

K-10 Corridor Capacity Improvements Project Public Meeting #2 Summary April 2024

KDOT Job Number: 10-46 KA-6549-01

The Kansas Department of Transportation (KDOT) hosted two public open houses on April 16 and April 18, 2024 to share important project updates for the K-10 Corridor Project, including proposed interchange solutions at various intersections, recommended alternatives being considered and information on the noise study process.

KDOT is evaluating solutions to address safety and congestion issues and enhance K-10's ability to accommodate and support current and future development. K-10 is a vital link between Johnson and Douglas counties, two of the fastest-growing counties in Kansas, in which urbanization and industrial, residential and commercial development are expected to continue.

The purpose of each open house was to share proposed solutions being considered, including improvements at the Lone Elm Road and Clare Road interchanges, and provide opportunities for the public to comment on all proposed improvements. Following the in-person meetings, a virtual meeting option was available on the project website (<https://K10.ksdot.gov/>) from April 19 to May 19 to allow participants to review meeting materials at their own convenience and provide any comments. At both open houses and the online meeting, comments were collected through the Project Team consultant Public Involvement Management Application (PIMA).

Meeting Summary

Due to the significant size of the K-10 Corridor Project study area, two in-person public meeting opportunities were provided to engage all impacted communities and ensure that project study information was widely accessible. Both meetings had the same materials presented and same project staff available to answer questions.

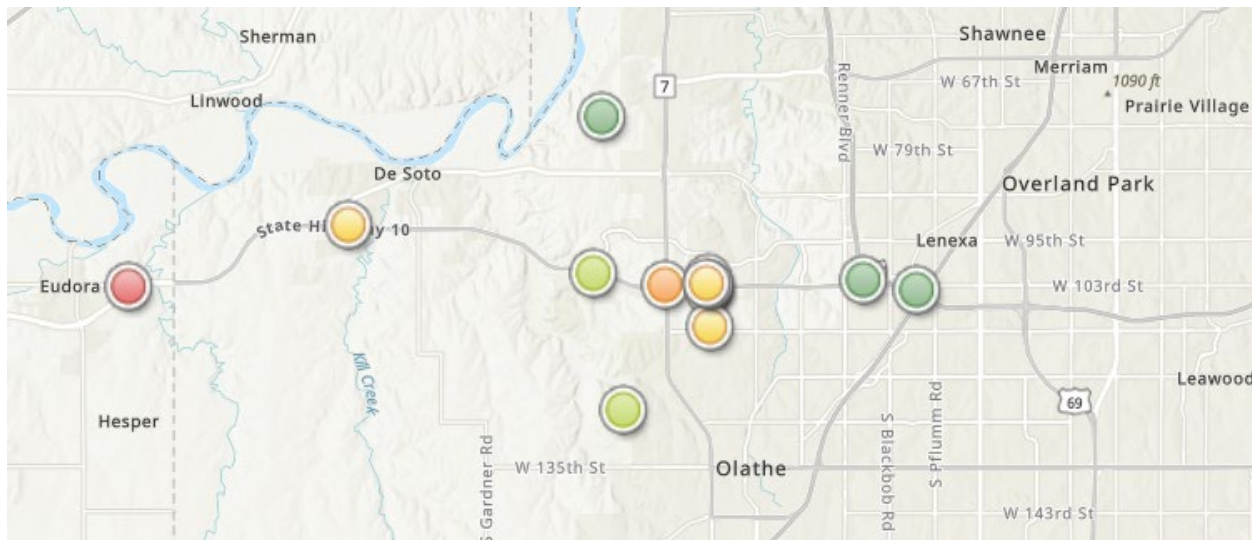
The first open house was held April 16, 2024, from 5 p.m. to 7 p.m., at De Soto High School in De Soto, where 69 people attended. The second open house was held April 18, 2024, from 5 p.m. to 7 p.m., at the Kansas State Innovation Campus in Olathe, where 99 people attended. The combined total for both in-person meetings was 168 attendees. At each open house, guests were asked to digitally sign in using the Public Involvement Management Application. Comments were gathered digitally using PIMA in addition to paper comment forms. Handwritten and online comments were received. All

handwritten comments were then transcribed verbatim and documented with all other comments collected electronically.

Virtual Meeting Summary

Following the in-person open houses, a virtual meeting was made available on the project website for a 30-day period to allow for an extended review and comment period. As of May 21, 2024, the virtual meeting had 139 participants. A total of 60 comments were received from all meetings.

Comment Summary



The map above includes a snapshot of comments received throughout the K-10 Corridor Project study area. It includes location and level of support as represented by dot colors. The study has garnered attention across the study area with interested parties having similar concerns across multiple geographic locations, with varying levels of support for the project. The dot colors are as defined:

- Dark green: In Favor
- Light green: Leaning in Favor
- Yellow: Neutral
- Orange: Less In Favor
- Red: Not in Favor

The most prominent comment themes were as follows:

- Road Design – 30 comments (50%)
- Safety – 29 comments (48%)
- Access – 16 comments (27%)

- Noise – 14 comments (23%)

Top concerns included modifying the connection from westbound I-435 to K-10 (coined “Cattle Curve” by some), ensuring safety and access for schools along K-10, and mitigating safety issues with the K-7/K-10 cloverleaf interchange. There was also significant attention given to Cedar Creek Parkway, as considerable residential development is expected there in the near future. Residents expressed differing opinions on interchange improvements at Lone Elm Road and Clare Road. Overall, comments largely related to traffic and congestion issues, a desire for safer and more easily navigable interchanges, residential noise abatement and concern for pedestrian access for school-aged children at K-10/Lone Elm Road.

A full list of comments and topics are attached. Below are highlighted comments (presented verbatim as received), that represent the top comment themes.

- **Safety**

- *“I would love to see an expansion for k10 along with on and off ramps being longer and a little higher up to allow for the main k10 traffic to keep flowing while those who are exiting continue (similar to 75th from 69HWY or 75th from 35 south going north). Metered on and off ramping would be helpful as well.”*
- *“As part of the project, KDOT really needs to correct the exit signage on K10 Eastbound from Ridgeview Rd thru the K10/435 interchange. The signs for I-35 and I-435 need to be changed in order. Presently, it appears the exit for I35 is to the north (when in fact it is to the south) and just the opposite for the 435 sign. Vehicles tend to get in line according to the signage. There are at least 3 signs heading east where it is wrong. Then, the last sign has the order corrected and people unfamiliar with the area have to make a quick lane change leading to some challenges.”*
- *“Please prioritize the softening of the curve from 435 to K-10 west. It is a major safety issue.”*
- *““Cattle Curve” is too sharp of a curve! Also drivers frequently try to change lanes there which creates a more dangerous issue. They change lanes to avoid the incoming traffic merging on to K-10.”*

- **Road design improvements**

- *“The presentation does not address any potential improvements to the K-7/K-10 interchange. This interchange is already unsafe and a source of congestion, especially during the morning commute. The cloverleaf-style interchange provides very little room for traffic to decelerate, merge, and accelerate safely. Are improvements to this interchange in scope for this project? If not, why are they not being prioritized? Adding interchanges at*

Clare Rd. and/or Lone Elm Rd. could further exacerbate some of those issues, either directly at the K-7/K-10 interchange (due to the reduced distance between subsequent interchanges) or indirectly at other adjacent interchanges (esp. Woodland Rd.)”

