difficult for the public to reliably use to determine when to use it or when to travel. This only works if you assume that people make their travel decisions when they are 200 feet from the sign and see the price along with the backed up traffic. Having a published rate will illicit less complains and bad will about the project. 3. There will be individuals who do not pay the bills or fees if it is not a prepaid device used to enter the toll road. How much expense/resources will be acceptable to recover unpaid fees? Will it be acceptable to put liens against unpaid bills, will police resources be used, will justice system resources be wasted? Or is there already a plan to hire private debt collectors to recover unpaid fees? Are the cost of fee collection being adequately represent in the income statements and estimates? 4. If prepaid devices are required to use the lanes, who pays for the initial base unit price (or is it assumed that the cost of the device is paid over time through fees), who pays for the fees charged by the financial institutions holding the money collected (prepaid amounts), who pays for the customer service and support of the devices and such when they fail, who pays for the auditors managing the money, Cell phone prices in the past had been subsidized by cell phone companies because they collected more in fees over time from their customers who used the services so the base phone cost was inconsequential compared to the fees and services charged by the cell phone company. Are the costs to the city/county/state and to the individual users properly represented or are they mixed around to hide all of the service fees being charged by the private companies? 5. There are already several awful toll systems that use devices/equipment to pay toll electronically. Which system are you considering or was your intent to photograph and charge license plates? I do not want to be charged for fees because someone else put a printout of my plate over their plate when they took the toll express way. 6. Do the heat travel maps in the simulations show how people driving north are impacting other areas of the

Live Virtual Public Meeting and Virtual Open House Summary January 2021

metro such as Metcalf and 435? Packing traffic in faster will just mean a choke point somewhere else. Will there be a video created for public consumption showing simulated traffic patterns based upon a few different population settings and assumed traffic patterns? 7. Is there any money being set aside for educating the public via TV or websites about how their individual decisions impact and control the existing traffic patterns and congestion? I see information based upon simple guessing (probably made by a private for-profit firm) on how it might change. I do not see anything that helps form a larger scope of options to help now and going into the future. This project demonstrations are too small and narrow in scope to be adequate to inform the public. 8. Has there been any work done to work with traffic apps (google maps/MapQuest/Garmin/tom tom/Waze/INRIX) to artificially increase delays in the app rather than add lanes? They will impact actual traffic patterns and those will not typically be represented in any simulations. But people use them and those more likely to use them are those traveling through areas of congestion at the time of congestion. They can influence routing and travel decisions. 9. What is the reimbursement process you will have in place when I need reimbursement for the toll fees when, I get stuck in traffic in the express lane? People will not find it acceptable to get into the express lane and essentially agree to the toll only to get stuck in traffic at the other end. When traffic does back up in the express lane, will the fee go to zero or would there always be a fee? There will be lots of public apathy if the expectations of service are not met by this project. 10. I could not see any indication of what other projects in the US are implementing this strategy already, so we the public can better relate to how such a toll express way works and to compare how it appears to work. Many of us have been all over the United States, so we may have already experienced this type of failed attempt at a toll express way. 11. Is the intent to always have a toll fee for the express lane, in order to reduce wear and tear on the lane, i.e. make it last longer? If that is the case, please talk to a "real" engineer/contractor to get the real world reality. Any reduced wear will not be relevant when the section of highway needs repair. The maintenance will be done on all of the lanes at the same time, so there is no actual relevant savings occurring with such behavior. 12. Will it be clear to the public how the lane can be used in the case of emergency such as when traffic is diverted by local officials into the lane to avoid obstacles/obstructions? Will vehicles/people get charged when diverted into the lane by officials do to accidents? Will the system be turned off for such periods? Thanks to the advisory board reviewing and local officials for evaluating and looking for a solution. While we can raise objections and questions there has already be a lot of effort put forward to provide the public

Live Virtual Public Meeting and Virtual Open House Summary January 2021

with information about the initial project and plans. This is necessary so that we the public can raise more questions and engage to become part of the solution. We the public will be harsh as we pick at the proposal, but decisions need to be made (note - doing nothing is still a decision). Thanks again for the work done by the civil servants of Overland Park and Kansas.

- I have two comments, one I do not support toll lanes. I think having a HOV lane in designated places is a better option. Secondly, I do not support the need for a new interchange at 167th St.
- Express Toll Lanes are a great option here, allowing users flexibility in determining what their time is worth and matching up those who bear the cost with those who will benefit most from the expansion.
- If an express toll lane is implemented to fund Overland Park's local contribution to get this project funded, will the cost to drive in the toll lane disappear once everything is paid for? If so, then this is something I could get behind. If not, then I strongly recommend other funding options be considered. Once the toll lane is there, I'm guessing it will be practically impossible to get it removed. In regards to access and road design, is there any thought to reworking the northbound on ramps at both 135th St and College Boulevard, the southbound on ramp from Blue Valley Parkway, and the southbound exit lane at 135th St? I would argue that quite a bit of congestion and accidents occur at those areas because people don't know how to merge properly. For example, changing the northbound on ramps at both 135th St and College Boulevard to only have one on ramp would greatly improve flow and reduce accidents. Or build a new southbound on ramp from Blue Valley Parkway that goes over U.S. 69 Highway and lands between the current 2 lanes and a new exit lane at 135th St that exits much sooner (like .5 miles after the 119th St exit). This new design would allow drivers heading south past 135th St unimpeded flow, and those getting on the highway from Blue Valley Parkway would have the option to merge left to get onto U.S. 69, or merge right to exit at 135th St. I'm sure reworking on ramps are expensive too, but these options might do more to helping with congestion than an express toll lane would.
- We strongly oppose the US 69 express toll road project for the following reasons. First, it is too short of a stretch of road for it to be worth paying a toll - people won't use it. Second, traffic on 69 is already noisy and adding new lanes will make it noisier causing harm to the surrounding neighborhoods. Third, adding new lanes to get on and off the tollway will increase lane changes over a short stretch of road increasing accidents. Fourth, traffic patterns have likely permanently changed due to COVID; new traffic studies should be obtained reflecting changes to the traffic patterns after the pandemic is over rather than

