

K-10 Corridor Capacity Improvements Project Public Meeting #1 Summary DRAFT January 2024

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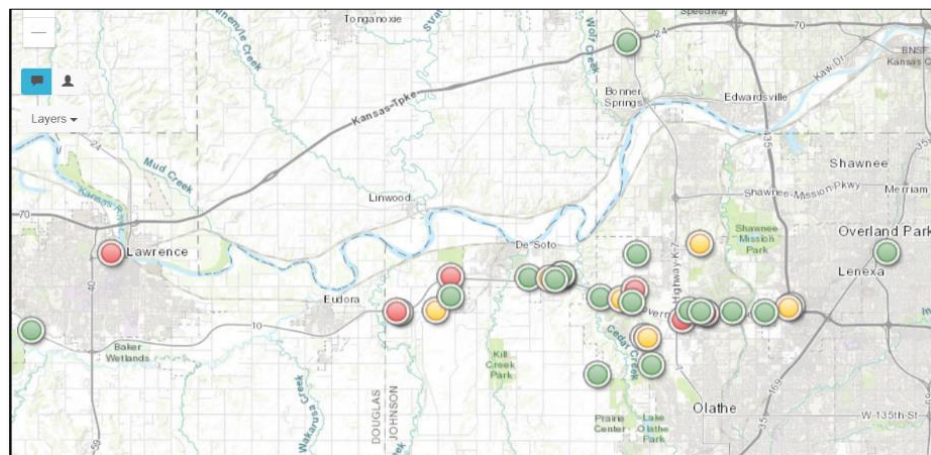
The Kansas Department of Transportation (KDOT) hosted a virtual public information open house for the K-10 Corridor Capacity Improvements Project from December 6, 2023, to January 5, 2024. KDOT is evaluating alternative solutions to improve safety, relieve congestion, and enhance K-10’s key role in supporting existing and future development. K-10 is the principal highway linking Johnson and Douglas counties, two of the fastest-growing counties in Kansas. The areas around K-10 are rapidly urbanizing, with brisk commercial, industrial and residential development expected to continue.

The purpose of the meeting was to present the project overview and existing conditions, as well as gather public input on the draft purpose and need. The virtual public meeting was available on the project website (<https://K10.ksdot.gov/>) for a 30-day period to allow participants to review the information and provide comments at their convenience.

Key Takeaways

Community Interest

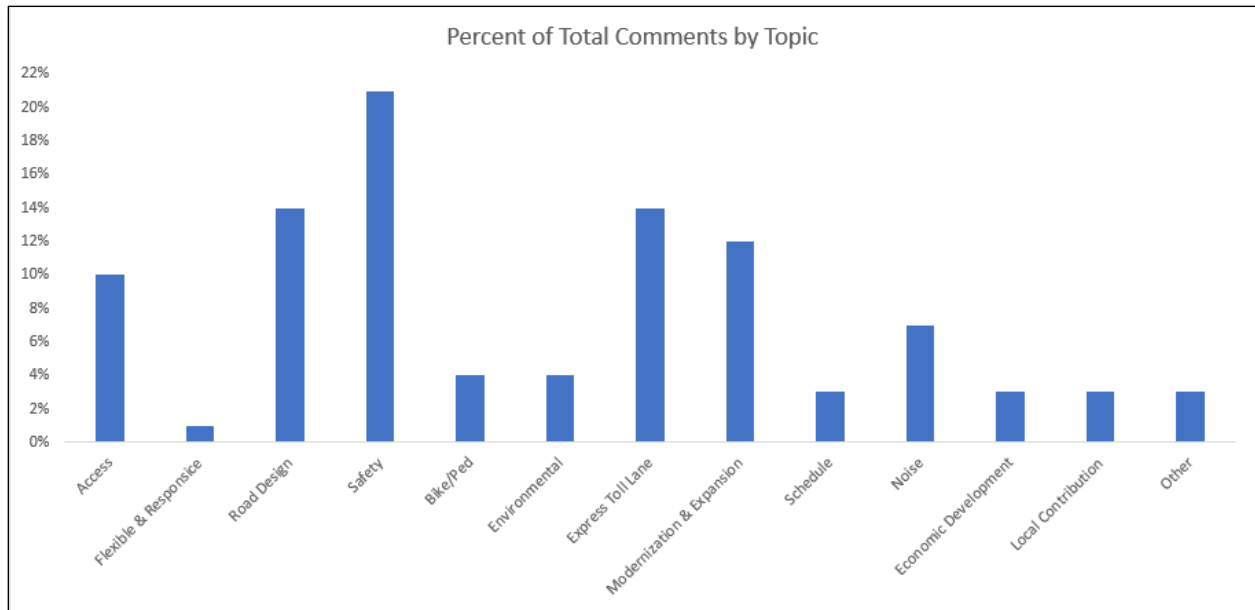
Responses showed this project is of great interest to the community as 459 people signed into the meeting and provided 463 comments. Several participants provided multiple comments that are individually counted. At the conclusion of the public meeting comment period, the database had amassed 1,001 stakeholders signed up to receive project updates. Stakeholders range from the Kansas City metro to Lawrence.



Source: KDOT Public Involvement Management Application Dashboard – Commentor Locations

Common Themes

Comments covered a broad range of topics as shown by the graphic below.



Source: KDOT Public Involvement Management Application Dashboard – Comment Topics

People are generally supportive of improvements in the area; however, they are not supportive of an express toll lane. Many participants noted that K-10 is already congested, and they continue to see growth in the area, particularly with the addition of the Panasonic plant and other industrial businesses. This context prompted comments asking why the project does not extend to Lawrence as they see the growth happening beyond the Johnson County line. People would also like to see improved safety in the corridor and improved access points to relieve congestion. One specific location noted is Lone Elm and the proximity to schools at the interchange. In addition, area residents are concerned with the amount of noise, and the community would like to see improvements done as soon as possible.

A full list of comments and topics are attached. Below are example comments, verbatim, that represent the top comment themes.

- Safety

- *We use K10 almost every day. The key issue for us is safety. Over the last 5 years traffic volumes have risen and will continue to going forward. That being said I don't believe the current speed limits are being enforced completely. Would recommend: Reduce speed limits to 65, Police and enforce speed limits, If reducing the limit is not feasible then add officers to better enforce current limits.*

- *The ramp from 435 westbound to K-10 is very dangerous. What is being considered to improve safety and traffic flow in that area?*
- *Signage- Eastbound on K-10 to I-435 and I-35 the signage is confusing. There are three overhead direction signs that infer that I-35 will be in the left lanes and I-435 in the right. The last sign about 1/4 mile from the interchange reverses the lanes. I see drivers switching lanes erratically when they realized they're in the incorrect lanes. It is not intuitive and should be corrected.*
- *Will cables be placed in the median throughout the the full distance of K10 up to Lawrence? My husband and I had what would've been a crossover accident 10 years ago if it had not been for the cables. You'll note that there's only three small areas of K10 that have the safety cables and with the increased amount of traffic that is expected what will be done in the median to prevent crossover accidents?*
- **Congestion/traffic flow**
 - *This project is extremely needed and important as Johnson County continues to grow. Without improvements development and growth will suffer and accidents and congestion will become much worse.*
 - *I support all steps taken in order to widen roads - congestion is horrible during rush hour traffic.*
 - *K10 needs a major expansion to accommodate the number of vehicles traveling at any given time. The congestion leads to aggressive driving that is unique to K10. In fact, the aggression on K10 is so dangerous that after driving many years to work on K10, I personally have changed my route to work so that I drive I-70 instead. also, there needs to be some type of safety dividers between east and westbound lanes. Now there is just a small amount of grass separating the two lanes full of traffic. After expansion, raise the speed limit to 75.*
 - *I live just south of K-10 between K-7 and Kill Creek. I drive K-10 to and from work every day - but divert going up K-7 some days due to the congestion. In the mornings - very predictable - the section between K-7 and the exit to I-35 is TERRIBLE. In the evenings, the on ramp from I-435 to K-10 is backed up every single day and is packed past K-7. This situation is going to get much worse as the population grows around the Panasonic plant in De Soto.*
- **Noise**
 - *Will there be any noise abatement for subdivisions that back up to K10? Its already very noisy.*

- *Please put up sound barriers to reduce noise. The K-10 noise is so bad now we can barely enjoy our patio, nor can we open our windows.*
- *We live in the Ridge at Shadow Glen which is in Cedar Creek development. We are on the southside of K10. In the last three years the traffic noise has increased dramatically, especially when there is a North or northeast wind. Our HOA was informed there is to be a noise study for our area and possible sound barriers install at K10. The primary affected area is K10 west of Cedar Creek Parkway exit for approximately a half mile. Sound barriers would need to be installed on the inside of the westbound lanes and on the southside of the eastbound lanes because of the heavy gear braking the trucks feel obligated to do. Perhaps a sign could be posted [quote]no down shift braking. These trucks sound like they are coming through our bedroom. I am for progress and expansion of K10 but not at the cost of diminished home value caused by excessive noise pollution.*
- **Expand the project area beyond the Johnson County line**
 - *I support the use of express lanes with or without an HOV fare reduction to fund and expand K10. It should be extended to Lawrence the entire distance.*
 - *Hello, my question to you is why are you only exploring expansion between I-435 and the Johnson/Douglas County line? Wouldn't it make more sense to explore expansion between I-435 and the 23rd street K-10 exit on the East side of Lawrence? My only concern is that shifting Lanes from 6 to 4 at the county line will create a bottle neck when entering Douglas County on K-10 WB because in my view not very many people are exiting off at the county line, they are continuing to Lawrence. Plus, since KDOT has been focused all getting matching dollars from local governments, would it make sense to include Douglas County to get matching dollars from them as well as Lawrence and Eudora? I understand that Lawrence is not considered part of the KC MSA, but for the purposes of this project, it should be due to the high growth of Johnson County and Lawrence compared to the rest of the state.*
 - *A safe and highly functioning K-10 is important to the economy and quality of life of the local cities, region and our state. We need to build the additional lanes as soon as humanly possible. Widening K-10 through Lawrence must also be on the horizon. And, we need to continue think about an I-35/K-10/I-70 Connector. An efficient and safe transportation system in this area will be absolutely key to the future of our state. I'm a ok with user fees (tolls) on all these roads.*
 - *I favor the traditional lane widening approach along with exploring and improving alternate routes especially between K7 and I435. Also, the project scope needs to extend to the eastern lawrence terminus instead of the johnson*

county line. Studies are much cheaper than actual construction, so study the whole length so that future options are well studied and understood for future budget considerations.

- **Multimodal options**

- *This project must include bicycle, pedestrian, and transit infrastructure and investment. Active transportation and public transportation instead of road widening. The region has a goal of reducing single occupancy VMT to meet the Climate Action goals and reduce transportation emissions. There must be viable, safe, and comfortable alternatives for people who choose not to drive single occupancy vehicles.*
- *Mass transit or non-personal vehicle utilization should be the main focus of the project, making a less personal vehicle-reliant lifestyle possible for those of all ages, physical abilities, and incomes. Traditional highway widening has failed us. It just adds to our future tax burden and deceives people into thinking the problem is resolved rather than just pushed off to the future. That said, I am very much in support of reconstruction that fixes dangerous areas such as the K10 to 435 connection or other access points.*
- *A Third lane is needed for this roadway with the following conditions: Local communities should contribute the local match needed without using Express Lane tolling. Right of way should be retained along the full length of the corridor to allow for transit options in the near future such as bus rapid transit, commuter rail, or street car. Designs should connect with K-10 in Douglas County in ways that will encourage greater mobility of people and vehicles with Lawrence.*
- *I would like to see public transportation improved with adding buses along the K-10 corridor. Would be wonderful to have a mass transit commuter train available along I-35. Also, an additional lane added each direction.*

- **Lone Elm**

- *We are highly opposed to an exit onto Lone Elm from k-10. This would cause too much traffic on Lone Elm with 3 schools located within one mile just south of k-10. This is a safety concern for kids walking and driving along this street.*
- *The proposed exit at lone elm would drive a huge amount of traffic past two schools, and the traffic patterns are already fairly chaotic. Adding more traffic to that is too risky and will inevitably end up in someone getting hurt.*
- *We don't need an interchange at Lone elm. An interchange there is too close to woodland and k-7/k-10 interchange. We don't need a overpass there either. Traffic would be terrible around the schools. We need 3 lanes and don't make it*

a luxury lane. That is just another tax. We pay enough in taxes you guys should fix this as is. The local neighborhoods need some sort of sound mitigation, preferably sound walls.