- *“Please prioritize finishing the 10/35/435 interchange improvements. The daily NB 35 congestion due to the single lane ramp to EB 435 and cloverleaf ramp to WB 435/10 (with terrible geometrics causing slideoffs often) is very dangerous. I don't agree with the piecemeal approach KDOT takes to projects. Spend the little extra and get all work done in each area at one time. Paying for additional mobilizations as well as demolishing work that is only in place for a few years to accommodate a phased approach is a waste of money. Thank you for the extensive outreach for comments for all projects though. Keep up the good work otherwise.”*
- *“1. Connection from 435 west to K10 is ridiculous and unsafe. 65 mph traffic, including 18 wheelers, must suddenly veer to the right and hit their brakes. Incredibly poor design. 2. So, too, the K10/K7 cloverleaf, which is much too tight. A Kansas State Patrolman once told me that they don't issue citations to drivers who cause accidents there because it is a known hazard. 3. Will Cedar Creek Parkway under K10 be enlarged to four lanes? New development, particularly apartments, is creating an unsafe bottleneck there. 4. Timing? I've been a neighboring resident fo over 20 years, and have heard the need raised for most of that time.”*

- Noise

- *“Thank you for having this open house to allow us to understand better the K-10 project. I am very concerned about the noise level with the increase in construction and then increase in traffic. We live in Cedar Creek and currently the noise of trucks/cars on K-10 is very loud. It was not this way when we moved in. I am supportive of progress but concerned for the consideration of residents that live along the K-10 corridor. Please make efforts to study the noise level for neighborhoods at different times, morning, evening traffic. I appreciate the opportunity to share my concerns at this open house. Please consider adding a sound barrier at Cedar Creek Parkway west, including other neighborhoods along the K-10 Corridor.”*
- *“I live a mile north of Cedar Creek exchange. The noise is continuous from traffic on K10 when I sit on my outside deck and/or patio. We need some kind of barrier to subside the noise carrying that far. I can't imagine what it is like when you get closer to living by K10. I just heard that ODDO development company was allowed to put in a convenience store at the NW corner of that exchange and was given a variance of moving gas*

pumps closer the exchange than is normally allowed for a situation like this. That could also affect the need for additional room to rebuild that exchange to the most useful need of an exchange. Please look into this before making any decisions on the exchange. Toll lane would be unwanted by most in this area also.”

- Lone Elm Road

- *“For the Lone Elm portion of the project. An overpass gives the access north-south, will reduce some of the traffic on woodland and K7 because those from from north to south and vice versa in the middle of K7 and Woodland would not have to use those routes. The biggest concern in the Lone Elm/K10 space needs to be school traffic. With 3 schools all in that area, routing highway traffic right into the school area would cause safety issues. Additionally, if the access is made into an interchange, it becomes unsafe for students from the north side to walk or bike to school. With an overpass, the school traffic would be broken up into 3 sections, with the highway traffic being forced to slow down coming in from woodland and k7, while the only traffic coming in right at the school would be side road traffic, and already be moving at a slower pace than highway traffic. Additionally, the school district struggles with busses, but if a large portion of the population was given safe and easy pedestrian access, this could help alleviate some of that issue. Lastly, the interchange proposal ruins some of the private property that is south of the highway. The benefits of access can be achieved without an interchange and an overpass is not as disruptive.”*
- *“Regarding the ongoing school safety impact study of the proposed Lone Elm projects, the schools south of K10 have been considered but the largest Olathe elementary school which is actually in the Lenexa city limits North of K10 (Manchester Park elementary) would be significantly impacted as pedestrian foot and vehicle school traffic travel thru the 101st & Lone Elm intersection daily. This is the next intersection North of the proposed interchange. Judging by how traffic behaves along Woodland, any increased traffic along Lone Elm will create additional safety risks for pedestrians to and from school. These are elementary students. Since there are already interchanges 3/4 miles in either direction (Woodland, K7), any proposed changes at Lone Elm seem to only add risk while providing very little benefit, if any.”*
- *“Based on the assessment, it sounds as if the Lone Elm exit is a given for the north side and a potential for the south side. With this plan, there is LITTLE benefit for the city of Lenexa as all properties on the Lenexa side fall into two categories: residences or religious organizations. However to the south there are far more benefits. I feel that if this benefits the south*

and only the Olathe side, the opposite should be a consideration. Lenexa zoned a neighborhood which would house this exchange literally in backyards and now they are in favor of this plan which sounds like the city should have had been foresight and should back off of their support. In addition if this plan moves forward, there are elementary school children that pass over Lone Elm on their way to and home from school which in itself is a very real hazard. This plan cannot move forward with an overpass because of zoning and safety concerns from those of us in Lenexa. If only we had a state senator sitting on the Lenexa side and opposition like they do on the Olathe side.”

Meeting Promotion

Prior to the public open houses, there were several outreach activities completed to inform project stakeholders, impacted residents, and the general public including:

- Flyer distribution April 3 and 4 to local businesses and organizations (full list at end of report).
- Email blasts (3) to more than 1,000 stakeholders on the project mailing list; emails sent March 29, April 10 and 16.
- Emails (2) to K-10 Corridor Advisory Council notifying them of the meetings and asking them to share information with their networks; emails sent March 29 and April 15.
- Emails (2) to project partners at Johnson County and the Cities of Olathe, Lenexa and De Soto to help share and promote on their specific channels; emails sent March 29 and April 15.
- Social media posts by the Cities of Olathe and Lenexa, and the Northeast KDOT district. Shared information March 29 with local municipalities; information posted in April and May.
- News release sent April 2, 2024, to local media by KDOT and published on the project website and KDOT's website.
- Calendar notification hosted on the City of De Soto official website.
- Calendar notification hosted on the City of Lenexa official website.

Kansas Department of Transportation - Northeast Kansas
Apr 12 · 🌐

NEXT WEEK 📺📺📺 Please join KDOT at a public open house to learn more about the K-10 Corridor Capacity Improvements Project!... See more

K10 CORRIDOR

**K-10 Corridor Capacity Improvements Project
Public Open House**

Join Us!