Live Virtual Public Meeting and Virtual Open House Summary January 2021

relying on pre-COVID studies -- the existing configuration of 69 may be sufficient to support the traffic demand after the pandemic without any expansion.

- I highly support adding ETL's (Express Toll Lanes) to the US 69 Corridor because adding Express Lanes will reduce congestion and will increase safety on US 69.
- I do not think it should fall to the people who now live in the area and drive on the highway should have to pay for the lack of foresight of the city council before us. It is penalizing those who will drive this highway. People who drive 435 do not have to pay to use the lanes, it should be the case for 69. Although there are more "wealthy" citizens that live in this southern area of the city, we should not be taken advantage of, because the organizations in charge of updating our highways did not budget correctly. This highway needs to be expanded, but by forcing our citizens to pay to drive on it is not the way. Also instead of charging more to ride in the lanes during rush hour, Overland Park/Johnson County should look to how other major metropolitan areas use their lanes (Boston, Washington D.C., Salt Lake City), they should allow the lanes to be free. This will help traffic more than giving the elite access to their own lanes.
- This is my second comment. It occurred to me that adding a toll lane(s) with so many entrances and exits can be a real tribulation. If you add the lane on the right, entrances and exits are compromised for all lanes. If ;you add the lane(s) on the left, you will have to work your way across the other lanes when exiting having to deal with the very traffic you were trying to avoid in order to exit on the right. 135th street southbound is the obviously heaviest traffic exit. Travelers going west on I-435 and exiting to southbound 69 will not actually enter 69 until they reach 119th street. Then if they want to exit at 135th, they would have to work their way across 69 to the left toll lane, go a short distance and then exit the toll lane, work their way across 69 to the right so they can exit at 135th. That is not going to be worth the trouble, so they will not use the toll lane and I suspect that is going to be the situation for most of this stretch of highway. I am not aware how the designers intend for this to happen, but the infrastructure costs have to be excessively high.
- One extra lane might be enough south of 135th street, but 2 or more extra lanes are needed between 103rd and 135th street. I well remember when I-435 across the southern metro area was built with 2 lanes and immediately began the process ever since of adding more lanes. It should have been built originally with 4 lanes. Also, you need to expand further south to 199th street. Beyond that 2 lanes are sufficient with the 75 MPH speed limit. Living south of Louisburg since

Live Virtual Public Meeting and Virtual Open House Summary January 2021

moving from OP, I drive this enough to see more traffic exiting at 199th than at 179th. Admittedly, I purposely do not drive this during rush hour. For that short distance south of 103rd street, I do not feel that a toll lane(s) would work. Yes, more lanes are needed, but I do not feel that very many people would utilize them for such a short distance. I wouldn't and I lived in the metro area for over 50 years. New toll lanes between KC and STL would be another story. Tulsa has some toll lanes at various places around the city and it was always a hassle to get around, not knowing when you would hit one of them and not have the correct change to throw in the automated toll booth. I am guilty of just driving on through as I had no other options at times. That was more than 20 years ago, but as best I can remember, these roads were not very busy and even I was there only by accident.

- If you are wanting to out a toll lane this should be in addition to another lane- 4 lanes one way. The reasoning is that one extra lane is not sufficient for the amount of traffic and congestion from on/off traffic. Merging traffic during rush hours cause the 30 mph traffic or slower. If there was an extra free lane this would help with the merging traffic trying to get on to a busy road. Then you would still be able to have the Express lane as well. I think 69 is headed toward being another extension of 435 and their multilanes. This would also help with stalled vehicle crashes to keep traffic moving. Do not make the traffic go down to one lane as this will cause lots of issues as I have seen when constructions was occurring near Shawnee mission and 35.
- Need third lane option at minimum both directions. The toll lane is overkill and disproportionately impacts those users who helped build the rest of 435/1-35 and 69 projects with tax based funds. Now when it is our turn and need we get a variable rate toll proposal? Build the lanes and fund from highway funds, gas Tax in place and existing federal and state funding. Add tolls to previously completed stretches of improvements on 35, 69 and 435 to fund future projects. Totally against this being the only stretch in metro with toll funded option.