- *I am in favor of overpass of lone elm over K-10, but no on or off ramp at lone elm.*
- *I would like to see Lone Elm to get access to K-10. I think it will alleviate congestion at Woodlawn and also provide a quick connection to Lenexa and alleviate K-7 dependency.*

Meeting Promotion

The K-10 Capacity Improvements Project Team promoted the virtual public meeting through a number of channels. The team worked with the Advisory Group members and Project Partners to share with their already established contacts and social media to ensure inclusion of stakeholders in the full project area. Project Partners receiving information for sharing include but are not limited to Johnson County and the Cities of De Soto, Lenexa and Olathe.



In addition, KDOT utilized their social media platforms and distributed a press release to their traditional media outlets. KDOT tagged many of the project partners on social media for the ease of sharing and capturing a broad audience.

The Project Team sent emails via KDOT’s Public Involvement Management Application (PIMA) to a database that grew to over 1,000 stakeholders by the close of the comment period.



Kansas Department of Transportation - Northeast Kansas

December 7, 2023 · 🌐

*** K-10 Corridor virtual public meeting now LIVE online! ***

KDOT is hosting a virtual meeting to engage the public in learning about the K-10 Capacity Improvements Project in Johnson County. Meeting materials and opportunity for public comment are available on-demand online Dec 6. – January 2, 2024, through the project website:

<https://pima.kdotoutreach.com/.../event.../search...>

Part of the KDOT Eisenhower Legacy Transportation Program (IKE), the K-10 Capacity Improvements Project was announced in December 2021. K-10 is the principal highway linking Johnson and Douglas counties, two of the fastest-growing counties in Kansas. Areas around K-10 are rapidly urbanizing, with brisk commercial, industrial and residential development expected to continue. Spanning the cities of De Soto, Lenexa and Olathe, the K-10 corridor supports existing and future development in eastern Kansas and the Kansas City metropolitan area.

Virtual public meeting attendees will learn about the project's purpose and need, traffic and safety data, funding options and timeline and alternatives being considered, including:

- K-10 widening from the Douglas/Johnson County line to I-435;
- Interchange improvements at Evening Star Road, Edgerton Road, Lexington Avenue, Kill Creek Road, Cedar Creek Parkway, Prairie Star Parkway, Woodland Road, Ridgeview Road and Renner Boulevard;
- Potential overpasses or interchanges at K-10/Clare Road and K-10/Lone Elm Road;
- Improvements at K-10/K-7 and K-10/I-35/I-435 system interchanges;
- Transit, technology and other non-roadway improvement opportunities; and
- Potential addition of new lanes as express lanes.

Those who need special assistance or accommodations for the meeting, would like to request a hard copy version of the meeting materials or would like to discuss the K-10 project with a project team member, may contact Moriana Jaco at 816-527-2174 or mjaco@hntb.com.

To learn more and sign up for additional project updates, please visit <https://k10.ksdot.gov/>.

cc: Johnson County, KS City of De Soto City of Lenexa, City of Olathe, City of Lawrence, Kansas Douglas County, Kansas Government Johnson County, KS Sheriff's Office Douglas County Sheriff's Office Unified School District #232 Olathe Public Schools Lawrence Public Schools Mid-America Regional Council RideKC Johnson County Chamber of Commerce De Soto Chamber of Commerce Kansas Department of Commerce KMBC 9 KSHB 41 FOX4 News Kansas City KCTV5 News Kansas City Telemundo The Kansas City Star KCUR 89.3

Media

A number of local news stations and community newsletters ran stories on the Public Meeting to provide a project overview and encourage participation. The list of media include:

- 12/7/2023 – City of Lenexa News, [Weigh in on the Future of K-10](#).
- 12/21/2023 - Shawnee Mission Post, [KDOT is seeking public input on changes to Kansas Highway 10](#).

- 12/21/2023 – Lawrence Journal World, [KDOT wants feedback on idea of tolled express lanes on K-10](#).
- 12/29/2023 – KCTV 5, [KDOT seeking public input for future of K-10 through Johnson, Douglas counties](#).
- 12/29/2023 – WIBW, [KDOT seeking public input for future of K-10 through Johnson, Douglas counties](#) (pickup of KCTV story)
- 1/2/2024 – Fox4 News, [KDOT extends K-10 feedback until Friday](#).
- 1/4/2024 – Lawrence Journal World, [Public comment period on possible widening of K-10 and tolled express lanes extended through Friday](#).

Next Steps

The Project Team is moving forward into the next phase of the project, which will begin to develop and analyze the initial alternatives. This information will be presented at the next public meeting in March 2024. Additionally, KDOT will release a public survey in 2024 to continue to gather input.

Public Comments

A full list of public comments received is attached. All comments are reviewed and documented by KDOT and the Project Team.

**K-10 Corridor Capacity Improvements Project
Public Meeting #1 Comments - January 2024**

Topic	Comment
Access	We need 3 lanes
Access	An overpass or interchange at K-10/Lone Elm Rd would be a terrific improvement that facilitate traffic from the north side of K-10 to the south side and vice versa. Currently it is only possible to access the areas between Woodland Rd and K7 via either one of these roads. Adding access to Lone Elm would greatly improve the ease of access to the Prairie Trail Middle school and Olathe Northwest High School for those who live on the north side of K-10.
Access	Interchange improvements list includes Prairie Star Parkway, which does not intersect with K-10. Do you mean Canyon Creek Boulevard? Or will Prairie Star Parkway be continued westward and then curve south to intersect with K-10?
Access	I am not a fan of adding an exit at Lone Elm as that road goes by elementary, middle and high schools. Traffic on school days is already busy on this road and may children of all ages are walking home. Adding an exit would add traffic that is not school related and could add danger to our students. There is an exit already at K-7 and Woodland Roads which I believe is plenty of exits for that short distance.
Access	Nope. No toll.
Access	Add new lanes - traditional widening
Access	I did not realize there were that many cars going through there daily
Access	There was nothing on this site. No [quote]meeting [quote]or new info or questions. Not sure why its not working??
Access, Bike/Ped	Please do not put an overpass or interchange at K-10/Lone Elm Road due to traffic safety concerns with the elementary and middle school being located right there.
Access, Bike/Ped	Please add an overpass connecting Lone Elm across K-10.
Access, Bike/Ped, Environmental Concerns	Please do not make K10 a toll way.
Access, Bike/Ped, Express Toll Lane	If people don't want to pay tolls, i am concerned that a toll lane will divert traffic down cedar creek pkwy and to college. Also concerned about diverting traffic to prairie Star pkwy through canyon creek and other neighborhoods. These neighborhoods are quiet residential areas with pedestrian traffic and many children.
Access, Bike/Ped, Local Contribution	We live on the north side of K-10 in Lenexa (as do about half of students who attend PRT middle school and Olathe NW high school). We have been advocating for a bridge over K-10 connecting Lone Elm (not an exit) so we can more easily get to and from school. A bridge would shorten our school commute from over 5 miles to about 1 mile each way and provide a safer route for them to drive when they start driving (keeping them off K-7). You can see the district map showing where the students who attend PRT and Olathe NW here: https://www.olatheschools.org//cms/lib/KS01907024/Centricity/Domain/1229/DistrictMap072618.pdf

Access, Bike/Ped, Modernization & Expansion	I am a resident of unincorporated Douglas County who works in Lenexa with children in Eudora schools. It seems obvious that K10 eventually become a 6-lane highway from I-435 all the way to Lawrence and to I-70. Widening should start in the east and expand westward. One interchange suggestion I have is to improve Church Street in Eudora. K10 has cut Eudora in half and the schools are south of the highway. K10/Church St traffic is terrible on school mornings (left turns are nearly impossible) and there are middle school/high school kids walking across the bridge without sidewalks or protection from traffic. Additionally, there is a quarry south of K10 near the county line and those trucks are using the church street interchange. It would be safer if those trucks use E2300RD for access to K10. Improvements to Church Street and E2300RD should be considered with future K10 projects.
Access, Bike/Ped, Road Design	I do not want an exit ramp from K10 to Lone Elm due to noises. However, I would like to see a bridge or tunnel built to extend Lone Elm thru K10 towards Olathe, ideally with a pedestrian sidewalk. Thank you.
Access, Bike/Ped, Safety	The safety of CHILDREN needs to be considered here. Lone Elm is a WALKING zone for hundreds of elementary, middle and high school KIDS. This road remaining as is will SAVE CHILDRENS LIVES by not putting them in severe danger with a busy traffic intersection. PLEASE DO NOT MAKE LONE ELM AN EXIT ROAD.
Access, Bike/Ped, Safety	No exit on Lone Elm from K10. With lots of walkers, bike riders, sporting events for 4 schools right off Lone Elm plus elementary and middle school a mile away this could be dangerous and would increase congestion and less controlled traffic access to schools.
Access, Economic Development, Environmental Concerns	The amount of commuters have outgrown the number of lanes. We also need a safer, higher speed - commutes on I-70 go much more smoothly and quickly given the speed and lane expansion. Lastly, more lights provided along the road - deer season adds quite a bit of nerve racking thoughts to my commute coming back home in the winter, which leads me to just end up taking the toll road (I-70). Thank you for your attention.
Access, Economic Development, Express Toll Lane	cloverleaf at k10 and k7 is dangerous and outdated. ramps too congested at woodland causing dangerous backups. need for toll lanes. lone elm does not need a bridge. nothing of commercial value.
Access, Economic Development, Express Toll Lane	I think it'd important for traffic flow to add a bridge over K10 to connect Lone Elm. With a high school located at College Blvd & Lone Elm and the school boundaries including North and South of K10 it makes sense to have it connected for traffic flow. I'm opposed to a toll road. It seems unfair that Johnson County would be the only county with toll roads (excluding the Turnpike) when we send the most revenue to the state already and need additional lanes due to growth. Gov Brownback spent our transportation funds on other areas instead of preserving for growth. I'm in favor of adding a lane each way but not tolling it.

<p>Access, Economic Development, Express Toll Lane</p>	<p>Improvement to the K-10 corridor is important to eastern Douglas County and western Johnson County for many reasons. Safety of transit, accessible to Eudora and Desoto, ease of travel between Lawrence and Kansas City, economic development, and a host of other reasons. While understanding the reasons for improvements is important and understanding the impact of those improvements on the daily use of the corridors is also important, I would like to encourage that the impact of those improvements not overlook what are currently considered non-arterial routes. Such as west 83rd, between Desoto and Lenexa, north 1400/highway 442 west of Eudora, traffic through Eudora and Desoto, and even roads as far south as north 1000 and north 900 or highway 458/west 143rd. These roads today are currently considered the back roads and not heavily traveled. Many have narrow shoulders or no shoulders, are 2 lanes, and poorly lite. Some of the back roads are even gravel. With the improvements to K-10 will come longer commutes, many drivers will utilize technology and their knowledge of the area to shorten their commute or avoid years of construction altogether. I would encourage additional funds at some level be supplied to Douglas County, Johnson County, the city of Eudora, Desoto, Lenexa, and Olathe, and the Eudora Township to assist with the increased maintenance and dust control that will be needed for years during the construction process. Increased traffic in the mentioned areas will be a burden for the residents of those areas but should not also be a tax burden to residents of those communities to assist with the increase maintenance or improvements because of the resourcefulness of commuters to find alternate routes. Without alternate routes between Lawrence and Kansas City the commute on K-10 at times will come to a grinding halt.</p>
<p>Access, Economic Development, Local Contribution</p>	<p>It is mentioned in the objective above that [quote]K-10 provides a vital connection between the southwest region of the Greater Kansas City metro area to Lawrence and I-70,[quote] however the study area does not connect to Lawrence or I-70 (either through the Lawrence 'South Lawrence Trafficway corridor or the City of Eudora). By stopping at the Douglas County line, the plans presented will not achieve their required goals of assisting motorists in safely traveling East or West or this road from Lawrence or I-70. Two interchanges in Eudora and additional support in the Lawrence/Douglas County region must be considered for these plans to be successful.</p> <p>Increasing capacity, the option of Express lanes, multimodal transportation, such as bussing, rail, etc.) will all be helpful options that should be considered once all potential stakeholders are involved.</p> <p>As an example, the City of Eudora is working with stakeholders at the Kansas Department of Commerce to potentially utilize Kansas' STAR BOND program for an economic development project within the City of Eudora. This project will be only a few miles from the Panasonic project and the Ad Astra business park. this space may be a useful [quote]hub[quote] for a multimodal station (bus, rail, etc.) for people to park in, which would reduce traffic on K-10 in the first place. However, this and other potential solutions can not be considered as they are not within the specific area of the study.</p> <p>Please consider expanding the study (or beginning another one altogether) running the entire length of the K-10 corridor.</p>