Tuesday, April 16, 2024 5 - 7 p.m. De Soto High School Student Union 35000 W. 91st St. De Soto, KS 66018	Thursday, April 18, 2024 5 - 7 p.m. K-State Olathe Campus Great Plains Room 22201 W. Innovation Drive Olathe, KS 66061
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👍 1 🗨️ 1 share

👍 Like 🗨️ Comment 🔄 Copy ➦ Share

City of Olathe, KS Government · Follow
Apr 14 · 🌐

Kansas Department of Transportation - Northeast
Kansas is hosting a public open house in Olathe for the K-10 Corridor Capacity Improvements... See more

K10 CORRIDOR

K-10 CORRIDOR CAPACITY IMPROVEMENT PROJECT

PUBLIC OPEN HOUSE

THURSDAY, APRIL 18 | 5-7 PM
K-STATE OLATHE CAMPUS
GREAT PLAINS ROOM
22201 W INNOVATION DR.
OLATHE, KS 66061

City of Lenexa, Kansas Government · Follow
Apr 11 · 🌐

Provide feedback on proposed updates to Kansas Highway 10 and talk to the project team at two upcoming open houses. Stop by De Soto High School on April 16 or the K-State Olathe Campus on April 18 from 5-7 p.m. to help shape the future of the K-10 Corridor Capacity Improvements Project.

About the project: <https://k10.ksdot.gov>

Learn more about K-10 improvements at an open house

👍 32 🗨️ 8 comments ➦ 14 shares

👍 Like 🗨️ Comment ➦ Share

City of Lenexa, Kansas Government
May 10 at 5:43 PM · 🌐

K-10 is one of Kansas' most important and fastest growing corridors, serving nearly 80,000 vehicles per day. Participate in the Kansas Department of Transportation's virtual meeting to review options for improving capacity from I-435 and K-10 to the Johnson/Douglas County line. <https://k10.ksdot.gov/>

K-10 Corridor Capacity Improvements Project Public Meeting Spring 2024

Virtual Public Meeting
Learn more about the K-10 Corridor Project updates and design alternatives, and share your feedback.

[Join Virtual Meeting](#)

👍 You and 22 others 🗨️ 3 comments ➦ 11 shares

👍 Like 🗨️ Comment ➦ Share

Media Coverage

There was limited media coverage regarding this phase of public engagement. The *Lawrence Journal-World* ran two articles online sharing the latest project information with a reporter in attendance at the April 18 open house in Olathe.

https://www2.ljworld.com/weblogs/town_talk/2024/apr/22/k-10-highway-expected-to-grow-to-six-lanes-but-project-would-stop-before-reaching-douglas-county/

[Town Talk | Lawrence housing prices soar by 30% in March; KDOT backs away from idea of toll lane on K-10 | News, Sports, Jobs - Lawrence Journal-World: news, information, headlines and events in Lawrence, Kansas \(ljworld.com\)](#)

Next Steps

The Project Team is in the process of submitting the Environmental Assessment (EA) to the Federal Highway Administration. The team will continue to pare down proposed solutions and identify a series of Recommended Alternatives for the project area, including each interchange. The project communications team will review and respond to all comments by the end of May 2024.

Public Comments

Appendix III includes a full list of comments received. All comments have been reviewed and documented by KDOT and the Project Team.

Appendix I: Event Photos

De Soto High School - April 16, 2024



K-State Olathe Innovation Campus - April 18, 2024



Appendix II: Flyer Distribution List

- Christ Community Church of the Nazarene
 - 21385 College Blvd, Olathe, KS 66061
- St. Mark's Lutheran Church
 - 21155 College Blvd, Olathe, KS 66061
- Shell Gas Station
 - 1240 S Lone Elm Rd, Olathe, KS 66061
- Garmin Olathe Soccer Complex
 - 10541 S Warwick St, Olathe, KS 66061
- Life Church Lenexa
 - 21001 W 101st St, Lenexa, KS 66220
- Midwest Sikh Temple
 - 10050 Marion St, Lenexa, KS 66220
- Little Learners Early Childhood Center
 - 26121 W Valley Pkwy, Olathe, KS 66061
- United Methodist Church
 - 8760 Kill Creek Rd, De Soto, KS 66018
- Smiley's Golf Complex
 - 10195 Monticello Terrace, Lenexa, KS 66227
- Super 8 De Soto
 - 34085 Commerce Dr, De Soto, KS 66018
- Phillips 66 De Soto
 - 34200 Commerce Dr, De Soto, KS 66018
- Johnson County Library De Soto
 - 33145 W 83rd St, De Soto, KS 66018
- De Soto Baptist Church
 - 8655 Copeland Way, De Soto, KS 66018
- Christ Community Church – Olathe
 - 20600 W 119th St, Olathe, KS 66061
- Lenexa Community Center
 - 13420 Oak St, Lenexa, KS 66215
- Lenexa Rec Center
 - 17201 W 87th St Pkwy, Lenexa, KS 66219
- Lenexa Church of Latter-day Saints
 - 21515 W 101st St, Lenexa, KS 66220
- Johnny's Tavern – Ridgeview
 - 10384 S Ridgeview Rd, Olathe, KS 66061
- Scooter's Coffee
 - 19641 W 101st St, Lenexa, KS 66220
- McKeever's Price Chopper
 - 19601 W 101st St Space 19601, Lenexa, KS 66220
- McDonald's
 - 34225 Commerce Dr, De Soto, KS 66018
- Casey's
 - 34425 W 91st St, De Soto, KS 66018
- Harps Food Stores
 - 34040 Commerce Dr, De Soto, KS 66018

Reach Church

- 33085 W 83rd St, De Soto, KS
66018

Cause Coffee

- 33180 W 83 rd St, De Soto, KS
66018

Scooter's Coffee

- 10588 S Ridgeview Rd, Olathe, KS
66061

Lenexa Public Market

- 8750 Penrose Ln, Lenexa, KS
66219

Johnson County Library – Lenexa City
Center

- 8778 Penrose Ln, Lenexa, KS
66219

Appendix III: Comments

Public Comment 1

Date: 04/16/2024

Level of Support: Neutral

Topics: Safety, Road Design, Access

Comment: As part of the project, KDOT really needs to correct the exit signage on K10 Eastbound from Ridgeview Rd thru the K10/435 interchange. The signs for I-35 and I-435 need to be changed in order. Presently, it appears the exit for I35 is to the north (when in fact it is to the south) and just the opposite for the 435 sign. Vehicles tend to get in line according to the signage. There are at least 3 signs heading east where it is wrong. Then, the last sign has the order corrected and people unfamiliar with the area have to make a quick lane change leading to some challenges.

Public Comment 2

Date: 04/16/2024

Level of Support: In Favor

Topics: Safety, Road Design, Access

Comment: Main concern for me is what traffic will look like in the K10 corridor while construction is going on. Already a mess as-is and looking at 69 HWY currently in a similar upgrade, it appears to be a nightmare with constant accidents and backups while it is under construction. Extra attention on keeping the traffic flowing and the safety of the workers and the travelers along this route would be welcomed. I'm excited for the end result of this upgrade and look forward to what the project comes up with!

Public Comment 3

Date: 04/16/2024

Level of Support: Not In Favor

Topics: Express Toll Lane

Comment: Doing good work minimizing the impact with 69 constructions, well done. I wish to get any information on any north south projects that tie 10 highway to I35.

Public Comment 4

Date: 04/16/2024

Level of Support: Neutral

Topics: Road Design

Comment: I am the treasurer for the Kill Creek Barn. We rent the facility out for weddings, graduations, etc. The area we use for parking is actually in the west KDOT right of way on Kill Creek Road. If the right of way were to be used for the Kill Creek interchange we would need to plan for a future new parking lot. It appears we are not currently effected in any way.