Funding Options

- Adding a lane would only help. With the high taxes we already pay I feel a toll is unnecessary.
- I purposely moved out of a state with tolls everywhere and high taxes. Why is this project going to cost so much when new roads are build/expanded all around the city without needing to put up a toll? The cost looks to be \$250M short term, and another \$300M long term. How about just paying for it the normal way with 20-30 year bonds, or the already high sales tax? Let's NOT be like all of the states that put tolls everywhere. I do not plan on paying the toll if

Live Virtual Public Meeting and Virtual Open House Summary January 2021

enacted. Additionally with Covid, there is much less traffic on the roads, and it's thought that the work from home trend will continue for many people after Covid is over. Many businesses are realizing a cost savings by having their employees work remotely. Is this being taken into consideration?

- Why can't all feasible funding options be explored from the onset rather than wait and see if the toll version is acceptable. I have traveled on toll lanes in other cities. They can be confusing to an out of town person. And the personnel and mailing cost to bill for \$1 doesn't sound cost effective.
- This comment applies to the 69 Express project as well as future road projects. Electric vehicles will become more commonplace in the near future. Since e-Vehicles use the same roadway as fossil fuel they also contribute to the congestion and wear & tear. Seemingly, more toll roads in conjunction with a decreasing fuel tax would be a more equitable solution for all drivers. Is KDOT working with state and federal legislators in somehow addressing this unavoidable issue.

Local Contribution

- Are not taxpayers still going to be paying for construction up front? In driving in states like Colorado those Express Lanes are only used during rush hours and empty other times, which seems like a waste.
- US 69 is already noisy, concerned about property values
- I do not believe a toll road is the appropriate way to fund this. Roads are one of the things we should and do pay taxes for. This will turn into the Turnpike where unnecessary road improvements are funded to justify toll collection with money wasted. I do not agree to this approach.

Noise

- Much impressed with the candidness of the meeting. Thank you!! BTW, I'm the guy who kept asking about noise walls - I live a block SW of the US 69/135th intersection so it's important to me — and I think necessary but.... I'd be glad to help anyway I can.

Other

- I find it hard to believe that we can spend millions of dollars building highways in rural areas of the state that provide relatively little economic benefit, but we cannot spend what it takes to widen a highway that is vital to the economic growth of Kansas and its tax base. It is even harder to provide meaningful

Live Virtual Public Meeting and Virtual Open House Summary January 2021

feedback on these toll lanes when you cannot even give a ballpark estimate of the toll. This is just a veiled tax increase on an affluent area of Kansas.

- Thank you! Much needed project and look forward to seeing this project move forward!

Preservation

- Consideration must be given to alternative transportation options along this corridor, to reduce greenhouse gas emissions. Can electric vehicles be given free access to the tollway, for example? Can carpool hubs be provided at the southern reaches? Can a corridor for future light rail be designed as part of the plan? Will bike trails be preserved along the rivers with a means to travel north and south? The regional KC Climate Action Plan will be released today. It calls for Net Zero emissions by 2050. The US 69 Express should be designed help us meet that goal.

Road Design

- Blue Valley parkway should merge onto the right side of the highway. Having traffic have to both merge (from right lane to center if they are continuing on 69 south, and from left lane thru center to right lane if they are exiting at 135th street) was a poor design from the beginning.
- Merge lane for 119th street onto 69 north is way too short. If that lane stayed a temporary lane until the college exit, that would give more time for cars to get up to speed.
- 3 lanes needs to be brought from 435 all the way south to 135th street.
- We NEED 3 lanes (or more!) both ways to ease congestion. There is plenty of space to do so.

Safety

- While an extra lane in each direction would be nice, the congestion issues really come about because people don't know how to merge quickly and properly. But that's really just blaming the driver rather than the root of the issue, poor road design. For example, people get on U.S. 69 going southbound from Blue Valley Parkway, then immediately try to merge through 2 lanes to exit at 135th St. This causes major backups to 435 at peak travel times. Adding an Express Toll Lane only makes it so people have to merge over 3 lanes, and wouldn't fix the congestion/backup issue. The same can be said for the northbound onramps at 135th St and College Boulevard. There's 2 entry points at each street, and

Live Virtual Public Meeting and Virtual Open House Summary January 2021

therefore we get even more merging/congestion issues. Is there any thought at improving road design at several points on U.S. 69 from 435 to 179th St?

Schedule

- Construction should occur during off times to help alleviate delays during the project. There are no good alternative router ... therefore causing congestion. On other nearby road. Major issues north bound are merging/leaving traffic to 135, blue valley, college. Issues south is merging from turn only lane on the right near 135 to 69. People come from blue valley have a hard time merging over crossing traffic to exotic off to 135. Maybe an alternate way to get from blue valley to 135 to help the crossover traffic. Again, I don't think one lane each way is enough and by make the only one additional road a toll then you are not helping with any congestion of the road. I am not a fan of the toll of you are only adding one lane each way. Tolls also seem to hurt those at a lower income level and entitle those that can afford additional costs to the road. There are no toll anywhere else like 435, 70, 635, or 35.

Traffic

- I have driven this route north and south for many years at peak times, and I would just like to say I do NOT think the traffic is an issue. Sure you have a slow down a little, for some of the highest peak times, but overall not bad at all. I do not think adding this lane or the entire project is needed.
- Increased use of public transportation along this corridor could help ease some of the congestion. Please consider using revenue produced as a result of the project to assist public transportation options. Also, please consider incorporating park and rides or other transit-oriented developments to assist with the transition to public transportation. Thank you.