<p>Access, Economic Development, Modernization & Expansion</p>	<p>I live just south of K-10 between K-7 and Kill Creek. I drive K-10 to and from work every day - but divert going up K-7 some days due to the congestion. In the mornings - very predictable - the section between K-7 and the exit to I-35 is TERRIBLE. In the evenings, the on ramp from I-435 to K-10 is backed up every single day and is packed past K-7. This situation is going to get much worse as the population grows around the Panasonic plant in Desoto.</p>
<p>Access, Economic Development, Modernization & Expansion</p>	<p>I support improving K-10.</p>
<p>Access, Economic Development, Road Design</p>	<p>My main concern is access to the Northwest and Northeast corners of K10 and K7. These are potential major economic hubs for business, commercial, retail and residential. I would request that the teams look into how these future development nodes will be served for better access off K10 and K7 without having to travers through residential areas of Lone Elm, Prairie Star Pkwy. Options for having quick access off the frontage roads of 102nd Terr, Monticello Terr and S. Hedge Ln could be used in a way to help provide quick access to these major node centers.</p>
<p>Access, Economic Development, Road Design</p>	<p>I know that the focus is currently on the K-10 corridor between I-435 and the Douglas County line which is understandable because of th0e expectations for traffic immediately adjacent to the plant. Please don't lose sight of the needs along the rest of K-10. Truck traffic to the plant that is coming from the west on i-70 and also, truck traffic from the plant headed west will be using K-10 and the South Lawrence Trafficway extensively and improvements will be needed to accomodate that traffic plus the commuters to the plant that will be coming from west of the Johnson/Douglas County lines.</p>
<p>Access, Economic Development, Road Design</p>	<p>Big fan of the alternative routes and adding interchanges for Prairie Star Parkway, Mize Road, Lone Elm Road, and Clare Road. Though it does not necessarily increase the road available for commuters between Lawrence and Kansas City it does open alternate routes, minimizing many commuters' time on the K-10 corridor. I would personally be one who would use alternative routes and have in the past. Alternative routes often equal the same amount of time for my commuting during congested times, and when the traffic is not congested only add a handful of minutes to my commute. Alternative routes would also provide detours for road work or traffic accidents. These new interchanges could also help create residential and commercial growth opportunities without causing over congestion on collector routes. Installing these new interchanges now will be important to the long-term development of the area. Once the proposed sites are heavily built and occupied with residential and commercial structures, gaining the rights to install the interchanges may be impossible or come with a price that is just not feasible.</p> <p>Would a new interchange at Lone Elm Road need an on-ramp East bound and off-ramp West bound? Could a front road be built between Woodland and Lone Elm to carry traffic between the two roads? This would help eliminate the number of merge lanes on K-10 while also helping to provide alternate routes without over burdening the collector roads.</p>

Access, Economic Development, Safety	Main concern: safety. Secondary concern: access. Additional future concerns: economic development. I am in favor of expanding where necessary (closer to the metro.) I am in favor of adding additional exits, and improving current exits. Due to 83rd street becoming overwhelmed several times a day, it is not a reliable route from De Soto to K-7. K-10 is relied upon as the only route into the metro. It is crippling when traffic comes to a standstill due to a simple traffic stop, or worse--an accident. I feel unsafe driving on K-10 mostly of the time due to other drivers exceeding the speed limit and tailgating. It is not uncommon to be forced to drive 80mph to keep from getting run over. Improvements to the K-10 corridor is VITAL for our community. Regarding economic development I will quote the movie FIELD OF DREAMS, [quote]If you build it, they will come.[quote]
Access, Economic Development, Safety	Safety should be number one. The economic development should be considered when designing for the future of the highway.
Access, Economic Development, Safety	I am against this 100% and will never support this! I will bringing this up to my neighborhood board Cedar Creek Olathe.
Access, Environmental Concerns, Noise	I fully endorse widening of K-10 and to 8 lanes at least from 435 to K-7. In doing that, special attention needs to be placed on noise on both sides of K-10 despite the density and walls need to be placed. Also, special attention to water runoff is paramount seeing that no retention pond or piping was placed when K-7 and the middle schools were built. I do not support a Lone Elm interchange or fly over.
Access, Environmental Concerns, Safety	K-10 around Lawrence is very unsafe. Cars go too fast. The speed limit around Lawrence should be reduced to 55 mph. Currently at 65 mph. When I drive at 65 other cars ride on my bumper, or flash their lights. Number of accidents need to be counted and a plan to reduce accidents and increase safety needs to be developed. For the people in Lawrence we already have one toll road to drive to Kansas City, the airport, and/or Johnson County. I personally spend an average of \$10 per month on I-70. Access for seniors, students, and other low income people would affect the use and the ability to travel as necessary.
Access, Express Toll Lane	I do not want to pay tolls to use roads being built with taxes I'm already paying. I would also like to see information explaining exactly how camera generated tolls would be billed and enforced.
Access, Express Toll Lane	After reading through more carefully... First I can see that Express Lanes are probably a done deal. There has clearly been a lot of time and money involved already and the information here which says pretty much nothing about the benefit that could be provided from additional traditional lanes goes on in great depth about possible benefits of the toll lanes. So this public opinion gathering seems to be a bit of a charade. Toll lanes that begin at the already problematic multi-merge point between Renner and Ridgeview will only make that worse. Furthermore, toll lanes are regressive, giving yet one more life advantage to people with money. I say this as someone who could easily afford a toll lane. It's just wrong.
Access, Express Toll Lane	I hope we can wait until the US69 express lanes are in service before starting a new express lanes project in KS - see what does and doesn't work here and learn from that. Second, I think an interchange at K-10 and Lone Elm would be dangerous....too close to other K-10 exits and dumps too much traffic too close to existing schools. It would be nice if Lone Elm could go through (either over or under) K-10...which would also reduce traffic on K-7 and Woodland.

Access, Express Toll Lane	I am opposed to any toll on the improvements to K-10. This is a state highway and should be accessible to all people. A toll on this road would be another regressive tax on hard working Kansans that would use this road to get to and from work.
Access, Express Toll Lane, Flexible and Responsive	The Express lanes should help fund the improvements.
Access, Express Toll Lane, Historical	There aren't enough East West routes. We shouldn't be forced to drive. Build things right the first time and you won't have to fix them after 10 years. Elitist only express lanes are not the answer.
Access, Express Toll Lane, Local Contribution	I honestly feel the state needs to stop suggesting toll roads for k10. Highway 50, i435, i35 and literally every other major highway in the area besides i70 has no tolls. To get home conveniently shouldn't cost those of us living in Douglas County more money simply because the state wants more money. Toll roads would not fix the issue as only the well off could use the road daily. We do not need that sort of favoritism. K10 has needed to be 3 lanes for years and this debate goes round and round when the solution is simple yet Kansas wants to make it seem complicated so they can try to push tolls that would be unfair and completely unnecessary.
Access, Express Toll Lane, Local Contribution	<p>First, on average, between the three of us in this household that are in the meeting, we drive this section of highway from 2-6 times a day and sometimes more. The people that drive this most often should have the most weight when opinions are considered. We've been giving it a lot of thought since the survey.</p> <p>West bound - Adding a lane from 435 as far as K-10 would work wonders. Based on observation, 70-80% of the traffic is local. Even an additional lane just from 435 to Woodland would be a huge improvement.</p> <p>East bound - by far the biggest problem is the multi-merge between Ridgeview and Renner. You have traffic coming on from those two streets and traffic from K10 trying to sort into lanes for 435 North, 435 East, 35 North, and 35 East. So much is going on in such a short space, people anticipate and it impacts traffic flow at least back to Woodland. Having the merge lane start back at Woodland instead of at Ridgeview would help a lot. Between Ridgeview and Renner, you have three lanes.</p> <p>The survey mentioned the possibility of a toll lane which I think would be more likely to make matters worse since most of the traffic is local and it would further complicate already congested merge points as well as discourage local economic development.</p> <p>I can't answer regarding my level of support without knowing more about what is planned. That seems an odd question (below) to be asking at this point.</p>
Access, Express Toll Lane, Local Contribution	<p>Of course, this only applies to JoCo from a cost perspective! "Supposed" you plan to make K-10 with a one lane a tollway like 69 highway. Should we really believe that as a tax paying residents of JoCo that both Highway 69 & K-10 will not become all lane toll roads in the next 5 years? And these toll lanes will be used to monitor and limit our travel! To this I say a resounding NO!</p> <p>Adding an exit for Lone Elm is detrimental to the community in this area. How do you plan to keep school children safe! Does your proposal include moving the schools too?</p> <p>If you ever drive K-10 eastbound, you would realize that the best way to proceed through the area K-7 to Woodland is to be in the far left hand lane. Are you adding traffic lights at the end of each on ramp to help traffic flow?</p>

Access, Express Toll Lane, Local Contribution	Would like to understand if a combination of the options is being considered, and if so, what that would mean from a cost standpoint. e.g. perhaps improve alternate routes, add select metered ramps, and add express toll lanes. How is the Colorado plan working and what would they have done differently based on results so far? What would a combination approach cost JoCo taxpayers?
Access, Express Toll Lane, Modernization & Expansion	I would like to see lone elm to get access to k10 I think it will alleviate congestion at Woodlawn and also provide a quick connection to Lenexa and alleviate k7 dependency. I am also not in favor or toll lanes this is an artery connecting Douglass and Johnson county and it should be accessible and toll free for all
Access, Express Toll Lane, Modernization & Expansion	I do not want an exit at K-10 and Lone Elm. I believe the increase in traffic would be dangerous for all the students at Prairie Trail Middle School that walk home to the neighborhoods across the street. I would rather the capacity of K-10 is increased by adding an additional lane each direction; NOT an Express Toll Lane.
Access, Express Toll Lane, Modernization & Expansion	Living along the K-10 corridor, we would be opposed to toll lanes Being installed/utilized
Access, Express Toll Lane, Modernization & Expansion	I think if there was going to be a toll charged along this stretch of highway...the toll should only be active during the most heavily used hours for the highway. In addition, there should be an option to purchase a pre-paid tag. Also there should be a High-Occupancy-Vehicle Lane. And there should be red/green lights on the entrance/exit ramps to limit vehicle traffic.
Access, Express Toll Lane, Road Design	I was a 30 commuter from Olathe to KU. The West Olathe/West Lenexa area has been rowing rapidly. And now comes the DeSoto Panasonic project. If a toll lane is the only way to make K-10 six lanes then so be it. NO BUILD is not an option. Then Lawrence/Douglas County also needs to do something.
Access, Express Toll Lane, Road Design	I think adding another general purpose lane AND improving alternate access routes would be the best way to improve traffic flow. Using express toll lanes makes this only an option for some (those that can afford it) and therefore decreases equitability of highway travel.
Access, Express Toll Lane, Road Design	I am against the K10 & Line Elm exchange with the high school and other schools being right there. There are plenty of exits along that strip of K10. Please think of the kids safety and the homes around there. I also think it's ridiculous to implement tolls, Kansas and Johnson county already rake in way too much money with no accountability in spending!
Access, Express Toll Lane, Road Design	Adding a toll would be a huge mistake! If the purpose of a toll is to fund highway repairs and maintenance, there are other means of obtaining funds that would not create horrible infrastructure and a horrible driving experience. Some people must take K-10 to and from their home neighborhood on a regular basis. Adding a toll would make it a place people would want to avoid going to and from, greatly reduce the appeal of nearby areas, and reduce home values.
Access, Express Toll Lane, Road Design	I appreciate the growth these two counties are experiencing. However, I take issue with having to pay a toll to navigate my own county or get into my neighborhood. I understand if you have it as we enter Douglas county, west of Cedar Creek Parkway, but not to get off the highway to get to my house. I'd prefer no toll at all, actually.