Public Comment 5

Date: 04/16/2024

Level of Support: Neutral

Topics: Safety, Road Design, Access

Comment: With the bridges being replaced and the K-10 project under construction a vast majority of the traffic uses 83rd street as an alternate route because of bottleneck / slow traffic situations. With the additional traffic congestion due to construction or vehicle wrecks and with School buses using 83rd the stopping of buses to allow kids the chance to exit safely becomes a concern. Currently the majority of the vehicles traveling Westbound on 10 Highway in the evening will make a decision to exit North onto 7 Highway and use 83rd street or remain on 10 Highway. In general the 83rd street access from DeSoto to 7 highway will need to be added to the modifications listing for optional routes.

Public Comment 6

Date: 04/17/2024

Level of Support: Leaning In Favor

Topics: Safety, Road Design, Modernization & Expansion

Comment: I would love to see an expansion for k10 along with on and off ramps being longer and a little higher up to allow for the main k10 traffic to keep flowing while those who are exiting continue (similar to 75th from 69HWY or 75th from 35 south going north). Metered on and off ramping would be helpful as well.

Public Comment 7

Date: 04/17/2024

Level of Support: Neutral

Topics: Safety

Comment: Please prioritize the softening of the curve from 435 to K-10 west. It is a major safety issue.

Public Comment 8

Date: 04/17/2024

Level of Support: Neutral

Topics:

Comment: "Cattle Curve" is too sharp of a curve! Also drivers frequently try to change lanes there which creates a more dangerous issue. They change lanes to avoid the incoming traffic merging on to K-10.

Public Comment 9

Date: 04/17/2024

Level of Support: Neutral

Topics:

Comment: 1) Would like to see an east bound acceleration lane widened going from Cedar creek Parkway onto K-10 in the interim between now and the time the "big" construction begins on K-10. Acceleration lane at present is VERY short. 2) We would like for someone (expert) from KDOT to attend the Olathe City Concur Mtg on May 7. 300 apartments are planned for Cedar Creek Parkway and K-10, in addition to 600 apartments that have already been approved by Lenexa on the north side of K-10 adjoining Canyon Creek Blvd. We need KDOT to go over the time line (none) for K-10 improvements and the inability of making 4 lanes under K-10 bridge.

Public Comment 10

Date: 04/17/2024

Level of Support: Neutral

Topics:

Comment: I understand that sound barrier walls are based upon the square footage of the houses you're protecting. Our development (30544 Explorers Trail De Soto, KS) has larger acreage lots and thus, fewer houses. We get a lot of K-10 noise now and there will be more when K-10 is widened to 6 lanes. We need a sound barrier wall between our development and K-10 even though house density will not support it.

Public Comment 11

Date: 04/17/2024

Level of Support: Neutral

Topics:

Comment: I attended the K-10 Open House in De Soto. I found it very informative. I liked the display boards as they explained a lot. The biggest surprise was the proposal for Lexington Avenue given the effort put into a reworking of the interchange.

Here's my question: the K-10 roadway between K-7 and 435 is described as "Near Term." What does that mean? What is that time frame?

Public Comment 12

Date: 04/18/2024

Level of Support: In Favor

Topics: Safety, Road Design, Schedule

Comment: 1. Connection from 435 west to K10 is ridiculous and unsafe. 65 mph traffic, including 18 wheelers, must suddenly veer to the right and hit their brakes. Incredibly poor design. 2. So, too, the K10/K7 cloverleaf, which is much too tight. A Kansas State Patrolman once told me that they don't issue citations to drivers who cause accidents there because it is a known hazard. 3. Will Cedar Creek Parkway under K10 be enlarged to four

lanes? New development, particularly apartments, is creating an unsafe bottleneck there. 4. Timing? I've been a neighboring resident fo over 20 years, and have heard the need raised for most of that time.

Public Comment 13

Date: 04/18/2024
Level of Support: Neutral
Topics: Road Design, Access
Comment: Like the overall presentation. No concerns. I think the overall scope is on target

Public Comment 14

Date: 04/18/2024
Level of Support: Not In Favor
Topics: Safety, Road Design, Access
Comment: While the Lone Elm interchange/overpass would be convenient for a small number of Lenexa residents the safety do not outweigh the convenience. Convenience does not equal progress. The Lone Elm interchange would exit into a residential community effecting the safety of our school aged children who do not qualify for busing to the local elementary school. Opening the interchange would cause high school and middle school children to no longer qualify for busing and would now be walking through an interchange to school. Nowhere along K10/K7/435/35 is there an exit unto a residential neighborhood. This will also be opening up these areas to more crime with easier access to the highway.

Public Comment 15

Date: 04/18/2024
Level of Support: In Favor
Topics: Safety, Road Design, Local Contribution
Comment: Thanks for considering our impact to Cedar Creek/Canyon Creek parkway and widening the interchange below K-10 as it is one lane each way currently.

Public Comment 16

Date: 04/19/2024
Level of Support: Neutral
Topics: Road Design, Access
Comment: There is absolutely no need for an interchange on K-10 and Lone Elm. Estimates show an increase of upwards of 36,000 vehicles on Lone Elm north of K10 and a corresponding decrease of 21,000 vehicles on Woodland Rd. This makes absolutely no sense as Woodland has commercial establishments. Lone Elm on the other hand is a purely residential area north of K10. There are no commercial services - shopping, gas stations, etc. Just residential homes. Adding an interchange at Lone Elm is unnecessary and does not solve any capacity issues. K-10 access is very easy traveling down to Woodland heading east or over

to K-7 and Prairie Star if heading west. As for capacity improvements to K-10 I think there may be some justification to widening K10 to six lanes. I am willing to participate in future panel discussions, workshops, etc. to provide feedback. I know my neighbors in the vicinity of Lone Elm and 101st street are absolutely opposed to an interchange at Lone Elm.

Public Comment 17

Date: 04/19/2024

Level of Support: Neutral

Topics: Access

Comment: Regarding the possibility of a new interchange at Lone Elm, I prefer the option of a full interchange serving both sides of K-10. A modified interchange only serving the Lenexa side is unfair to the Olathe side.

Public Comment 18

Date: 04/19/2024

Level of Support: Neutral

Topics:

Comment: Good to see the westbound 435 to K10 change. Eastbound K10 to 435 needs to be evaluated due to dangerous lift in the road just before turning to go under the northbound overpass. Great to see the advance plan.

Public Comment 19

Date: 04/19/2024

Level of Support: Neutral

Topics: Noise

Comment: Had a good conversation with John Fitzpatrick about surfaces to reduce sound pollution. The sound walls will not work by Cedar Creek due to the higher elevation of the ridge at Shadow Glen (in Cedar Creek). There are several new concrete and asphalt solutions to deaden this tire noise. HNTB & KDOT could lead the country in producing solutions to noise pollution. This is a 16 mile stretch where the cost impact for noise reducing surfaces would be much less than much longer highways. Please consider using one of the innovations in reducing sound pollution.