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

Virtual Public Meeting and Informational Open House #2 Opportunities Overview

The Kansas Department of Transportation (KDOT), the Kansas Turnpike Authority (KTA) and the City of Overland Park hosted a Live Virtual Public Informational Meeting and a Virtual Informational Open House for the U.S. 69 Modernization and Expansion Project (69Express). Keeping health and safety in mind, the Live Virtual Public Information Meeting #2 and the Virtual Informational Open House #2 were both held virtually. This was the second series of Virtual Public Meetings for 69Express held. The Virtual Informational Open House was from April 16, 2021 – April 30, 2021 via KDOT's Public Information Management Application (PIMA) website and posted to the Project website. The Live Virtual Public Informational Meeting was held on Tuesday, April 20, 2021 from 5:00 p.m. to 7:00 p.m..

The Project is an in-depth study of how best to improve public safety, reduce congestion and increase travel time reliability along U.S. 69, including evaluating if an express toll lane option is a solution for the corridor. The purpose of the virtual meetings was to inform participants about the Project and gather stakeholder feedback. Both opportunities provided the same content. Two-hundred thirty (230) participants signed into the live virtual public meeting and two-hundred fourteen (214) signed into the virtual informational open house.

The Live Virtual Public meeting started with a presentation from the Project team and then followed up with a question and answer session. The content of the presentation included the alternatives being considered, the environmental screening process, a comparison between traditional widening (toll-free) and express toll lane alternatives, express toll lane (ETL) pricing, and the engagement process. [Here is a link to the recorded presentation.](#)

Members of the public also attended the Virtual Informational Open House at their convenience to view meeting materials and provide questions and/or comments through an online form that went directly to the Project team.

Understanding participants' concerns and questions will help the Project team make decisions moving forward. The Live Virtual Public Meeting and Virtual Informational Open House were promoted to the public through media releases and social media posts from KDOT, the City of Overland Park and Advisory Group members.

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

The summary below captures common themes noted by the public during both the Live Virtual Public Meeting and Virtual Informational Open House:

- **Express Toll Lanes.** A significant number of participants submitted comments inquiring about how tolls would be collected on U.S. 69 and why Overland Park could be the first in the state to have a toll system added to a highway.
- **Environmental Justice & Equity.** Participants asked questions about how the price of a tolled lane would affect underserved, or low-income populations and what would be done to mitigate impacts.
- **Road Design.** Many of the participant's questions and comments centered around the traditional-widening scenario impacting businesses and the logistics of using the ETLs.
- **Funding Options.** Questions and comments regarding funding focused on what the generated toll revenue would be used for and why a tolled option is being considered when Johnson County residents pay taxes.
- **Traffic.** Questions came up about how the proposed alternative would help lessen bottlenecks along the corridor.
- **Access.** Many of the participants expressed concern about entrance and exits to and from the express toll lanes from various points along the corridor.

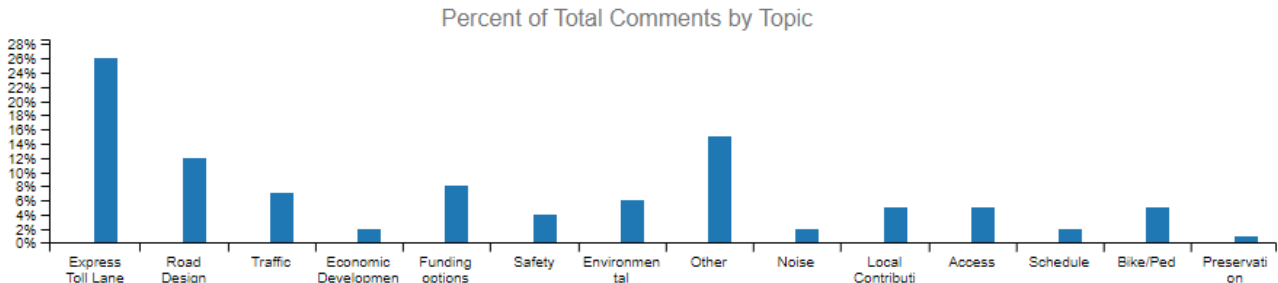
Public Input Statistics from Live Virtual Public Meeting and Virtual Informational Open House

There were a total of 81 questions and comments submitted during the Live Virtual Public meeting and Virtual Informational Open House. When submitting a question or comment, participants were able to choose the category that best fit an overarching topic of their submission and to select their level of favorability for the proposed project.

Participants were also given the opportunity to select a category that best fit overarching topic of their question or comment. Categories included access, bike/ped, economic development, economic concerns, express toll lanes, funding options, local contributions, noise, preservation, road design, schedule, traffic and other. These categories with corresponding submissions are labeled below in *Figure 1*. The most common category submission during the meetings was 'Express Toll Lane'. Questions and comments from the participants can be seen in **Attachment 1** of this document.

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

Figure 1 - Categories of Questions and Comments Submitted



In addition to those that attended and signed into the Live Virtual Public Meetings and Virtual Informational Open House, over 1,100 people are also signed up to receive newsletters and updates about the Project.

Attachment 1

Questions and Comments Submitted at the Live Virtual Public Meeting

Participants were able to choose the categories that went along with the submissions. The primary topics are shown below. Questions and comments submitted during the Live Virtual Public Meeting are verbatim below. Topics are in alphabetical order.