Access, Express Toll Lane, Road Design	The on ramps from 435/35 onto Highway 10 is the worst design and bottleneck and needs to be improved. Also, on-ramp from K7 to Highway 10 going both directions needs improvement because that also gets difficult to merge onto the highway during the evening/morning rush hour. I would not support a toll for this road - Kansas already has higher taxes than surrounding states and the money collected from taxes should be more wisely spent and the state should budget enough funds to improve the roads without charging us to drive on them as well.
Access, Express Toll Lane, Road Design	Do not build a toll road!!!!
Access, Express Toll Lane, Safety	Yes, we built a home off Canyon Creek & K10 9 years ago and the traffic has exponentially increased.
Access, Express Toll Lane, Safety	Please, no Lone Elm interchange and no toll lane
Access, Express Toll Lane, Safety	I am not in favor of a toll lane on K10. I am 100% in favor of widening K10 in Johnson County. I am 100% in favor of development at K10 & Lone Elm.
Access, Express Toll Lane, Safety	I am supportive of adding additional lanes to Kansas Highway 10 but OPPOSED to the addition of toll lanes. I live very near K-10 and use K-10 Eastbound (to KC Metro) and Westbound (to Lawrence) regularly. The addition of toll lanes as proposed will not relieve congestion in the worst area (Ridgeview/Renner/etc). Additional lanes (not toll) would increase capacity and speed, and hopefully make the road safer. Toll lanes would increase the complexity of the roadway and unfairly penalize drivers who require access to K-10. As the State of Kansas has chosen to support economic development projects to its benefit, I believe this road should be improved and maintained without additional tolls from those of us with no other reasonably viable option for accessing Lawrence and the KC metro.
Access, Express Toll Lane, Safety	No toll lane. Yes widen roads safety. No to off ramp on long elm. It is a disaster at Woodland right now. We need to keep the children at those schools safe.
Access, Express Toll Lane, Safety	Review info on toll lane
Access, Express Toll Lane, Safety	When complete?
Access, Express Toll Lane, Schedule	The busiest times of year are when KU is in session and the legislature is in session and many commute between KC and Lawrence to I-70. If you're going to complicate our lives again after we just endured bridge drama creating traffic jams in De Soto, you're going to need to give us some time in between, and for heaven's sake—please wait until summer, then go hardcore for up to 4 months and be done until next summer. Maybe one direction at a time. Adding an opening and crossover at Lone Elm would disperse traffic immensely and be very very helpful to all commuting citizens 1-2 miles south and north of K-10. I pay ungodly amounts of tax dollars. No toll lanes. Keep it like 435.
Access, Flexible and Responsive	Being a daily commuter from Lawrence to Lenexa, I don't feel an expression lane or widening is necessary unless east of K7. A better network of side roads or alternate paths would be beneficial though as the highway backs up badly during an accident without providing alternate means. If you're there, you're stuck. Bridges and overpasses have been improved upon the last 2-3 years and this would again require construction on a recently renovated structure. That seems wasteful for tax payer money.

<p>Access, Flexible and Responsive, Modernization & Expansion</p>	<p>My wife and I live in Leawood KS and go to Lawrence a lot to visit our daughter, son-in-law and their 4 kids. As you know it is a very busy highway. We are not in favor of a special one lane tollway. We would be happy if you just add one more lane each way from I-435 and K-10 to the Johnson/Douglas County line. Thank you for the opportunity to give you our input.</p>
<p>Access, Flexible and Responsive, Modernization & Expansion</p>	<p>Add and improve alternate routes, connect 119th street east of Moonlight. With the pending connection in Olathe, east of Woodland, over the rail road, connection east of Moonlight would make 119th a straight and continuous route from at least Waverly all the way to the Ks/Mo State line. This would make an alternate route straight through the heart of the County. This would be a very viable alternative to using K10 and get access to roughly the same areas as it runs parallel with K10. Personally, due to congestion on K10 we have been taking this sort of route weaving our way down 119th to Clare, take that south to 127th west to moonlight. Where if these connection were made we could take 119th only and not have to get on K10. This missing section of 119th is ONLY 1 mile.</p>
<p>Access, Flexible and Responsive, Modernization & Expansion</p>	<p>Add public transportation options such as a light rail line running down K-10 to connect the KC metro area to Lawrence and maybe even Topeka. Currently, there is only one singular bus line connecting JCCC to the KU campus with no stops in between. I would pay for a light rail pass not a toll. This means I could pay for the light rail pass and make it all the way down to downtown KC without having to pay for parking down there or I can go out to Lawrence and not have to pay for parking out there as well. I could just hop on the light rail and go where I want to. Right now instead I gotta get in my stupid little car drive down stupidly congested roads and pay \$20 to park in these places, I'd rather much rather pay for a light rail pass. Adding additional public transit options like light rail would reduce the dependency on cars and thus help reduce the use of K10. Especially if the light rail was connected across the county and metro. You could run the light rail right down the middle of the 435 loop and spur off down the middle of K10. As stated above I would much rather be able to ride the light to destination spots around the metro than drive and pay for parking and I would figure others would as well. Also this these could be a green alternative as the light rail can be all electric. This has worked in many other metro areas most notably Denver, St Louis and Dallas. It seems almost crazy at this point that we don't have some sort of light rail.</p>
<p>Access, Flexible and Responsive, Road Design</p>	<p>Information about connecting roads to k10</p>
<p>Access, Local Contribution, Modernization & Expansion</p>	<p>It makes more sense to pursue express lanes between Lawrence and K-7. K-10 is already heavily congested between the I-35 interchange and K-7. There is already too many bottlenecks between the areas currently being studied for express lanes. 1) where WB I-435 exit traffic merges with SB I-35 traffic at the start of K-10. 2) where SB I-435 merges with WB K-10 near the Renner Blvd exit only lanes. This area needs to be expanded to 6 lanes especially to deal with current congestion.</p>

<p>Access, Local Contribution, Noise</p>	<p>We moved to Desoto Ks because it's small-town living. The 14 years we have been here we have seen our taxes go up sky high! We CAN NOT afford to pay any higher taxes due to this Highway expansion being put onto our property taxes. I believe the new battery plant coming here has a lot to do with this and they should pay there far share since traffic has already increased considerable since they started building the plant.</p> <p>Thanks to Laura Kellv we never got the chance to vote on if we wanted a Battery Plant in our back yard or not!</p> <p>This last summer access to our home was very difficult due to your highway bridge construction going on. I tried using 83rd street and Kill Creek because of the everyday back up on highway 10. They started getting backed up in spots with high traffic and truck traffic from the battery plant.</p> <p>What are you planning to do with the excess traffic noise the hwy expansion will bring to our community?</p> <p>I would like to know NOW if this is going to make our taxes go up?</p>
<p>Access, Local Contribution, Safety</p>	<p>With Lenexa and Olathe growing, it's important for Lenexa to add its own Elementary, Middle and High Schools. That would eliminate some of the traffic flowing from Lenexa to Olathe, whose schools are already busting at the seams.</p> <p>Taking land that was zoned for a school and rezoning it for residential use isn't going to help....Lenexa needs to build schools for its families.</p>
<p>Access, Modernization & Expansion, Road Design</p>	<p>We have reviewed the information given and agree the need is there for improvement. We need to know who to talk to regarding the plans at K10 and Woodland, specifically the southwest corner?</p>
<p>Access, Modernization & Expansion, Road Design</p>	<p>K-10 Should be 3- lanes East and West from the Interchange with K-7 all the way to the Interchange with I-435 at the Renner intersection. It should also have 2-lanes for merging onto I-435 E all the way to the I-35 Interchange. The 3rd lane should start East with the Interchange lane from I-435.</p>
<p>Access, Modernization & Expansion, Road Design</p>	<p>It needs to be widened NOT a toll road put in. Taxes in JoCo are already high enough and with inflation, the last thing residents need is an increase in costs for their commutes.</p>
<p>Access, Modernization & Expansion, Road Design</p>	<p>K10 is our most used travel resource</p>
<p>Access, Modernization & Expansion, Road Design</p>	<p>Concerned about our access being cut off due to design changes and curious about how design will improve safety esp in the 2 lane portion of k10</p>
<p>Access, Modernization & Expansion, Road Design</p>	<p>We need to make K10 a 3 lane highway on each side of hwy both West bound & East bound and 95th street/Lexington is so busy I can't get off 95th onto Lexington at 5pm!</p>

Access, Modernization & Expansion, Road Design	<p>Personally, I drive on the K10 and K7 Corridor on a daily basis. Having seen the construction projects at the 435/I35 interchange, and now the awful construction happening on 69 highway. In regards to traffic flow and volume, I sincerely hope that whatever plan is adopted will be done in a way that is larger than what the engineers actually believe. It appears that the 20-year plan for the above-mentioned projects is already 20 years behind schedule when they are completed. No one is going to want to pay for these improvements. As a resident of Johnson county we are already overtaxed. But I would be willing to use my KTAG to pay a small fee to drive on k10 if the whole thing was a toll road. IE: expand K10 to 3 or four lanes each direction and make the whole thing a toll road just like the turnpike. Having driven in other states that have express toll lanes such as Colorado, I was shocked at how dangerous these lanes actually were. traffic was constantly swerving in and out of the express lanes to avoid the tolls. Plus people do not want to pay for a lane that won't actually help reduce traffic volume and back ups.</p>
Access, Modernization & Expansion, Road Design	<p>My first comment revolves around coordination with JoCo CARS plans. For example, the CARS plan had a four-lane road between Kill Creek and Lexington Ave going south. How does KDOT incorporate the CARS plans into the K-10 capital improvement project?</p>
Access, Modernization & Expansion, Road Design	<p>There is a great need to expand to three lanes.</p>
Access, Modernization & Expansion, Road Design	<p>The expanded highway should continue west to the 23rd Street entrance/exit at Lawrence.</p>
Access, Modernization & Expansion, Road Design	<p>Update and improve existing routes such as 83rd street between K-7 and the K-10/Lexington intersection in De Soto by widening it to 4 lanes. This is a widely used route used by De Soto residents to access Shawnee and areas north on K-7. Currently 83rd Street is a 2 lane road with no shoulder and gets easily clogged under heavy traffic by left turners, slow pokes and cyclers. This was a heavily utilized route when K-10 was knocked down to 1 lane for bridge repairs and was miserably to use at peak time. I remember going out of my way to use K-32 to get back to De Soto during this time. It is only slated to get worse as time goes on as there is active and pending development up and down 83rd, namely in the area of Cedar Niles.</p>
Access, Modernization & Expansion, Road Design	<p>I would love to see access to K-10 at Lone Elm.</p>
Access, Modernization & Expansion, Safety	<p>Express tolling lane is a poor idea for passenger vehicles. Tractor Trailers and large trucks should have to pay tolls. Studies show that they do 300 times the damage and wear to asphalt as automobiles do. This road was designed as a bypass for Douglas county residents primarily. It has turned into a short cut for major commercial trucks instead.</p>
Access, Modernization & Expansion, Safety	<p>Agree to the creation of a 3rd lane in each direction on K-10 and to improvement of the intersections with the north-south roadways.</p>