Public Comment 20

Date: 04/19/2024

Level of Support: Neutral

Topics: Noise

Comment: Thank you for having this open house to allow us to understand better the K-10 project. I am very concerned about the noise level with the increase in construction and then increase in traffic. We live in Cedar Creek and currently the noise of trucks/cars on K-10 is very loud. It was not this way when we moved in. I am supportive of progress but concerned for the consideration of residents that live along the K-10 corridor. Please make efforts to study the

noise level for neighborhoods at different times, morning, evening traffic. I appreciate the opportunity to share my concerns at this open house. Please consider adding a sound barrier at Cedar Creek Parkway west, including other neighborhoods along the K-10 Corridor.

Public Comment 21

Date: 04/18/2024

Level of Support: Neutral

Topics:

Comment: A planned development in Cedar Creek West of Cedar Creek Blvd and north of West Valley Parkway began taking down trees, shrubs and berms this past year (2023). The noise level saffecting the home owners south of WVP have increased substnatially. As a third lane is considered for Hwy 10, I am asking that KDOT implement a plan to use berms, trees and shrubs to help block the noise from Hwy 10.

Public Comment 22

Date: 04/18/2024

Level of Support: Neutral

Topics:

Comment: Let's see what the noise study concludes, but we will need sound walls at the Woodland Rd. area and at the Cedar Creek Parkway area. No Lone Elm interchange for Olathe. Not needed. A pedestrian crossover would be fine, but no interchange into Olathe. A complete waste of money.

Public Comment 23

Date: 04/19/2024

Level of Support: Less In Favor

Topics: Safety, Road Design, Modernization & Expansion

Comment: The presentation does not address any potential improvements to the K-7/K-10 interchange. This interchange is already unsafe and a source of congestion, especially during the morning commute. The cloverleaf-style interchange provides very little room for traffic to decelerate, merge, and accelerate safely. Are improvements to this interchange in scope for this project? If not, why are they not being prioritized? Adding interchanges at Clare Rd. and/or Lone Elm Rd. could further exacerbate some of those issues, either directly at the K-7/K-10 interchange (due to the reduced distance between subsequent interchanges) or indirectly at other adjacent interchanges (esp. Woodland Rd.)

Public Comment 24

Date: 04/19/2024

Level of Support: Leaning In Favor

Topics: Other

Comment: The Northern Flyer rail from KC to Lawrence, Topeka and beyond is a supportive and beneficial supplemental capacity improvement to the K-10 corridor.

Public Comment 25

Date: 04/19/2024

Level of Support: Neutral

Topics: Safety, Other, Noise

Comment: Please do not add any interchanges to the project or overpasses. In particular, adding an interchange to Lone Elm or Clare Road will ruin the neighborhoods in those areas and dramatically increase traffic on those streets. In particular, Olathe Northwest High School, Prairie Trails Middle School and the elementary school nearby would see an increase in fast moving traffic.

Public Comment 26

Date: 04/19/2024

Level of Support: Not In Favor

Topics: Environmental Concerns, Noise, Flexible and Responsive

Comment: Why are multimodal options and improvement to local arterials not being considered alongside the "Add Capacity" alternative(s)? Although I would agree that adding a third lane and making interchange improvements is desperately needed on K-10, doing so is a relatively short-term solution given the region's continued growth. The study needs to look out 20-30 years and think about what alternatives can be put in place today that start reducing demand for this highway, i.e. by taking cars off of the road, not just incrementally building more pavement every 10-20 years.

Public Comment 27

Date: 04/19/2024

Level of Support: Leaning In Favor

Topics: Bike/Ped, Safety, Other

Comment: We are already experiencing a large amount of truck and pass through traffic along Clare Road from 127th to 119th. Trucks from Gardner and the intermodal development areas try to avoid the K7 traffic lights by using Moonlight/ Santa Fe/ Clare as a pass through to get to K10 instead of using I-35 or K7. A direct route from the railroad intermodal and Gardner area to K10 west of K7 is essential. This is a 2 lane, residential community with multiple cross walks for school children, NOT a truck route. But the congestion has led to these growing issues. Please consider how providing a North-South route for trucks west of K7 can address this issue. We have spoken with both county commissioner Shirley Allenbrand and Olathe Council member about these concerns as well. Part of Clare is city road while north of 119th and south of 127th is county. Our children are in danger crossing this road to get to their schools within the Olathe district with the trucks and pass through traffic increasing.

Public Comment 28

Date: 04/19/2024

Level of Support: In Favor

Topics: Safety, Road Design, Modernization & Expansion

Comment: No one has addressed the need for widening 83rd street from De Soto to K-7 which is greatly needed and even more with the Panasonic addition. If widening K-10 from K-7 to I-435 it should be done as one project. Narrowing from 3 lanes to 2 at some point before K-7 would be a nightmare.

Public Comment 29

Date: 04/19/2024

Level of Support: Neutral

Topics: Safety, Road Design, Access

Comment: Prefer SPUI for Lexington interchange

Public Comment 30

Date: 04/19/2024

Level of Support: Leaning In Favor

Topics: Road Design, Schedule, Modernization & Expansion

Comment: Thank you for posting the virtual public meeting. I reviewed everything and had a few questions. 1) It looks like the plans include modification of the K-10 and K-7 interchange with two flyover ramps for southbound K-7 to and from K-10, but no detailed diagram of the interchange was provided. Can you clarify if that is included? 2) It's hard to tell from the map of short-term and long-term projects which were part of the unfinished phase of the Johnson County Gateway project will be completed and when. It looks like the short-term work will include a fix for the tight curve from WB/NB I-435 to K-10, but some of the other improvements, such as a flyover ramp from NB I-35 to WB I-435, are in the long-term plans. Can you provide a more detailed diagram of the proposed improvements at the far eastern end of the project? 3) Do we know which parts of the plan could be scaled back if there are funding issues? I'm thinking of the 69Express project, which originally included a flyover ramp from NB 69 to WB I-435 but removed that feature when bids came in higher than expected. I think the removal of that improvement was unfortunate, and if the potential exists for some aspect of the first phase of this project to be postponed, it would be nice to be able to provide some input as to which parts the public would be most comfortable with postponing. I hope that makes sense. Thank you!

Public Comment 31

Date: 04/19/2024

Level of Support: Leaning In Favor

Topics: Safety, Noise, Economic Development

Comment: Currently we are residents on Woodstock street and continue to hear highway noise from K10 at all hours of the day and night. We would hope to see some sort of noise barrier erected to dispel this noise from the highway. I like the idea of addressing the

issue before it becomes a problem with the development that continues to occur along the K10 and K 7 corridor.