Access

- Will I be able to access 69N from Blue Valley Pkwy, and access Blue Valley Pkwy from 69S?
- Does the toll express lane have access for entry/exit to all current access points? If not, how limited? Seems safety would be major concern in moving from Express Lane to many exits.
- Looking at larger highways, it's been demonstrated that adding lanes has regressive returns. Traffic generally is most affected when there is a flow interruption such as lane changes to avoid traffic, and merges causing following drivers to slow in a recursive cascade. Specifically, this is exaggerated on the blue valley parkway to 135th exit where 69 south's right lane ends and BV Pkwy require 2 merges. Why is a plan that omits a 3rd lane that focuses on correcting interchanges and creation of collector/feeder not submitted?

Bike/Ped

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

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- Is a new bridge on 127th Street over the highway included in the project? Is the 132nd bridge to be rebuild and if so, how long will it be closed. Is the walking trail between 127th and 132nd on the west side of the highway going to be usable during and after construction?
 - Since the opening of 159th Street exit/entrance to 69 the traffic has expanded a lot in a short amount of time south of 151st. Why is 151st the southern cut off? This seems short sighted.
 - There exists a bike trail just south of 135th Street that passes under US 69. The bike trail runs alongside Tomahawk Creek that also passes under US 69 at the same location. Deer, coyotes, bob cats, turkeys, and other wildlife roam within this area. Will the bike path and a pathway for the wildlife be accommodated by the widening that is contemplated? If that has not yet been determined, are these considerations likely to be prioritized in the environmental impact study?

Environmental Concerns

- What measures, if any, will be taken to mitigate increased sound pollution in communities near the affected portions of Route 69?
- You keep mentioning that lower income people won't be at a disadvantage because they don't have to use an express lane every day. However, this is close-minded. First, if there's an emergency and they need to travel faster, it's unethical to make someone pay, especially if they can't afford it. Second, you're talking about theory, and theory never plays out as expected in practice. The express lane will undoubtedly cause more problems than it will solve, and it's a short-term solution at best.
- You give an example of the cost for a user that would make 5 one way trips a week. People who live south of this project and work north of it would be making two trips a day. Does that mean that such individuals using the express option would have an annual cost of over \$700??
- Will locals be required to pay toll?
- I am not in favor of an expressway because it does not treat low-income people equally, allowing people who are willing to either pay more or who have higher income to take advantage of the benefits of an express lane more than someone who does not have that disposable income. What is the best way for me to express my opposition to this plan and preferring building general lanes for all forms of traffic to use?

Express Toll Lanes

- Marketing on social media is making it sound like the Express Toll Lanes option is the only way to reduce congestion. But as presented here, the Traditional

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

Widening option would reduce congestion as well. If cost isn't a reason as to why the Express Toll Lane option is being pushed, why not proceed with the Traditional Widening option first, and if congestion isn't good enough, then implement Express Toll Lanes?

- Mechanics of money collection? toll booths? credit card vs exact change? Same speed limit on express lane as regular lanes?
- HOV or bidirectional lanes considered? Speed limit on Exp Lane? How will tolls be collected? What method of separating Exp Lane from normal lane? How many Express lanes possible?
- I35 has never put in a toll lane, it has more traffic. Why does 69 need a toll?
- According to the speed of traffic slide you showed, with traditional widening all traffic goes at 40 MPH. Under the toll option, some (those paying) go 55 MPH while others (those not paying) go 35 MPH. So, if you have money, you'll get there faster. It seems all drivers benefit by traditional widening. Tolling seems to favor the wealthier that are price elastic.
- It sounds like a foregone conclusion that KDOT/OP Council is moving towards Express Lane instead of Traditional Widening. How can ALL citizens of Overland Park (instead of the limited subset selected for a survey) voice opinion on both options? Will results/surveys be made publicly available? (Personally, in favor of Traditional Widening)
- Who gets the toll money? What are the administration costs related to toll collection vs. collections?
- The only toll road I know of in the area / State is I-70. Area taxpayers pay a ton of money in taxes for roads. And now we'll have to pay more in tolls. We successfully used traditional widening to expand I-435 and could work for 69 as well. It seems we're charging tolls because the legislature said KDOT could and this wealthy area is ripe for charging tolls.
- Do you anticipate the toll revenue eventually completely paying off the costs for the infrastructure upgrades? Or, do you foresee the revenue chasing ongoing costs for the original projects plus future upgrades/repairs forever? I assume the latter is true, but what happens with the revenue if it outpaces the costs for the project?
- Express Toll Lanes and lane widening are short term solutions at best (there's plenty of research to back). My question is, why haven't you looked into actual solutions that will address the root cause and/or be long term solutions that will not need to be addressed in the next 2-5 years after completion such as the current proposed solution? Express toll lanes are already outdated ways of thinking, so more future looking solutions should be considered. They would be more expensive, but the potential gains in the future would be far greater.

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

- Will there be a place for the public to post questions/concerns and get a response after this meeting?
- What happens to the cost of the toll lane, when there is an accident, or disabled auto in one of the two standard lanes?
- Has the train left the station on express lanes? Under what conditions would express lanes not move forward?