Access, Modernization & Expansion, Safety	<p>1) 83rd street between DeSoto and K-7 needs work to improve traffic flow and capacity. Each time there is road construction on K-10, 83rd street becomes more congested and travel times/safety decreases substantially.</p> <p>2) With the Ad Astra park and Panasonic coming on-line in 2025, I think it is well understood that the increases in traffic will cause many issues along K-10 and 83rd Street, which are the main east-west roads in this part of the county as well as K-7, the primary north south road. I'd like to see the traffic study showing the projections of the impact of these projects starting in 2025. Just adding lanes or adding an express lane to K-10 may not resolve the issue of the increase in big trucks on these roads. We already see this today and it will only get worse.</p> <p>3) thank you for involving the public. This corridor is important to the growth of the region, however it also is important to the residents of these outlying (but fast growing) areas.</p>
Access, Modernization & Expansion, Safety	Regarding the proposed exit from K10 on to Lone Elm, I strongly disagree with this proposal. This will dump traffic from K10 directly onto the road with three schools within one mile. This is a safety hazard, and has the potential for greatly increased accidents. Many of us who purchased homes here did so *because* it is sheltered from the main thoroughfare.
Access, Modernization & Expansion, Safety	It's past time to get this done. Minimum of 6 lanes and modern entry/exit ramps are required.
Access, Modernization & Expansion, Safety	k10 Widen
Access, Modernization & Expansion, Safety	I am a Eudora resident, my wife works in Lawrence, and we have family in KC metro area. We drive K-10 between Lawrence & KC very often. Widening to six lanes from 435 to 59 in Lawrence needs to be high priority. Expansion needs to extend beyond Johnson Co line & into Douglas Co.
Access, Modernization & Expansion, Safety	I also feel it is extremely short sighted to only add additional lanes 435 and Cedar Creek Parkway. The whole stretch between Lawrence and 435 needs to be done. Road work should have been started as soon as the battery plant was approved.
Access, Noise	I'd like to see an interchange at K10 and Lone Elm to relieve congestion at K10 and Woodland
Access, Noise	The proposed exit at lone elm would drive a huge amount of traffic past two schools, and the traffic patterns are already fairly chaotic. Adding more traffic to that is too risky and will inevitably end up in someone getting hurt.
Access, Noise	My neighborhood backs up to K-10 just off Kill Creek. I'm concerned about increased noise if lanes increase.
Access, Noise, Road Design	<p>improvements of traffic flow and safety at: K40/6th St. & K10; Substantial improvement of safety and traffic volume flow at K10/I70/Farmers Turnpike.</p> <p>Noise from highway. I live around a mile from above concern locations and most days it is VERY loud.</p>
Access, Noise, Safety	This will increase traffic near THREE schools that are already overrun with school traffic. My kids bike to school and they've almost gotten hit by cars many times. Not because they weren't paying attention, but because the cars couldn't see them or didn't look first for pedestrians. I'm scared what an exit will do for their safety. It's also already very difficult to get out of our neighborhood now with the traffic. And the noise at night is getting worse.

	<p>There are two primary concerns I have related to this project: 1) Potential interchange at Lone Elm/K10. I am adamantly against this proposal. Lone Elm south of K10 has 3 schools that already have traffic congestion during school drop off/pick up. Adding an overpass/exchange would lead to serious concerns in regards to the student safety. In addition, there are exits at Woodland Rd, and K7 that are in relatively close proximity. 2) K10 expansion project (widening of lanes) - This stretch of K10 has seen additional commuter traffic but this seems to be a very costly project when the money would be better spent to repair and enhance existing infrastructure. I would instead be supportive of improvement of alternative route option listed in the presentation to better direct traffic.</p> <p>In addition, for both of the above concerns, as a resident that lives in the vicinity of the proposed project, the noise level of additional traffic to this area would affect multiple neighboring communities and bring down the values of local properties. If the project were to move forward, sound walls would need to absolutely be installed to help protect property values and environmental impacts.</p>
Access, Noise, Safety	<p>Thank you for the opportunity to voice my comments.</p> <p>I live off Kill Creek Road and have commuted to Prairie Village for 20 years. K10 is not congested unless there are road projects and bridge closings. I am very opposed to a toll road. I don't think it would improve congestion and would instead add to it. The interchange at K7 is very poorly designed and does not give enough time to merge and exit. That is the reason for collisions in this area. The new entrance from 435 to K10 going west is also poorly designed and is too sharp of a turn. This also causes many accidents and slow downs. There has been constant bridge work on the many over passes for the last 20 years and require the Highway to only have one lane open at those times. Of course this causes many delays and daily backups. When the two lanes are open in each direction there are virtually no problems or slowdowns. I drive on K10 on a daily basis and often several times a day in the study area. I have NO other way to get home and I pray that you will just leave it alone because it is fine when road construction is not happening. Also no toll road is necessary. I strongly oppose a toll road. If there was a better way to join Prairie Star Parkway to K10 that would also help. It is a good road that could help ease congestion.</p>
Access, Other, Road Design	

Access, Other, Safety	<p>NO toll lane, NO Lone Elm interchange. It is an extremely reckless idea and there will be deaths of children, 3 schools are RIGHT at Lone Elm and K10, and kids have already been hit by cars even without an interchange. It is a deadly proposition. Every normal everyday person that we know does NOT want a toll lane for K10. No one wanted a toll for 69 hwy either, but it was forced. We avoid the toll to Topeka, It is not easy for common non-elitist people to use toll lanes and we do not want it, even if [quote]optional[quote]. It is easy to see the progression of any toll to a monitored roadway. NO to controlling access to roadways. NO to toll lane. I drive this often and noted that the survey was done DURING construction that slowed traffic. Even during busy times during construction it added only a few minutes. It seems like this was strategic timing, in order to force a decision. A survey nor traffic study should NEVER be done during construction. That is an obviously deceptive practice. The public is not informed about this project. There needs to be a better effort so people are aware of what is being forced. I want to see specific financing for this. Also, the 435 to K10 portion was a disaster from day 1 and people HAVE died. It was ridiculous at the initial redesign. Things like this cannot happen. People's children were killed DUE to bad design. Waste of lives and money is unacceptable. It should never have been designed to be worse than it was before. Our money and people's families were wasted. None of the design team for the 435 to K10 death curve should be on this project or any other roadway. It was negligent and caused deaths. Do NOT WASTE MORE.</p>
Access, Road Design	<p>Support the anticipated improvements. Do not think an express lane would be an effective change, especially if only to Cedar Creek. Widening to three lanes very much needed! Improving the K10/K7 interchange by removing the cloverleaf a must! Not sure that additional interchanges would improve traffic flow, surface streets could be improved to handle additional traffic. As the proposed business and residential plans produce increased traffic improved transportation systems are needed.</p>
Access, Road Design	<p>Interested in plans.</p>
Access, Road Design, Safety	<p>Adding an interchange to connect K-10 to Lone Elm is a terrible idea. There are many, many kids that walk and ride bike to all the school located near College and Lone Elm. This will be extremely dangerous to add even more traffic into the mix. Please do NOT add a Lone Elm exit to K-10. There is no way to mitigate the safety risk posed to the hundreds of kids that walk/bike to school everyday.</p>
Access, Road Design, Safety	<p>A bridge at Lone Elm would be one thing, but an exit with the schools would be dangerous. Even with the bridge, the additional traffic will create problems with kids walking to school. We did not even get cross walks until a high schooler got hit by a car. We are lucky he was ok, but the next kid might not be. The intersection at Lone Elm and 110th st is already a huge issue with all of the school traffic. Between the parents who are too busy to pay attention, the new drivers at the high school, and the aging drivers in the new senior community half a mile south on Lone Elm; it is a recipe for disaster.</p>
Access, Road Design, Safety	<p>Due to the schools located right off of K10 and Lone Elm, I am not in support of there being an exit there for safety reasons. Also the disruption to the current neighborhood will impact the quality of life for those who chose to live in a quiet low traffic area.</p>
Access, Road Design, Safety	<p>The cluster of schools on Lone Elm makes an exit there extremely unsafe. Although it seems like it would make sense to have an exit there, it would dump traffic immediately into not one, not two, but THREE school zones. This would be so unsafe for kids.</p>
Access, Road Design, Safety	<p>An exit from K10 into lone elm is a horrible idea!!! A walking bridge across would be fine but we do not want the increase in traffic on lone elm.</p>

Access, Road Design, Safety	Lone Elm Rd access from k-10
Access, Road Design, Safety	Lone elm exit at k10 would be considered unsafe for the 3 school zones. Please observe this area during morning pick up and afternoon pick-up times.
Access, Road Design, Safety	This road needs at least 4 lanes from I-70 to East of Lawrence drastically. The road needs longer acceleration lanes in the on ramps and deceleration lanes at the exits. The road is busy during peak times and six lanes would be very helpful.
Access, Road Design, Safety	Needs widening both bw Lawrence and Olathe as well as points eastward to Woodland and beyond. New apartments built nearby at Woodland and Ridgeview will only serve to exacerbate the traffic issues in commute windows, particularly AM. K10 is a parking lot going east from K7 past Woodland with an accident at Woodland interchange daily.
Access, Road Design, Safety	As a De Soto resident since 1994 I have witnessed the growth of De Soto personally. I purposely avoid using K10 while driving to and from work in OP on a daily basis due to it being highly congested and the chronic speeding that goes on making it feel unsafe to travel while increasing my stress and anxiety levels. I instead use 83rd street and go east all the way to 435 before getting on the highway. 83rd street will need to be widened soon as it's becoming highly congested as well. The interchanges from Cedar Creek east to 435 are highly congested during rush hour making for a lot of stop and start driving and long traffic back-ups east bound in the mornings and westbound in the evenings. I will use K10 occasionally on the weekends because of less traffic but chose to use 83rd street as much as possible.
Access, Road Design, Safety	No offense to whomever the engineer was who designed the westbound traffic design from 435 to K10, but hopefully they at the least learned a substantial lesson, or have been relieved of their duties. Putting a merge lane/on ramp into a corner causes a massive slow down. The corner is poor to begin with and you double down with traffic having to merge into it. And yes I saw where that will potentially be addressed to [quote]flatten the curve[quote]. That design was terrible.
Access, Road Design, Safety	It's a mistake to not view the entirety of K-10 in this project. K-10 has become a major route for Johnson County traffic to access I-70 West, not to mention the rapid growth in Douglas County as well. Getting more people to the county line quicker will just exacerbate safety and accessibility issues already problematic in Douglas County.
Access, Road Design, Safety	Side Street 83rd Street to be specific. We all know that if k10 gets backed up 83rd street becomes the roadway to take to get around. 83rd is already a nightmare. A new subdivision and then also Panasonic, that roadway will become deadly.
Access, Road Design, Safety	Please add more lanes
Access, Safety	I would like to see an interchange considered for either Corliss Rd to help facilitate alternate routes
Access, Safety	I believe we need improved alternate routes from Johnson County into Douglas County. There is no good alternative way to travel west if there are major tieups on K10. I hope this is part of the ongoing discussion.