Public Comment 32

Date: 04/19/2024

Level of Support: Neutral

Topics: Safety, Road Design, Access

Comment: Little info on hazardous interchanges; e.g., K-10/K-7. Zero info on dangerous curves you put in last time you made 'improvements' @K-10/435. Meet transportation needs on K-10, rather than suggest improvements on alternate routes...is that to shift costs to local governments? Silly to address improvements that would be viable in 2060...the last project was faulty from Day One. Bottom line: expand capacity on K-10 and update all interchanges that haven't already been done.

Public Comment 33

Date: 04/20/2024

Level of Support: In Favor

Topics: Safety, Road Design, Local Contribution

Comment: I have two comments: 1. The underpass from I-435 to westbound K-10 is a near-constant bottleneck. Traffic merges from westbound I-435 at around 65MPH then not only is there a sharp left in the underpass, there is a short merge from traffic that is coming from I-35. It results in a constant slowdown through the underpass and then speed limits go right back up to 70MPH within a mile or two. This creates traffic problems nearly all the time. This specific underpass, needs to be addressed nearly first thing. 2. In the medium-term plan there are indications that interchanges from North-South streets like Woodland and Ridgeview would be "improved" however there is no indication of what that improvement might be. I don't think it's fair to ask for our comments on the improvements without indicating what improvement is being considered.

Public Comment 34

Date: 04/20/2024

Level of Support: In Favor

Topics: Road Design, Modernization & Expansion, Express Toll Lane

Comment: I feel K10 should be Six Non-Toll lanes wide. They should also leave room for Light-Rail down the middle. I feel a light-rail option will be the future for commuting into the heart of JOCO and then downtown.

Public Comment 35

Date: 04/20/2024

Level of Support: Neutral

Topics: Access

Comment: I have lived in De Soto and commuted via K-10 & I-35 to Downtown

KC MO for 30 years before retiring. I believe the addition of a Lone Elm or Clare Road access point to K-10 would hinder the traffic flow, not improve it. They are too close to K-7 to allow for smooth merging onto K-10. The lane cross over in that area is high now and adding another access point would only worsen the condition. Thanks for the opportunity for comment.

Public Comment 36

Date: 04/21/2024

Level of Support: In Favor

Topics: Access, Modernization & Expansion

Comment: At the very least, K10 needs to be widened to 3 lanes each way between 435 and K7. Probably makes sense to go to Cedar Creek. Anything towards the Douglas county line should be in future projects. Throwing more traffic onto College and Prairie Star parkway is asinine. Bike lanes - come on. Really need the interchange at Lone Elm. Not connecting it to College would just be about as stupid as possible. The Olathe mayor and city council should be bounced from office for opposing that. It doubles the traffic on Lone Elm and College.

Public Comment 37

Date: 04/22/2024

Level of Support: In Favor

Topics: Road Design, Access, Express Toll Lane

Comment: I approve and support KDOT's K-10 Corridor Capacity Improvements Project. The alternative that I support for KDOT's K-10 Corridor Capacity Improvements Project is the Add Capacity - Express Toll Lanes Alternative because this alternative will improve safety, reduce congestion, and improve travel time on K-10 from I-435 to the Johnson/Douglas County Line. Regarding the access alternatives for the following roadways the ones I support are as follows: K-10 and Lone Elm Road - Modified Diamond (only sidewalk connection to south) because this alternative will provide pedestrian access to Prarie Trail Middle School - K-10 and Lexington Avenue - On Alignment Single Point Urban Interchange (SPUI) because this alternative will added a roundabout at the Lexington Avenue and 91st Street Intersection which will improve safety and reduce the number of intersection conflict points - K-10 and Evening Star Road - Diverging Diamond Interchange (DDI) with Realigned 103rd Street because this alternative will improve safety and reduce congestion.

Public Comment 38

Date: 04/23/2024

Level of Support: Neutral

Topics: Bike/Ped, Safety, Noise

Comment: I have sent a couple previous comments, and I attended the recent informational meeting on April 18. I talked to John (I believe his name was) about the noise issue the additional traffic would produce. He was helpful and provided good information. I know there are guidelines for noise barriers and would like to offer some additional suggestions. Concrete barriers like the ones in the middle separating the traffic lanes from different

directions, would be helpful the side of the highway. This would help cut down on tire/engine noise associated with traffic. Also there have been numerous accidents on the stretch of highway from Woodland to K7. The last one the from tire carriage came to a rest approx. 20 feet from the fence. The fence will not stop a vehicle leaving the roadway going 70+ mph. This is a real safety issue with a walking trail that in highly utilized on a daily basis... Another option would be to plant trees very densely that keep foliage year around. Not sure whether that is something that could be worked on with the city of Lenexa or not. Thank you for your time in regard to my thoughts. Byron Stoltzfus

Public Comment 39

Date: 04/25/2024
Level of Support: Leaning In Favor
Topics:

Comment: For the Lone Elm portion of the project. An overpass gives the access north-south, will reduce some of the traffic on woodland and K7 because those from from north to south and vice versa in the middle of K7 and Woodland would not have to use those routes. The biggest concern in the Lone Elm/K10 space needs to be school traffic. With 3 schools all in that area, routing highway traffic right into the school area would cause safety issues. Additionally, if the access is made into an interchange, it becomes unsafe for students from the north side to walk or bike to school. With an overpass, the school traffic would be broken up into 3 sections, with the highway traffic being forced to slow down coming in from woodland and k7, while the only traffic coming in right at the school would be side road traffic, and already be moving at a slower pace than highway traffic. Additionally, the school district struggles with busses, but if a large portion of the population was given safe and easy pedestrian access, this could help alleviate some of that issue. Lastly, the interchange proposal ruins some of the private property that is south of the highway. The benefits of access can be achieved without an interchange and an overpass is not as disruptive.

Public Comment 40

Date: 04/26/2024
Level of Support: In Favor
Topics: Safety, Modernization & Expansion

Comment: Hello, just wondering if an extra auxillary lane on I-35 south between 95th street and I-435W/K-10 is in the works. That would have a tremendous effect on I-35 traffic. And also, do you have a detailed picture of how you plan to address traffic between the start of K-10 and Renner? The WB K-10 curve over I-435 seems to be an issue too in terms of slowing traffic down.

Public Comment 41

Date: 04/29/2024
Level of Support: In Favor
Topics: Safety, Road Design, Schedule
Comment: Please prioritize finishing the 10/35/435 interchange improvements. The

daily NB 35 congestion due to the single lane ramp to EB 435 and cloverleaf ramp to WB 435/10 (with terrible geometrics causing slideoffs often) is very dangerous. I don't agree with the piecemeal approach KDOT takes to projects. Spend the little extra and get all work done in each area at one time. Paying for additional mobilizations as well as demolishing work that is only in place for a few years to accommodate a phased approach is a waste of money. Thank you for the extensive outreach for comments for all projects though. Keep up the good work otherwise.