Funding Options

- Aren't you fixing problems that KDOT designed? Example 435 exit and entrance ramps and Blue Valley Parkway merge to south 69? Why should we pay to fix your mistakes through express toll lanes?
- Do the tolls cover maintenance of the roads long-term?
- It's obvious the express toll lane is because of lack of funding, due to diverting of funds from KDOT to general fund. How do we stop the legislature and governor from stealing tax dollars from KDOT?
- Has the legislature weighed in on this project and the method of funding? KDOT funds have been raided over many, many years to balance the state budget, is this a reason Express Toll Lanes are being considered?
- It feels like Johnson County and the KC metro area is a source of a lot of the state's income/funding. Why should local residents pay all the same taxes as other Kansas residents and still not have our highways provided without additional tolls/taxes? We do more than our share already.

Local Contributions

- The public survey done by ETC at the end of last year revealed that only 24% of residents approved of tolling. The follow up survey which was done in January by Zoom with a moderator adding context only raised the approval percentage by 10 points or so. The website states that the tolling lane needs to have community approval. Approximately 2 of 3 residents do not approve of a toll lane. It appears that the only approval that counts is if the City Council approves. Why will the Council Members be forced to approve something the residents don't want? (KDOT knows Overland Park does not have tens of million dollars to fund a local contribution.) In light of these facts, shouldn't KDOT withdraw the tolling proposal and proceed without a local contribution?
- Most residents believe that the only source of revenue for KDOT is the gas tax. However, here is Kansas the Department of Transportation also receive revenue from the Kansas Sales Tax, which is charged on all purchases. KDOT receives approximately 1 percentage point of the 6.5% charged on purchases. That translates to 1 cent of every dollar that is spent in the State of Kansas. This

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

means that KDOT receives revenue of every dollar spent on groceries. Overland Park receives 1 percentage point of sales tax. This means that Overland Park and KDOT receive approximately the same amount. In 2019 Overland Park received approximately \$49 Million Dollars for the general fund. KDOT also received this amount from purchases in Overland Park also. KDOT is asking for a local contribution. It would seem that the residents of Overland Park provide a very large contribution already. What can't Overland Park tax remittances be considered as the local contribution?

- Taxes are paid for roads. Patrons should not be charged to use this road. O.P. wanted to annex most of southern Johnson County and now there are traffic issues. Plans should have been made for congestion a long time ago. I agree with a previous comment. Just because a person can afford to pay extra or chooses to pay extra for a faster lane, doesn't make it right. Not everyone can afford it, but we all pay taxes for the roads. We all have a right to get somewhere in a timely manner, not just those who have more funds. Also, how can emergency vehicles access the toll road? I am against a toll road. Thank you.

Noise

- As you are aware, many thousands of residents live along or near the 69 corridors. North of 435, there exist sound barriers on each side of 69 Highway. What, if any plans exist for sound barriers for the 69 corridors?
- There are many homes between 129th Street and 159th Street which not only border US 69 but actually about the right of way. These homes are represented by HOAs that have been included in the Advisory Group are some distance away from US 69 and will not be as significantly impacted as many other homes. Will other HOAs that have a greater interest in the US 69 Corridor project be included in the Advisory Group? Our HOA, that is close to US 69 and I suspect other HOAs that will be similarly impacted, would like to be included in the Advisory Group, will this happen? We would like to provide input before the study is completed and reported in the fall.

Preservation

- What happens when the issue comes back in the near future? This is a short-term solution as collective human behavior adapts to changes and will very quickly go back to being an issue exactly like it is today. Atlanta is a perfect example of how Express toll lanes were a short-term solution. Places where they are "working" are only because they haven't seen the adaptation yet. They will eventually be back to where they were. Another improvement project will be needed in the near future. More long-term solutions should be considered.

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

Road Design

- Right now, to get into Missouri, you can take 199th Street to state line which is in horrible repair. If state line and 195th Street were improved to Holmes Road, some of the 69 congestion would go away.
- You showed one building impacted under the non-toll option. It appeared to be impacted because of parallel exterior lanes (like the Nall, Roe lanes). Why would those lanes be needed at that interchange?
- 1-Has there been any consideration for 2 lanes in the same direction? North in the am and South in the pm. St. Louis has this and seems to work well. 2-What if pay for the express lane and someone drives at slower speed. I'm stuck 3-You mentioned the Ks Turnpike Authority will oversee if a toll road. Will traffic enforcement be the same as today; City, County and State?
- On the original design that was shown in the first public house, the lines highlighted in orange represented what needed to be done now and blue represented what could be done in the future. Is there a chance that the improvements highlighted in blue (I-435, College Blvd, and 135th Street interchange improvements) could be included in the first phase of US-69 improvements?
- If you're trying to use Express Toll Lanes so you don't have to expand the corridor in the future, wouldn't it be more expensive now, but cheaper overall, to expand the highway by 2 lanes in each direction now?

Safety

- It looks like this may be considered for any plan? There are a significant number of accidents as a result of the following traffic flow of those attempting to enter 69 and exit @ 135th. (right lane) Southbound entry of Blue Valley Parkway into/on Southbound 69 (127th Block) enters into the innermost lane that merges with traffic approaching 132nd St. Bridge. Now that you've opened up the space (west end) under 132nd Bridge with recent lane extensions. If you would consider an overpass to enter S-69 to the outermost lane for traffic to merge in a (normal) right to left ingress. I truly feel this would cease the resistance of vehicles cutting across 2 lanes of traffic in such a short span of roadway and lessen the vehicular interaction friction and number of accidents as a result.
*(keeping in mind this was first built to farmland and a sports complex @ 135th Street at the time of engineering)

Schedule

- Can you expand on what happens with regard to the [quote]construction pipeline announcement[quote] and what specifically needs to be done to launch the alternative delivery procurement? More specifically what is driving the start

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

of the alternative delivery procurement and when do you see that starting? (i.e. environmental approvals, funding available, etc.)