Access, Safety	<p>Please do NOT add k10 access from Lone Elm. Our kids walk across Lone Elm to all 3 schools (ONW, Prairie Trail, and Meadow Lane) and creating traffic similar to what is on Woodland would be very dangerous. There is already safety risk for kids crossing Lone Elm (our requests for crosswalks were routinely denied despite our concern until a high school pedestrian was struck by a car on Lone Elm and they finally added crosswalks). Allowing highway access would increase traffic exponentially and be extremely dangerous for the hundreds of kids who cross Lone Elm north of College daily to get to one of these 3 school. Access from Woodland and from k-7 is sufficient and additional access at Lone Elm is not necessary and definitely not worth the safety risk to our kids. Additionally traffic on Lone Elm can get congested during school drop off and pick up and allowing people to go straight from the highway during those times to the schools which are very close to k10 would cause serious backup and difficulty accessing the area during that time. We have dealt with traffic problems in the past and the schools have had to reroute traffic away from Lone Elm to help improve it. Opening access direct from Lone Elm to k10 would seriously complicate this issue.</p>
Access, Safety	<p>Access out of the neighborhood here is already a mess. Dumping more traffic onto lone elm would be unsafe and make traffic even more jammed especially with 3 schools already emptying onto lone elm right there.</p>
Access, Safety	<p>K10 Lone Elm interchange</p> <p>I would love to see this happen as it would help Olathe schools cut down on time busses take to pick up and drop off kids who live north of K10 it would also reduce the traffic and accidents that occur on woodland due to all the traffic in the mornings.</p>
Access, Safety	<p>Please do not put an exit for Lone Elm on K-10. There is already so much traffic for 3 schools that use Lone Elm for access. This would be SO DANGEROUS for our children!!</p>
Access, Safety	<p>Ramps are too short to merge with all of that traffic coming from Lawrence. Toll road won't be used enough to justify cost and it will make the other 2 lanes even worse with all of the apartments being built along k 10.</p>
Access, Safety	<p>Improvements at K-10/K-7 interchange are a priority.</p>
Access, Safety, Schedule	<p>This would be scary and ridiculous to add to the school traffic on Lone Elm. There are way to many pick up lines and kids crossing Lone Elm. This absolutely cannot happen.</p>
Access, Safety, Schedule	<p>Sounds good. I know that Lenexa residents have been wanting the Lone Elm overpass to connect to Olathe -- my only concern is what it will do to school traffic and drop of patterns. The admin of the schools should be involved -- and it might mean Olathe also creates streets over there to redirect if needed.</p>
Bike/Ped	<p>Currently, as the best of my ability to find, there is no suitable paved surface for bicycles, small cc motor scooter or pedestrians to use between Eudora and Desoto.</p> <p>How soon can a segment of this project open to allow at least access to Edgerton Road on 103rd coming from the west?</p> <p>Then Desoto could be accessed by using Edgerton Road to 79th street.</p>

Bike/Ped	<p>Currently, as the best of my ability to find, there is no suitable paved surface for bicycles, small cc motor scooter or pedestrians to use between Eudora and Desoto.</p> <p>How soon can a segment of this project open to allow at least access to Edgerton Road on 103rd coming from the west?</p> <p>Then Desoto could be accessed by using Edgerton Road to 79th street.</p>
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Bike/Ped	Build the proposed K-10 Smart Corridor Trail along the fenceline
Bike/Ped, Environmental Concerns, Noise	<p><p>This project must include bicycle, pedestrian, and transit infrastructure and investment. Active transportation and public transportation instead of road widening. The region has a goal of reducing single occupancy VMT to meet the Climate Action goals and reduce transportation emissions. There must be viable, safe, and comfortable alternatives for people who choose not to drive single occupancy vehicles.&nbsp;</p><p> </p></p>
Bike/Ped, Environmental Concerns, Road Design	<p>add further investment in the K10 connector bus route to improve service, visibility, and marketing.</p> <p>Add passenger rail and freight rail to have fewer vehicles on the roads.</p> <p>Add traffic calming measures and distracted driver mitigation solutions to reduce deadly speeding.</p>
Bike/Ped, Environmental Concerns, Safety	<p>Any solution which doesn't appreciably reduce VMT is a dangerously irresponsible use of public funds. The environmental impact of car travel in the US, including here in Johnson County, is massive and negative. Even a [quote]no build[quote] option would be demonstrably harmful. It is imperative that KDOT implement ONLY those solutions which reduce VMT and provide an absolute reduction in risk to both life safety and environmental (INCLUDING CLIMATE) impacts. Throughput, level of service, economic development, and the like are NOT justifications for increasing VMT and carbon impacts in the exurban locales including in this project area. Selection of an alternative that does not reduce VMT, including the [quote]no build[quote] alternative, would clearly establish KDOT's negligence to address climate change in this instance. Additionally, any alternative which increases throughput or average speed will demonstrably put lives at risk. Provide rail, bus, bike, and pedestrian solutions at all costs. To that end, [quote]Multimodal Options[quote] is the ONLY Initial Alternative that is justifiable. Tolling is a distant second choice, as it would establish economic pressure against VMT, and it could be a good option alongside implementation of new multimodal options.</p>

Bike/Ped, Express Toll Lane	I agree that this section of K-10 is congested and needs improvement. However, I am concerned with the idea of express lanes. It's not about the cost, but rather that there's no guarantee they'd be faster, and without the flexibility to switch lanes at any point, you could end up stuck behind a slower vehicle. I would be more interested in express lanes if they also had a higher speed limit (e.g. 80 mph), an enforced speed minimum, or if there were two in each direction. I would also like to see multimodal improvements along the corridor, e.g. building the K-10 Smart Corridor trail, buses with internal bike storage, and bus service to De Soto/Panasonic once it's complete.
Bike/Ped, Express Toll Lane, Flexible and Responsive	As a Lawrence/JoCo commuter, I can confirm the worst spots are heading east after K7 in the morning, and trying to get on K10 from 35S in the evening. That curve is terrible. Traffic in this area will only continue to get worse so something has to be done. I definitely support looking at road improvements beyond just K10. There's still a lot of two lane roads and gravel roads in the surrounding areas. Connecting 119th and Woodland would be helpful. Express lanes seem a little tricky when the worst congestion is in such a small area. I'd love to see bike trails along this corridor, but that seems more like a quality of life solution than a transportation solution.
Bike/Ped, Express Toll Lane, Safety	I am interested in this study as I live off of Kill Creek Road in northwest Gardner and use K-10 for work and personal travel either to Lawrence or further west using I-70.
Bike/Ped, Express Toll Lane, Safety	First and foremost should be improving the safety of the K10-K7 interchange. That is the scariest part of my commute. Next should be alleviating the congestion east of K7. I welcome an express toll lane each direction, and I strongly oppose making the entire road a toll road. I like the idea of a bicycle path alongside.
Bike/Ped, Flexible and Responsive	If all that is really looked at is how to move more traffic on K-10 Highway multi-modal options (more bus service from eastern Johnson County or pedestrian paths from DeSoto will never receive serious consideration.
Bike/Ped, Modernization & Expansion, Safety	This would be very dangerous to all the kids that walk to the schools across lone elm. I'm opposed to this.
Bike/Ped, Noise	Significant concerns about the additional noise from the expansion project in my neighborhood (Mill Creek Farms in Olathe), the impacts to the proposed Lone Elm exit/interchange (additional traffic impacting the safety of the kids walking to Prairie Trail Middle School, Olathe NW). The drainage issues that K10 already has in my neighborhood.
Bike/Ped, Noise, Other	I live in this area. I am concerned by the expansion & additional noise. I do not support the Lone Elm exit - there are 3 schools with kids walking daily. Significant concerns with increased traffic & safety.

Bike/Ped, Noise, Safety	<p>I live next to the Scout sign 1/2way between Woodland and Lone Elm Road, on the Lenexa side. I would like to request a noise barrier wall for the residents that back up to K10, from Coon Creek to almost Lone Elm on the Lenexa side. We have talked to our council member about mature trees with year around foliage (cedars etc) to help combat the noise. That was quite awhile back and we received no response at all.</p> <p>Increase in traffic noise and restrictions from the HOA make it unpleasant to spend time outside. I know a noise study was done and would be interested in knowing what the results were.</p> <p>I'm sure dollars could be found in the budget for this project to erect a 1/2 to 3/4 mile of sound barrier wall. This would help with the resale value of homes that back up to K10.</p> <p>A barrier would also help with safety of pedestrians and bikes that use the trail that runs parallel to K10. There have been at least 3 incidents in the last 9 years where vehicles have left the roadway and went thru the fence, (wire type) which doesn't stop a vehicle going 70+mph. We use the trail daily and have concerns for our safety.</p> <p>Thanks for your time.</p>
Bike/Ped, Noise, Safety	<p>I am supportive of the k10 expansion to improve traffic flow and increase safety. I am against more highway noise and reducing the [quote]community usability[quote] of the connecting streets in our community. I live near k10 and woodland rd, the thought of a superhighway super imposed over our community is a major concern. The integration of these two factors seems to always end with the local community that is overlaid with these improvements ending with the short stick and the express computers getting all the benefit.</p>
Bike/Ped, Noise, Safety	<p>Finding a way to address the fact that the 'unofficial speed limit' on k-10 has seemed 10Mph over posted for most of my life would be a win for safety. Would also love to see steps taken to improve bike/ped options traveling in the corridor, both ensuring crossing k-10 remains easy / becomes easier and in traveling forwards Lawrence</p>
Bike/Ped, Other	<p>What plans are there for Lone Elm Road and Clare Road?</p>
Bike/Ped, Road Design, Safety	<p>multimodal options just do not fit with this roadway, traffic speeds are just too high</p>

<p>Bike/Ped, Road Design, Safety</p>	<p>effective train system or busses. Therefore, I recommend a focus intermodal transportation and what improvements are needed please look to not affecting pedestrians and bicycles which have to get across K-10. This is needed for a healthier society and brings more money into the community rather than having people just those who drive by. Based on the presentation it appears the state's focus is already on widening the road and I am disappointed that there is not the political will to leave the highway alone lane wise and that is the first option. A lot of traffic could be removed if there were alternatives to K-10 and 435 for people to travel east west into along the K-10 and 435 corridors. I have kept my house because it does have some bicycle and pedestrian infrastructure that helps me keep more money in the community in limiting wear and tear on the family cars. I do not want my tax dollars going down the drain with more car infrastructure inducing more demand with lane widening such as I saw in Houston TX.</p> <p>https://www.strongtowns.org/journal/2023/8/25/induced-demand-and-the-highway-interchange</p> <p>My concern is that further widening of K-10 for car traffic will further inhibit the ability to use Mill Creek Trail for my daughter and I to go north to some parks and the ability to use our Bakfiet to get our Christmas tree at Ace north of K-10 at Woodland, groceries, CVS and other pedestrians at Woodland and bring more car traffic. Woodland is not great for pedestrians, but it is better for pedestrians and bicycles than Ridgeview and the nonexistent at lone elm nonexistent crossing. I am really disappointed at Olathe for the 119-street plan because it further pushes car infrastructure and will affect our capability to avoid car use to get to the library, community center etc. south of us from Woodland and College. Please consider anything but adding lanes. Look to making things better to not use a car and keep the Kansas's taxpayers dollars in the community.</p> <p>https://www.strongtowns.org/journal/2021/3/3/the-fundamental-global-law-of-road-</p>
<p>Bike/Ped, Safety</p>	<p>The traffic level at the bridge crossing on Prairie Star Parkway at K-7, which is a narrow bridge that has no dedicated pedestrian or bike way path, has become unacceptable. The traffic level is often congested and during school arrival and dismissal hours for St. James school the traffic backs up to K-10. Even discounting the school traffic, crossing the bridge on foot or on bike is life threatening. That bridge is the only way that Lenexa residents west of K-7 can attempt to access the wonderful trails that lenexa has that are east of k-7. Updating this bridge is something that should be part of the k_10 project!</p>
<p>Bike/Ped, Safety</p>	<p>Please do NOT add a highway exit from K10 at Lone Elm. This will be very dangerous for all the children that walk to all of the schools right where the exit would be.</p>
<p>Bike/Ped, Safety</p>	<p>The traffic for our small area has already increased exponentially in the 5 years we have lived here. I worry for the safety of my kids when walking or riding their bikes. For ex: Connecting neighborhoods from college blvd has increased # of drivers cutting through the area, as well as the ratio of inexperienced high school drivers. Adding more access in the college/lone elm areas will only increase congestion, accidents, loss of visibility, and risk for our young & vulnerable students both drivers and pedestrians.</p>
<p>Bike/Ped, Safety</p>	<p>How many young lives are you willing to risk losing? No where else in Olathe is there a MAJOR highway exit with 1/4 mile of a school. The amount of foot traffic on lone elm and 107th is INSANE.</p>

Bike/Ped, Safety	I am opposed to the addition of an exit from K-10 to Lone Elm. The amount of unsafe traffic this would create just for our elementary and middle school kids who walk to and from school is terrifying.
Bike/Ped, Safety	K10 and potential Lone Elm exit would cause severe safety issues for children. There are three schools in this half mile radius, some for which there is NO public transportation available and most kids walk/ride bikes. Adding an exit to this area off of K10 would cause some major safety issues for the kids as well as congestion. During school entrance and exit times this area is beyond congested and adding an exit would only make this worse. Please consider these points before making any decisions.
Bike/Ped, Safety, Schedule	No exit on lone elm off k10
Bike/Ped, Safety, Schedule	<p>K-10 should be widened to 3 lanes from 435 to Desoto but I don't think the express toll lane is a good idea - the road is going to be paid for 100% by taxpayer dollars, federal, state, and local.</p> <p>The toll company contributes the toll equipment and toll collection service in exchange they get 100% of the tolls for the first 10 years. Then after 10 years, if there is any money left after toll collection and toll equipment upkeep, the local governments may get some funds returned. None of the state or federal money gets paid back nor is the toll money used to maintain the road.</p> <p>So we pay for the road with our tax dollars and then have to pay the private toll company to drive in the third lane we paid for. Toll does not make any sense.</p>
Bike/Ped, Schedule	Fine
Economic Development, Environmental Concerns, Flexible and Responsive	Increase the Highway Patrol numbers. Toll booths are costly, pays a great number of people, are costly to maintain, and do nothing to slow down traffic. Building speed lanes means that you are aware that K10 is a speedway death trap. Stop supporting speeders.
Economic Development, Express Toll Lane, Flexible and Responsive	I'm in favor of innovative options to speed development, including toll lanes and design-build delivery.
Economic Development, Express Toll Lane, Modernization & Expansion	I strongly support the idea of implementing an express lane. However, I believe it would be more effective to place the express lane at the beginning of the Johnson County line, extending to the I-435/I-35/K-10 Interchange.
Economic Development, Express Toll Lane, Modernization & Expansion	I support an express lane for a portion of K-10. I don't support the toll road idea for either all of K-10 or for a portion of it. The toll road should be an option. Another idea could be for the inclusion of an HOV lane. I know K-10 will grow in vehicle volume once the Panasonic battery plant is operational, especially in and around De Soto.
Economic Development, Express Toll Lane, Road Design	I am personally not in favor of a toll express lane, with the already difficult economy, the middle working class who utilize these roads would be the ones who feel the strain of this solution.