Public Comment 42

Date: 04/30/2024

Level of Support: In Favor

Topics: Road Design, Noise

Comment: 1. I support a Lone Elm bridge, but not an interchange, over K-10. I lived a 1/2 mile south of K-10 when the highway was completed in the 1980's and I thought at that time there should have been a Lone Elm bridge. I know some residents don't agree, but access to the schools from those living north of K-10 necessitates the bridge - in my opinion. 2. I liked the sound walls along K-10 where appropriate. Try to keep them as nice as possible. I suggested someone look at what Albuquerque, NM does with its walls - they are really nice to look at. 3. I think the spur rail line at DeSoto into the old Sunflower Plant should remain. As that area industrializes, I believe a rail spur will be an asset. I know that complicates the new interchange at Lexington Road, but the rail spur could service thousands of acres of potential businesses. Also, try to not use 2 roundabouts north of K-10 to reconnect to Lexington. Move the businesses and curve Lexington Road to connect it to the new interchange. The roundabouts are too close together to make them desirable. 4. I would prefer an extra lane added to the outside of K-10, rather than using the interior right-of-way for the new lanes. It would look better (grass versus a concrete wall), but more importantly, it would allow for easier addition of lanes when K-10 becomes an 8 lane highway in the next 50 years. It will only get more difficult to add lanes on the outside in the future, so do it now. 5. I really appreciate the relocation & straightening of westbound K-10 where it goes under I-435. That 50 mph curve under I-435 is terrible and should never, never have been built in its current configuration. Too bad now we have to spend tens of millions of dollars to fix that error. Thanks for the opportunity to comment. Nice presentation/discussions on April 18th in Olathe. If you want to follow-up on any comment, please feel free to email me.

Public Comment 43

Date: 04/30/2024

Level of Support: Neutral

Topics: Safety

Comment: Please please please.... use the communication boards to tell people "left lane loitering = \$120 fine" (I think that is the cost). I drive K-10 daily. The amount of people sitting in the left lane is dangerous. People speed up to pass on right, swerve back to left and brake check the left-lane-driver. And, the amount of congestion when a left-lane-driver cruises at SAME speed as the right lane driver is amazing.

Public Comment 44

Date: 04/30/2024

Level of Support: In Favor

Topics: Bike/Ped, Safety, Road Design

Comment: I'm concerned about the amount of traffic at Cedar Creek Parkway. It is my understanding that three large apartment complexes are being built at the junction of K-10 and Cedar Creek Parkway. Increased vehicle, bicycle, and pedestrian traffic is expected. Expanding Cedar Creek Parkway beneath K-10 to a 4-lane roadway with designated space for pedestrian and bicycle traffic seems appropriate, but I'm not sure if there is enough space to allow all those lanes. Plans for this need to be made and shared.

Public Comment 45

Date: 04/30/2024

Level of Support: Leaning In Favor

Topics: Express Toll Lane

Comment: I would rather not add another toll road in the scope of this project. I think this is unnecessary and would advocate for a different solution or complete without a new toll road in Kansas.

Public Comment 46

Date: 04/30/2024

Level of Support: In Favor

Topics: Safety, Road Design, Economic Development

Comment: Appreciate the thorough study of alternatives for a Lone Elm Interchange. Only the full interchange with the connection to existing Lone Elm south of K10 achieves both the student/traffic safety and economic development needs of the City of Lenexa and its residents.

Public Comment 47

Date: 04/30/2024

Level of Support: In Favor

Topics: Access, Flexible and Responsive, Modernization & Expansion

Comment: Strongly support full access interchange at Lone Elm Road (north and south) over other alternatives.

Public Comment 48

Date: 04/30/2024

Level of Support: Leaning In Favor

Topics: Safety, Access

Comment: Eastbound on ramps at Cedar Creek Pkwy need to be lengthened to safely allow for merging traffic (particularly truck traffic) after traveling uphill.

Public Comment 49

Date: 05/02/2024

Level of Support: In Favor

Topics: Bike/Ped, Safety

Comment: I am strongly in favor of adding a protected bike/pedestrian crossing lane to the Prairie Star Parkway / K7 overpass. There are trail systems on both sides of K7 that currently have no safe connection between the two. A protected bike / pedestrian lane would protect those of us who brave the current overpass while also making traffic more predictable for drivers attempting to yield to these brave pedestrians.

Public Comment 50

Date: 05/02/2024

Level of Support: Leaning In Favor

Topics: Safety, Road Design, Modernization & Expansion

Comment: First, MARC has long discussed a potential of creating another north-south connector road connecting Gardner/I-35 (and the inter-modal hub) with De Soto/K-10. This is because there is no such connector between K-7 and Lawrence. With the planned industrial build-up of the Astra Park, this will likely get attention again. I understand that this project does not include this connector but has there been or will there be any discussions about the impact a potential connector will have on this project? For example, the plan for the type of interchange at Evening Star Road? My 2nd concern is the consideration for not just the increase in traffic from the Astra Park and new residential areas on K10 but also the type of traffic that will increase, mainly heavy truck traffic. The concrete barriers in this plan are great, but the new Astra Park facilities will go online way before this project even gets started. Is there a plan for at least temporary median cabling along this highway until the concrete barriers are in place? Safety is a big concern in the interim. Budgeting for it now might be important. Lastly - I attended a number of meetings many years ago concerning the build up of the K-10 corridor, much of which was focused on the "view-shed" from the highway. With all of the new infrastructure being put in and these plans for an improved K-10, is the protection of the view-shed still being considered important (it does not seem so)? If so, then what aesthetics are being planned for this project in order to continue to protect the natural beauty of the view-shed?

Public Comment 51

Date: 05/03/2024

Level of Support: In Favor

Topics: Safety, Road Design, Noise

Comment: I live a mile north of Cedar Creek exchange. The noise is continuous from traffic on K10 when I sit on my outside deck and/or patio. We need some kind of barrier to subside the noise carrying that far. I can't imagine what it is like when you get closer to living by K10. I just heard that ODDO development company was allowed to put in a convenience store at the NW corner of that exchange and was given a variance of moving gas pumps closer the exchange than is normally allowed for a situation like this. That could also affect the need for additional room to rebuild that exchange to the most useful need of an exchange. Please look

into this before making any decisions on the exchange. Toll lane would be unwanted by most in this area also.

Public Comment 52

Date: 05/04/2024

Level of Support: In Favor

Topics: Road Design, Access, Modernization & Expansion

Comment: The best and probably cheapest thing you could do to improve this area is to increase the length of both the entrance and exit lanes. Cars getting off K-10 have to slow down while still on the highway. That backs up the cars that are still on the road way. Cars entering do not have time to get up to highway speed. For example, the entrance lane going west from Ridgeview should go all the way to the exit ramp at Woodland.