Traffic

- The other extreme bottleneck (and accident prone) is the northbound clover leaf from I435 Eastbound to enter US 69 to go northbound, because the clover leaf brings cars into the right lane of US 69 but these want to move to the left lane in the very same lane where cars are trying to exit from US69 to go west on I435. This must be fixed no matter whether toll or no toll is done.

Other

- Should the project be pushed back in order to collect more data regarding traffic post-pandemic? Not only does the current data not support your projections (at best it's on par with pre-pandemic levels) your traffic projections are guesses at best considering no one knows how things will change after COVID-19. I would think waiting to collect more data would be wise.
- Why is there no option to control the overdevelopment of Southern Johnson County which is a significant cause of the increased congestion?
- Putting a fast lane on Highway 69 is a tollway, is that tied to house bill 2296?
- What is the thought on continuing it down through Miami County? 2 full lanes from Louisburg rush hour.
- Will you address the social class issue around charging people for using the "faster" lane? Society as a whole will change after COVID-19, and it's important to understand that social class issues will be more prevalent, especially if this project goes forward as planned. For example, the majority of people able to work from home after the pandemic will be higher earners that can more easily afford to pay. Obviously, they won't need to travel as they are working from home. The majority of people driving post-pandemic will be lower income blue collar workers that cannot as easily afford to pay toll. The people that will be paying toll will be higher earners that still need to drive, relegating the lower income earners to slower moving lanes. This project will exacerbate social class issues. Just because people are willing to pay doesn't mean they should. The solution being proposed is a short term one at best, but it will have lasting effects on exacerbating larger societal issues.
- On traditional widening, how many lanes?

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

Attachment 2

Questions and Comments Submitted During the Virtual Informational Open House #2 from April 16 through April 30.

Participants were able to choose the categories that went along with the submissions. The questions and comments are organized in the corresponding categories of access, bike/ped, economic development, environmental concerns, express toll lanes, funding options, local contributions, noise, road design, schedule, traffic and other. Questions and comments submitted during the Virtual Informational Open House are verbatim as follows:

Access

- No express toll lane on US 69.

Bike/ Ped

- I'm support the express toll option and frankly wouldn't mind seeing the entire facility be a toll road. (People who use the road should pay for the road.) I also think supporting multimodal options is important and KDOT could play an important role in bringing the various impacted communities and government entities to the table.

Economic Development

- I am in favor of the toll lane. Go big now or later. The tolls only affect those who use them and provides some ongoing revenue.
- Go ahead with the Express Toll Lane Alternative for U.S. 69 because adding an Express Lane will reduce congestion on U.S. 69 by giving drivers a choice.

Environmental Concerns

- I don't really understand the difference between this screen and the previous one.
- I prefer the ETL option (inside) with a bus lane (outside). I also prefer the interchange option with the smallest footprint. We don't need to waste money building out huge footprints with generous loops so we can drive without any reduction in speed.
- So, better roads for those that will pay the extra. Are you people nuts? Find the state and federal funds and make it happen. Trillions and trillions in federal funds in the past 12 years. Figure it out. But stop coming to the public with new and never-ending ways to tax people. And don't create federal luxury roads for some of the public. This is just wrong.

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

Express Toll Lane

- Traditional widening is preferable vs toll. Toll may relieve pressure on the road short term, but if traffic increases as indicated, widening is inevitable. I don't see any benefit from the toll option.
- Hi, KDOT! You and your partners/fellow stakeholders in the Project should also consider making the proposed US Route 69 Express Lanes free for HOV 2+ or HOV 3+. If you consider HOV 3+, you should consider half-price (or other reduced-price) tolls for double-occupant vehicles. Thank you, -Mike.
- Billing users according to tag number is a good idea as we have experienced on the Pennsylvania Turnpike. Seems like some people will not pay their bills. How will the authority insure payment?
- I support a toll lane but ONLY if it's dynamic pricing. So, it would be \$0 in low traffic, up to \$0.20/mile in the heaviest traffic, but always at a price that is intended to attract sufficient users at any given time. Please use a nationally universal system like EZ Pass.
- ETLs place higher speed traffic next to lower speed traffic and this seems more dangerous than traditional widening.
- ETLs do not have access to on and off ramps without crossing ALL lanes of traffic. This seems more dangerous and the terrible drivers in this region rarely let people in a lane, so it is going to be nearly impossible to cross all lanes of traffic to enter or leave ETLs.
- ETLs seem like an elitist, hate filled, democrat party idea. Where only those that can afford to travel in it can reach the higher speed. That is not fair. Something we have come to expect from the democrat party - lack of fairness.