Economic Development, Express Toll Lane, Safety	If a third lane is added to K10 we can never go back. I am very concerned that this will turn our area in Lenexa into a place that feels like the I435 corridor. The I435 corridor feels much more dangerous to drive on, is noisier, and more congested. I urge you to please ensure that this will actually relieve traffic congestion long term before making this decision. I believe induced demand is real and building more lanes will not only increase traffic but cost an immense amount of money. I would be more in favor of a tolled express lane if new lanes MUST be added, that way there is a real control for congestion (cost to user) that also serves as income to maintain our roads.
Economic Development, Express Toll Lane, Safety	Why will this not extend to Lawrence. Will it really help traffic if no one will pay for the toll road?
Economic Development, Flexible and Responsive, Modernization & Expansion	I would be in favor of adding new lanes in the Traditional Widening method. Express lanes in other cities seem to be inefficiently used by squeezing traffic into the general use lanes for only the select few who pay for express lanes. To pay for the general widening, a county wide tax could be levied to pay for it along with state and federal funds.
Economic Development, Local Contribution, Modernization & Expansion	A Third lane is needed for this roadway with the following conditions: <ul style="list-style-type: none"> - Local communities should contribute the local match needed without using Express Lane tolling. - right of way should be retained along the full length of the corridor to allow for transit options in the near future such as bus rapid transit, commuter rail, or street car - designs should connect with K-10 in Douglas County in ways that will encourage greater mobility of people and vehicles with Lawrence.
Economic Development, Modernization & Expansion, Road Design	This project needs to be 3 lanes from the east side of Lawrence to the K10/435 junction. Cedar Creek Parkway to 435 doesn't solve anything and will create a massive bottleneck going westbound to the battery plant.
Economic Development, Modernization & Expansion, Safety	This project is extremely needed and important as Johnson County continues to grow. Without improvements development and growth will suffer and accidents and congestion will become much worse.
Economic Development, Modernization & Expansion, Safety	A safe and highly functioning K-10 is important to the economy and quality of life of the local cities, region and our state. We need to build the additional lanes as soon as humanly possible. Widening K-10 through Lawrence must also be on the horizon. And, we need to continue think about an I-35/K-10/I-70 Connector. An efficient and safe transportation system in this area will be absolutely key to the future of our state. I'm ok with user fees (tolls) on all these roads.
Economic Development, Modernization & Expansion, Safety	Improving capacity is very important for continued growth in our community. Since the Kansas Turnpike is a toll road, K-10 should remain toll free.
Economic Development, Modernization & Expansion, Safety	I have a small business located in Lenexa ks, we drive k10 daily between lawrence and Lenexa to delivery our products. And we definitely can see the needs of wider freeway specially in the mornings or evenings! Plus it's really dangerous because people drive to fast and they pushing you all the time so I think by having a 3rd lane would definitely help a lots. So we support this great project would help to developing all the new neighborhoods industrial parks new battery plant and more importantly new buildings. Thanks
Economic Development, Modernization & Expansion, Safety	K10 needs to be improved not only from I435 to De Soto but all the way to I70 in Lawrence. There's a lot of commuters traveling from KC to Topeka that K10 needs to be at least 2 lanes each way to I70 in Lawrence. From I435 to De Soto three lanes.

Economic Development, Modernization & Expansion, Safety	More lanes and cement median like 70
Economic Development, Modernization & Expansion, Safety	With the Panasonic plant coming, I feel it is imperative that K10 corridor is expanded for both safety & the continued economic growth that will follow. There will be a larger volume of trucks servicing the plant & suppliers and we are already getting clients moving into the area for the plant. I am very adverse to the Toll Lanes.
Economic Development, Noise, Safety	Agreed
Economic Development, Road Design, Safety	Please do not add an exit from K-10 to lone elm with the location of Prairie Trail, Olathe Northwest High School and Meadow Lane. This is a safety concern. Several students cross Lone Elm a day. It's already complete chaos with school traffic and the city or district has not addressed any concerns. I can't imagine if people are using this as pass through and not familiar with the area on what additional safety concerns this will bring. I urge each of the decision makers to watch the area between 3:00-4:00 during a school day.
Economic Development, Road Design, Safety	Given the regularity of the K-10 commuter bus, incorporating a dedicated bus lane would not only enhance the efficiency of the commuter service but also alleviate traffic congestion.
Economic Development, Safety, Schedule	the improvements can not come soon enough in the Lawrence area, Iowa St up to I-70. It is a serious hazard in its current two lane configuration. Too much traffic and too high of speed for its current setup. Don't get bogged down with the wetland and tribal issues and get going with the project. It is not only a safety concern but would be an economic boost for the area leading up to I-70.
Environmental Concerns, Express Toll Lane, Historical	I have never had traffic issues on this corridor. Please do not make this a toll or overdo additional lanes, concrete, etc.
Environmental Concerns, Express Toll Lane, Local Contribution	Has Governor Screwed up the Budget so bad that only toll free road to Lawrence has to be taxed? You want to kill KU as viable university for Johnson County. You haven't even finished highway 69 toll road yet. I know that you will tax all lanes. Will Kansas tax at gas pump drop? Will heavy roads wear electric vehicles get charged more for extra wear and tear and infrastructure cost? Douglas County is ticked that they weren't included on this gravy train. Please provide me a link to all public comments on this and highway 69 according to KORA that I can share with the public such as Facebook post.
Environmental Concerns, Express Toll Lane, Modernization & Expansion	I would be okay with adding one general purpose lane in each direction, along with interchange improvements along the corridor and the completion of the Johnson County Gateway Project to and along I-435. I am hesitant about the toll express lanes and would like to see how they perform along the U.S. 69 corridor before building additional toll lanes. I would also like to see environmental improvements such as wildlife corridors, landscape mitigation, and expanded trail connections along the corridor.

<p>Environmental Concerns, Express Toll Lane, Modernization & Expansion</p>	<p>I strongly urge KDOT to think more broadly than what has always been done before - widening highways only leads to more traffic and more environmental impact for the benefit of 2 relatively short times per day when the road is crowded; this is not an appropriate solution. Widening highways just results in more traffic coming to fill the lanes and then consideration for even more widening, but that loop will never address the underlying issues that need to be resolved to actually reduce the traffic. There need to be alternative solutions, a toll road not being one of them, that will moderate the traffic at those times, such as incentives for people commuting to and from Cedar Creek and the Woodland Road area to use a different route, as they are the ones clogging up K-10 westbound in the evening. Another alternative would be strong encouragement for businesses/employers to offer people a work from home option for those jobs that can be done at home. A major cause of the traffic is overdevelopment of residential areas everywhere, but especially around Woodland Road and now in Western DeSoto because of the Panasonic factory being built. There needs to be more control of development, including an enforceable development boundary, so that the entire corridor does not continue to be overbuilt and the natural resources and green space along it destroyed. We need to work with the existing footprint of the highway, not expand it at all. It is crazy to spend the kind of money, effort, and amount of land being considered just because people want to shave a few minutes off their commute.</p>
<p>Environmental Concerns, Express Toll Lane, Noise</p>	<p>A concern is the noise level. It has gotten worse over the last few years. A sound barrier wall would be ideal around the Cedar Creek / Canyon Creek exits on both sides. Also restricting air brakes around residential is key. HOV and Bus lanes would be good too. i am not opposed to a toll lane either and run back and forth to Lawrence a lot. If the revenue can cover maintenance, noise barrier walls, landscaping, and safety measures like median crossing barriers.</p>
<p>Environmental Concerns, Express Toll Lane, Noise</p>	<p>The noise here is a huge problem already and sound walls are really needed regardless of the formula that is currently used. If Kansas built a sound wall for ducks in Lawrence, it certainly can build one for tax payers. Please don't do a toll lane. This is just a secret tax. We already pay a lot for our roads, we don't need to pay more.</p>
<p>Environmental Concerns, Express Toll Lane, Noise</p>	<ol style="list-style-type: none"> 1. Would be nice to have the express lanes on 69 Highway completed so everyone could gauge their usefulness. Regardless we are not opposed to the concept of tolling for this type of roadway. 2. Concern with merging of traffic with both additional interchanges and use of toll express lanes. 3. Sound barrier walls when adjacent to residential areas should be required. 4. Include a landscape plan, saving existing vegetation when possible and including new vegetation. Cities may help financially around key interchanges for beautification. 5. Continuation of K-10 Trail concept to Lawrence through study area. Such trail should be coordinated with local cities and may flow in and out of the study area.
<p>Environmental Concerns, Express Toll Lane, Noise</p>	<p>Please no toll roads. A toll road is like a Tax. Johnson Countians already pay more then their far share of taxes into Kansas Coffers. Please also do something to rid Cedar Creekbof hughway noise. Thank you!</p>

<p>Environmental Concerns, Express Toll Lane, Noise</p>	<p>I really see no reason to make k10 a six lane highway, at least going through the west of Lawrence. We need to be more respectful of the wetlands as they are a vital part of our ecosystem and we continue to pave roads without doing our due diligence for the environment. There is already a turnpike to KC and the current K10 serves the public well from Lawrence to Lenexa. I do see increased traffic on the west K10 leg as I walk that area daily, but providing more lanes only welcomes more truck traffic. Four lanes is more than enough. Additionally, the noise from the highway is becoming increasingly more damaging to the nearby neighborhoods and added lanes will mean this is exasperated.</p>
<p>Environmental Concerns, Express Toll Lane, Road Design</p>	<p>I have many questions about this agenda. No one wants a toll lane, no one wanted a toll lane in overland park either. It is still our money being wasted. Survey was done during construction and even then traffic was not terrible. Timing is suspect, project is suspect. Questions: Regarding population projections coming from MARC. 1st related question, why from MARC? They are not Joco and do not govern Joco even though they are trying to. 2nd related concern on projection, the map shows areas increasing in population that are already built out. This is flawed logic, and a flawed basis for the project throws everything off.</p>
<p>Environmental Concerns, Express Toll Lane, Safety</p>	<p>I prefer that roads not create a class system where if you have money, you get to use the toll lane. This is not fair to all. I would support a HOV lane where during peak travel hours, vehicles with 2 or 3 occupants can use the lane. This encourages car pooling and also returns to a normal lane during non peak hours. Also, a center barrier of some type should also be included. If poorer states like Arkansas and Missouri can figure out how to get these installed, there is no excuse for Kansas anymore.</p> <p>This project should have already started, the desoto battery plant will be operational before the k10 design is even finished on paper. This is probably a 3 to 5 year project. No more studying...get going!</p>
<p>Environmental Concerns, Express Toll Lane, Safety</p>	<p>Please note I am using Chrome as recommended but cannot view several of the pictures/diagrams.</p> <p>I live and work in Lawrence and occasionally use K-10 to access parks or shopping in Johnson County. I'm generally only there during off-peak hours, usually on weekends. I avoid K-10 whenever possible because I feel unsafe driving there. Drivers' speeds are too high for the road size. I prefer to use I-70 for the extra space (even though it costs more) or highway 40 for the lower speeds and traffic.</p> <p>I'm skeptical about express lanes. I regularly travel to Colorado along the express lanes on I-70. They don't seem to be regularly used, expect for people swerving through them to illegally pass. They often seem to be either closed or empty, though it may be due to the season or time of day I travel. I have successfully used an express lane in Washington state, where the express lane diverged from the main road, so people couldn't cross in and out. I think they could work if there's a physical barrier or distance keeping the express lane separate. A solid line just isn't enough to keep people from crossing it.</p> <p>I'm also concerned about an expansion's impact on the Kansas river and wetlands surrounding it.</p>