Public Comment 53

Date: 05/09/2024

Level of Support: Not In Favor

Topics: Road Design, Access, Noise

Comment: I am concerned with any proposed changes at K-10 and Lone Elm. There is no need for highway access from Lone Elm, especially with Woodland Rd and Prairie Star Parkway offering easy access. The Stoneview and Manchester Park neighborhoods immediately north of K-10 off Lone Elm would be greatly impacted. One study shows that 36,000 daily vehicles transit Lone Elm north of K-10. This is absolutely unacceptable for this area, despite Lenexa having "planned" for this in their master plan. I can assure you that Lenexa has not planned for this, otherwise they would not have allowed the development of the Stoneview neighborhood. I know of no other interchange where such a high volume of traffic is dumped literally into the backyards of residences, as is what is being contemplated for Lone Elm. I would like to know why Lenexa city planners think it is acceptable to shift traffic from Woodland Rd to Lone Elm, considering that Woodland Rd is well equipped to handle traffic and is lined with commercial establishments. There are no commercial services at Lone Elm Rd, so why add the interchange? As a resident living near Lone Elm Rd, I do not think there is any benefit to having highway access at K-10. I travel K-10 daily, often multiple times daily. And I've never felt that having an interchange at K-10 would benefit me. If I need to travel east it is very simple to head off to Woodland and hop on the highway. If I need to travel west it is simple to access K-7 at Prairie Star Parkway and link to K-10 from there. Adding an interchange, whether a full or partial interchange, would not provide any benefit and would come at a very high price to taxpayers.

Public Comment 54

Date: 05/10/2024

Level of Support: Neutral

Topics: Access, Modernization & Expansion

Comment: I appreciate all the thoughtful work in this project. This is an area I travel daily as I live near Lake Olathe and work at JCCC. I have 3 main routes I take depending on congestion - K-10, college, and Kansas City rd. One extra thing you might consider is the impact

of adding k-10 entrances at lone elm to the traffic at the schools at college and lone elm. My favorite proposal is adding a third lane both ways on k10.

Public Comment 55

Date: 05/11/2024

Level of Support: Not In Favor

Topics: Safety, Access, Noise

Comment: As a resident of Lenexa and a member of the Olathe School board, please consider widening and improving the woodland rd exit versus adding an interchange at lone elm. Lone elm is largely residential and you would be disrupting the homes in this area by increasing the traffic in our backyards. There is already significant noise being so close to k-10 that has never been addressed. IF there are considerations for lone elm, you also need to think about the impact for children and bus riding eligibility as many parents depend on this to get their children to school safely. The children in my neighborhood would not be able to cross lone elm street safely if an interchange is added. Manchester Park is the largest elementary school in Olathe School district so this impacts many of our students. Additionally, there is ZERO benefit to the residents if you do move forward with an interchange but no access to South lone elm. That is the main business hub for many of the Lenexa residents on this side of town.

Public Comment 56

Date: 05/11/2024

Level of Support: Neutral

Topics: Road Design, Noise, Modernization & Expansion

Comment: Based on the assessment, it sounds as if the Lone Elm exit is a given for the north side and a potential for the south side. With this plan, there is LITTLE benefit for the city of Lenexa as all properties on the Lenexa side fall into two categories: residences or religious organizations. However to the south there are far more benefits. I feel that if this benefits the south and only the Olathe side, the opposite should be a consideration. Lenexa zoned a neighborhood which would house this exchange literally in backyards and now they are in favor of this plan which sounds like the city should have had been foresight and should back off of their support. In addition if this plan moves forward, there are elementary school children that pass over Lone Elm on their way to and home from school which in itself is a very real hazard. This plan cannot move forward with an overpass because of zoning and safety concerns from those of us in Lenexa. If only we had a state senator sitting on the Lenexa side and opposition like they do on the Olathe side.

Public Comment 57

Date: 05/18/2024

Level of Support: Neutral

Topics: Other, Noise

Comment: Significant increase in traffic on Woodland (K10 to Prairie Star). Many more homes are being built between Woodland and K7. Strongly suggest an exit at K10 and Lone Elm.

Public Comment 58

Date: 05/19/2024

Level of Support: Neutral

Topics: Safety, Road Design

Comment: Regarding the ongoing school safety impact study of the proposed Lone Elm projects, the schools south of K10 have been considered but the largest Olathe elementary school which is actually in the Lenexa city limits North of K10 (Manchester Park elementary) would be significantly impacted as pedestrian foot and vehicle school traffic travel thru the 101st & Lone Elm intersection daily. This is the next intersection North of the proposed interchange. Judging by how traffic behaves along Woodland, any increased traffic along Lone Elm will create additional safety risks for pedestrians to and from school. These are elementary students. Since there are already interchanges 3/4 miles in either direction (Woodland, K7), any proposed changes at Lone Elm seem to only add risk while providing very little benefit, if any.

Public Comment 59

Date: 05/19/2024

Level of Support: Not In Favor

Topics: Other

Comment: I live on E 2300 Rd near 56 hwy, we are hearing rumors of a proposed 4 lane hiway being built from K10 to I35 and one possibility is our road. We would like more information on this because we would like to know what our future looks like here where we have lived for almost 10 years.

Public Comment 60

Date: 05/20/2024

Level of Support: Neutral

Topics:

Comment: K-10 Technology corridor – This concept was derived and reflected many years ago with large monument signs constructed along K-10. Many new tech business establishments have located along the corridor with the Desoto battery facility being the largest and latest to start construction. Appearance issues (look and feel) are important to continued development along the corridor. Toll Lanes – I like the concept of toll roads because the actual users are paying for the improvements versus everyone. That said the initial analysis is indicating future traffic volumes are not high enough to pay for the improvements. I question the shorter highway length used in the study, versus taking tolls into the next county, toward Lawrence and the I-70 toll facility. In the final report it might be helpful to briefly compare the tolling issues and costs of 69 Highway versus this project. Lone Elm interchange - While I would prefer a full interchange at this location I would have to defer to the traffic modelers on its impact to the other interchanges in the area. As empty nesters on the north side of K-10, we certainly understand the need and desire to have auto and trail access across K-10 to the numerous schools and sports facilities on the south side of K-10. An overpass, with trail and grading completed to accommodate a future full interchange may be warranted at a minimum. Proposed future land uses in the area will impact the need for an interchange as will as impacts to existing land use in the area. Trails - At one point in the past MARC was advocating for a

multiuse trail from KC to Lawrence. The official KDOT Rails to Trails Map also reflects a Trail along K-10 highway. This trail was reflected in the Lenexa Trails map and funding for the initial segment was secured and about 1.5 miles was constructed. Most of the other segments in Lenexa are located in more favorable cost effective locations though the crossing over Mill Creek and the railroad tracks is of concern. With continued ebike use and fitness concerns of young and old, continued trail development is likely. KDOT should be assisting and coordinating with local governments concerning future trail development. Where cost effective, KDOT should be encouraging trail development along portions of major roads, particularly near sound barrier walls and berms. Certainly trail opportunities exist for this segment of K-10.

Landscaping - Major highway improvements, including sound barrier walls/berms, necessitate significant vegetation removal. It would still be worthwhile to have an existing tree survey if it can reduce the need for new plantings. Many local governments would assist with some of the needed funding near corporate boundaries or other prime interchange spots. Certainly new vegetation on and around sound barrier walls and berms would be useful. A tech corridor devoid of trees does not encourage the type of high tech development that the State and local governments are seeking. From what I can tell, the original improvements to the K-10/I-435/I-35 interchange contained almost no trees or shrubs. In their place grows many species that we may, or may not desire.