

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 potential options to enhance the safety, congestion and travel time along U.S. 69 from 103rd to 179th Streets in Overland Park, Kansas. Understanding meeting participants' concerns and questions 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, the City of Overland Park and the Project 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 on 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 from additional traffic on the corridor was a concern. The Project team explained that noise generated from additional traffic along the highway will be studied in the Environmental Assessment (EA) for the Project.
- **Schedule.** Questions also centered on 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 is not utilized.

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Public Input at Live Virtual Public Information Meeting

The Virtual Public Meeting was held 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 that covered the Project background, the new tolling legislation, the U.S. 69 pre-planning analysis, the purpose and need of the Project, the environmental process and the engagement process.

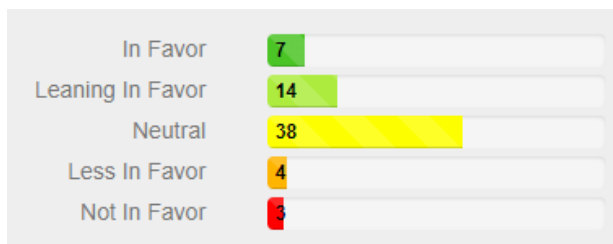
Two-hundred nine (209) people signed into the virtual public meeting using the PIMA site. Meeting participants then were able to ask questions and provide input to the Project team by submitting a question or comment on the meeting website. These questions were read aloud and answered by the Project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

Questions and Comments from Participants

Participants submitted 62 questions and comments during the virtual public information meeting. When submitting a question or comment, participants were able to choose the category that best fit the 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 66 participants who indicated their level of favorability for the project, 21 were ‘In Favor’ or ‘Leaning in Favor.’ Thirty-eight participants were ‘Neutral,’ and seven were ‘Less in Favor’ or ‘Not in Favor’ of the Project.

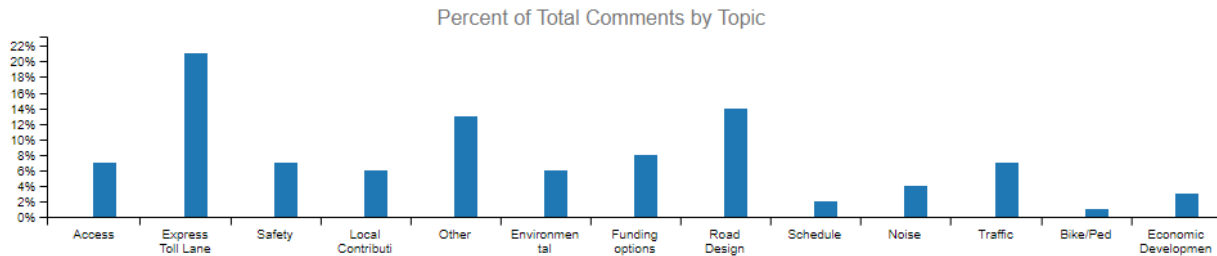
Figure 1 – Participant Favorability of the Proposed U.S. 69 Tolloed Project (Live Public Meeting)



Participants also were given the opportunity to select the category that best fit the 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.’ Participants’ questions and comments can be seen in **Attachment 1** of this document.

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Figure 2 - Categories of Questions and Comments Submitted During the Live Public Meeting



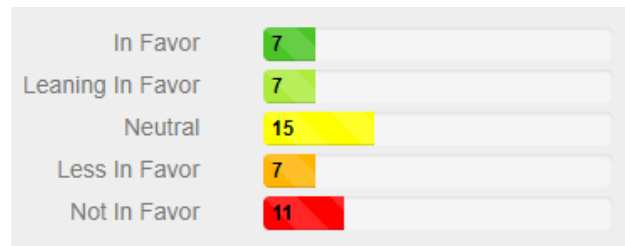
Public Input at Virtual Informational Open House

The Virtual Informational Open House was held 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 the U.S. 69 Modernization and Expansion Project. The interactive meeting 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.

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 47 participants who indicated their level of favorability for the project, 14 were ‘In Favor’ or ‘Leaning in Favor.’ Fifteen participants were ‘Neutral,’ and 18 were ‘Less in Favor’ or ‘Not in Favor’ of the project.

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

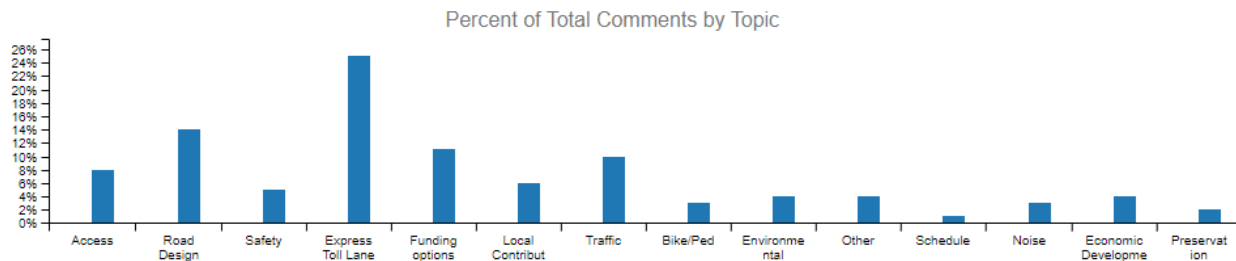


As in the Live Public Meeting, participants were given the opportunity to indicate which category best fit their submitted question or comment. These categories with corresponding submissions are labeled below in **Figure 4**. Forty-nine (49) questions and comments were submitted to the Project team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

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House was ‘express toll lanes.’ Participants’ questions and comments 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, more than 1,100 people are signed up to receive newsletters and updates about the Project.

For more information on the virtual public information and 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 fit their 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.

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- 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.

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?

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- 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?

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?

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- 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?
- 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?

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

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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?

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Attachment 2

Questions and Comments Submitted During the Virtual Open House

Participants were able to choose the categories that fit their 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 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

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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. --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.

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.

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- 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 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.

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- 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, 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

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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 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/tomtom/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

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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 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 of 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 relying on pre-COVID studies -- the existing

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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 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

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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 find 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 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

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- 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 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.

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- 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 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.