Funding Options

- Recent studies found that toll roads/lanes are the least economical and are notorious for over charging commercial vehicles and siphoning off revenues for non-toll road and/or non-highway needs. This should never be an option, because higher cost for transportation to get goods and services to the consumer = higher cost to the consumer. Higher cost to the consumer and tolls, tend to impact the marginalized population, proportionally higher, than others.
- I find the comparison between traditional lane additions and express lanes to be highly disingenuous. Express toll lanes require more footprint and more development costs for separated ramps and lanes, not less. Further, Johnson County is the wealthiest in the state contributing far greater tax receipts than is being received, express tolls lane(s) are just another form of use taxation. The traffic does not magically disappear because a toll tax is being imposed, it is just penalizing those who cannot afford it. This will push those who cannot afford the

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

[quote]Lexus Lanes[/quote] to sit in traffic or move to local roads. How about the state figure out how to give the county its fair share of roadway development dollars back and support the economic engine that contributes an outsized number of jobs and growth to the region and stop trying to spin toll lanes as a "benefit". Alternatively, the county should limit growth along the corridor to sustainable levels that can be supported by the current infrastructure growth and funding plans.

- I am against a toll road or toll lanes in Johnson County. As a former resident of Dallas, there are toll roads everywhere, and they do nothing to help. I am also curious as to why this particular stretch was suddenly ripe for consideration when 35 in Olathe, 435 in Overland Park, and the 435/35/10 interchange projects were both redone without tolls. I am concerned that this toll project is already going to move forward as you all have marketing and branding for it. If 69 needs to be widened, then widen it. But do so without tolls. The state should do a better job of managing its money to expand the roads as needed without further imposing costs on locals who travel the road.

Local Contribution

- It is unclear why the traditional widening requires more of a footprint than the toll alternative. In both cases, an additional lane is added (both directions). In both cases, if additional capacity is needed, it appears more lanes will be needed. what is the difference.

Noise

- Traditional widening means more traffic can pass by any given point at one time. This is the goal, to carry more volume. And to share the cost equally among those that use it.

Other

- The traditional widening approach seems fair and equitable for all tax payers.
- The traditional widening approach seems safer since you do not have higher speed traffic next to lower speed traffic. All drivers operate with the same speed limits.
- If the State needs more tax revenue, then tax the electric vehicles more since they avoid the fuel tax. Tax battery replacements in electric vehicles more. Tax the purchase or sale of electric vehicles more.

Preservation

- I am confused, I already commented previously on another screen. I prefer the ETL (inside protected lane) option with a bus lane on the outside. I don't think

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

we need to expand the I-435 to US 69 interchange. It was just upgraded and should be sufficient for some time to come.

Road Design

- I enjoyed the virtual tour, thank you. My 2 cents are that the express toll lane option is best because it minimizes the impact to the surrounding environment while providing a solution with options for users. I like the idea of using the center of 69 for the majority of the expansion.

Safety

- Add non-toll lane.
- How is traffic flow to be maintained during high congestion if the (high-speed) inside lane wishes to use an exit ramp (slow to cross 2 lanes of slow bumper to bumper traffic as they near)? Can traffic exit the center toll lane at any point right up to the exit ramp or will there be restrictions (like 1/2 mile before all exit ramps). If departing the center toll lane is restricted will there be plenty of room to exit the center lane or will the cars that need to exit be required to use a small section that might tend to increase congestion). How to encourage out of area (I-29 & Missouri) drivers to stop to pick up a K-Tag upon entering US-69? (Will we be able to pick one up (visitors station / vending machine) along the road way?) I can see a lot of study has gone into the toll option and from the funding part of the presentation how it is being promoted. I could see this working on I-70 or I-35 where the goal was to keep traffic bypassing the city moving, but much of the traffic entering/exiting the highway appears to be local (actively using the exit ramps based on traffic counts and according to the study).

Schedule

- I'm a proponent of ETL. If I need to move more quickly, then I can pay. I know the arguments on both sides. However, you don't have to pay more if you stay in the free lanes. Each person has the opportunity to use the lane that works best for their budget and travel time. I assume the ETL will always remain ETL in order to assist with traffic flow. I'd like future information to explain what happens with the funds collected, who gets them and how they will be allocated. (Sorry if I missed this somewhere on the site, I'll look around a little more)
- In the analyses presented, don't think the functionality of the Express Lane is being adequately characterized in terms of
 - 1. limited access to current on/off ramps
 - 2. number and location of access points to the Express Lane
 - 3. how effectively Express Lane's users will be identified without physical barriers to access

Live Virtual Public Meeting #2 and Virtual Open House #2 Summary April 2021

- Furthermore, I don't see the following safety concerns of the Express Lane being fully recognized/addressed:
 - 1. Required Lane changes - limited locations and length available for lane changes will be challenging for drivers.
 - 2. With no physical barrier, attempted Express Lane entries/exits at unauthorized locations are a safety issue.
 - 3. Driver confusion over Express Lane access/ tolling/ and traffic flow are hazards to safe vehicle operation.
 - My perception is that the Project Team is promoting the Express Lane toll option. The team presentation says [quote]we are excited[quote] about this option, as if it is a new toy. The media has already adopted [quote]the US 69 toll road improvements[quote]. in its reporting.

Traffic

- I am all for expanding us 69 highways, I am NOT in favor of toll lanes, I live on 199th Street and travel is 69 at least twice a day to my business in Lenexa and home after work. Sometimes multiple trips.