Environmental Concerns, Modernization & Expansion, Noise	I am concerned about the lack of regard for preserving trees and nature as expansion continues in western Lenexa. The noise from K-10 is already terrible and die to the hill landscape, noise walls would not help this along K-10. The proposed toll road from Cedar Creek Pkwy to 435 would mean we pay a toll every time we go to school, work, store, health care appointments. It is unclear what the actual toll amount would be for drivers and the speeding along K-10 is so bad and no enforcement aids with this now. Need more info on safety and preservation of the beautiful trees that help to deal with pollution.
Environmental Concerns, Modernization & Expansion, Road Design	Mass transit or non-personal vehicle utilization should be the main focus of the project, making a less personal vehicle-reliant lifestyle possible for those of all ages, physical abilities, and incomes. Traditional highway widening has failed us. It just adds to our future tax burden and deceives people into thinking the problem is resolved rather than just pushed off to the future. That said, I am very much in support of reconstruction that fixes dangerous areas such as the K10 to 435 connection or other access points.
Environmental Concerns, Modernization & Expansion, Road Design	I favor the traditional lane widening approach along with exploring and improving alternate routes especially between K7 and I435. Also the project scope needs to extend to the eastern lawrence terminus instead of the johnson county line. Studies are much cheaper than actual construction, so study the whole length so that future options are well studied and understood for future budget considerations.
Environmental Concerns, Noise	I'm concerned that expansion or increasing capacity will increase noise and air pollution. Ensure noise is controlled to acceptable level along entire proposed route. Noise is a terrible pollution that causes many health defects and vulnerable communities are disproportionately impacted by noise and air pollution from transportation.
Environmental Concerns, Noise	I would like to know if Sound Barrier Walls will be put in place where K-10 may be expanded, for example along Stoneview subdivision that backs up to K-10?
Environmental Concerns, Noise	The main factor concerning me is the sound factor. House sits in neighborhood above k-10 at cedar creek parkway. The sound is deafening now.
Environmental Concerns, Noise	We don't need an interchange at Lone elm. An interchange there is too close to woodland and k-7/k-10 interchange. We don't need a overpass there either. Traffic would be terrible around the schools. We need 3 lanes and don't make it a luxury lane. That is just another tax. We pay enough in taxes you guys should fix this as is. The local neighborhoods need some sort of sound mitigation, preferably sound walls
Environmental Concerns, Noise	I'm concerned about the noise levels of k-10. I live about 1 mile from this highway and can hear the traffic noise daily. It has been getting progressively louder over time. What is being done to decrease or prevent the k-10 noise?
Environmental Concerns, Noise	The K-10 Project will increase the number of cars and trucks on the road. The traffic noise for neighborhoods along K-10 in the Cedar Creek area will increase as well. I would like to see a sound barrier installed to decrease the noise. Also, due to the increased number of trucks, downshifting should not be allowed when near a neighborhood.

Environmental Concerns, Noise, Other	<p>Improvements that create more traffic need to also take into consideration those homeowners that live along the K10 corridor. I feel it is necessary to incorporate noise/sound barriers along the highway where residential properties back up to it. The sound is already above a tolerable decibel level with the high amount of traffic and semi trucks. This level is sure to increase even more with the development of the Panasonic Plant and other industrial buildings that are going in and along the k10 corridor.</p> <p>Maintaining residential property values of those who back up to k10 should also be considered during improvement planning. I feel one way to help with that would be to build the sound barrier walls in between the residential properties and the highway. This can easily be incorporated as highway expansion continues.</p>
Environmental Concerns, Noise, Other	<p>On the map that is under Support Local and Regional Growth heading, there is a brown line dissecting my farm just east of the sunflower site on old k10 (103rd ST). The last drawing I saw showed this road going through the Sunflower property. When did that change? It seems stupid to take up so much farm land for a new interstate type road when Sunflower is available for that corridor.</p>
Environmental Concerns, Noise, Other	<p>The noise from K10 is already totally unacceptable. increasing traffic is not permissible without a huge reduction in the noise level. K10 must have a semi toll greater than I70 to Lawrence to discourage massive late night semi traffic avoiding the I-70 toll. Highly effective noise barriers must be installed on K10 between 435 and K7. An interchange or overpass at lone elm is also total destruction of the peace and quiet and clean air homeowners sought moving to Mill Creek Farms and surrounding neighborhoods. Air and noise pollution of our rural neighborhood will be ghastly! Build a separate super highway from Gardner/Wellsville north to I-70 (for the battery plant traffic) to connect I70 to I35. and keep interstate traffic on interstates.</p>
Environmental Concerns, Noise, Safety	<p>I accept improvements are needed for K-10 but it's going to be painful.</p>
Environmental Concerns, Noise, Safety	<p>The noise in our neighborhood is already unbearable. What precautions will be taken to address the concern for growing noise pollution? When exiting K10 to enter our neighborhood, it is dangerous because of cross traffic. What precautions are in place to assist with safety of drivers?</p>
Environmental Concerns, Noise, Safety	<p>If this project is to ultimately pass, putting a wall up along K-10 where there are residences needs to be built. At minimum, the wall should be on both sides of K-10 between K-7 and Ridgeview Rd. The additional noise and safety of the homeowners in this area are a must. Safety being the highest priority.</p>
Environmental Concerns, Noise, Safety	<p>Very concerned with the amount of unsafe traffic a K10 exit at Lone Elm would bring down an already busy street so close to 3 schools, that already difficult to get in and out of. I feel the 3 current exits at K7, Woodland, and Ridgeview more than suffice and provide safety to the 3 very busy schools. And that doesn't even include the safety or provides to the multiple neighborhoods that are extremely close as well.</p>

<p>Environmental Concerns, Other, Road Design</p>	<p>I would prefer the options which provide for more mass transit along this route. I think there is only congestion for an hour per day and it is only along a short portion of this study area - the rest is sufficient. I do not think we should spend money to add lanes of traffic - I would rather this money be spent adding transit but not on new lanes. I heard that adding new lanes does not even reduce congestion. There are a lot of beautiful parks, lakes, and streams along here. Adding more lanes would cause more impervious runoff into these areas which I am not in support of. Lexington lake park is very near to the highway and should not be disturbed.</p> <p>The question #5 asking about my level of support for this project does not make sense, because there are multiple alternatives proposed in this [quote]Project[quote]. If the project is to widen the highway, then I have a strong level of opposition. If the project is to add transit, then I have a strong level of support. I do not understand which alternative question 5 is referring to. Please alter your survey to clarify what [quote]project[quote] one would be supporting. This survey seems very broad on this corridor and like no project has been identified.</p>
<p>Environmental Concerns, Safety, Schedule</p>	<p>I am interested in knowing about this project.</p>
<p>Express Toll Lane</p>	<p>10 which will be a toll lane. I live in Western Lenexa and agree K-10 is congested and needs to be expanded but a third lane should be free and not a toll lane as this will not resolve the congestion. I think your experiment on 69 will show the same results that I have seen in Colorado, an empty lane that is not used except for a very few people willing or able to pay a toll. Meanwhile the majority of the taxpaying citizens sit on the non toll lanes still in heavy traffic. Our son went to school in Boulder, Co and they have a toll lane on the highway between Denver and Boulder, every time I was on that road which was often as I also travel there for business, the toll lane is virtually empty and the non toll lanes are highly congested as people do not want or cannot afford to pay to drive in the toll lane. It does not eliminate the congestion, it is a waste of resources that allows the very few people who want to pay to drive in an [quote]express lane[quote] to avoid traffic. We should all have equal access to the public highways and not have to pay extra to avoid traffic. A much better solution to the congestion is to widen the road like we normally do when population increases and the infrastructure needs to be upgraded to accommodate the growth. Toll lanes do not resolve the issue of congestion except for the very small group of people willing and able to pay tolls to avoid the traffic.</p> <p>Robyn responded 8/29</p> <p>On behalf of the Kansas Department of Transportation, thank you for your comment regarding the K-10 Corridor Study. We appreciate your perspective and experience in Colorado. The project team will evaluate how several solutions address safety and congestion through the corridor. Express lanes are just an option being considered and they will be compared to adding an additional toll-free lane. The alternatives will be evaluated in terms of engineering and cost-- that is, how easily each one can be designed, built and maintained, as well as environmental impacts. One of the reasons express lanes is being considered is they do better job of reducing congestion and improving travel time reliability over time. Express lanes enable drivers to choose if they want to pay a toll to drive in the free-flowing express lanes, which in turn helps reduce congestion in the toll-free, general-purpose lanes. This can help manage congestion long-term and can extend the time before having to widen the highway again to meet traffic demand. We invite you to visit the</p>
<p>Express Toll Lane</p>	<p>Residents in a certain radius get to use the express toll lane for free or lower cost.</p>
<p>Express Toll Lane</p>	<p>What is the plan to expand K10 going through DeSoto?</p>

Express Toll Lane	I do not support this project being funded as a toll road.
Express Toll Lane	PLEASE no express lanes! It's not fair to those of us that use k10 regularly!!
Express Toll Lane	Make K-10 all a toll road. People will whine but they'll use it.
Express Toll Lane	Pertaining to Express Tolling and perhaps concern for Douglas County residents not wanting to pay an express toll, thus another toll zone to travel to Kansas City. Would there be a possibility that anyone with a DG county license tag, be issued a KTAG with their plate and Douglas County residents not be tolled when they transit the K-10 corridor? All other Kansas Counties and transient commuters would be tolled. This might help residents accept the idea of adding an express toll lane. As I travel this Corridor often, I realize it is in need of expansion and an added lane with a safety barrier between east bound and west bound lanes would be an ideal solution.
Express Toll Lane	I also thought that if Douglas County residents were given the advantage of not paying any tolls on the K-10 corridor, that the toll zone would start from the Kansas Turnpike all the way into Kansas City. This would increase revenue and the additional lane being added around the Lawrence loop will not toll local residents.
Express Toll Lane	I am not in favor of KDOT expanding portions of K-10 to a six-lane highway by adding one new lane in each direction. I am in favor of expansion to a four-lane highway with no express toll lane.
Express Toll Lane	I don't believe there should be any toll for any lane of K-10 around Lawrence. Such tolls are economically unfair, especially to those that might potentially work at Panasonic and others on the lower end of the economic scale. It should be toll-free all the way around Lawrence.
Express Toll Lane	No toll lane! Absolutely no additional user tax to use an additional lane. KS residents in this area are taxed enough as it is. The 69 HWY toll lane is a travesty that should never have happened and should be stopped now. Use the \$\$ gifted by the Federal government and the current KS surplus to fund a good part of this project. NO TAX.
Express Toll Lane	Adding an additional lane to the East and to the West is overdue. Widening K-10 to six lanes total will be very helpful for now, and for the foreseeable future. Adding a toll to the two new lanes makes no sense. I understand the use in Denver, where you may be tolling one lane on a four or five lane roadway. Tolling one lane on K-10, when it is only a three lane road creates clutter and confusion. Tolling K-10 is a poor choice.
Express Toll Lane	I have driven K-10 probably over 1,000 times over my lifetime for school, jobs, KU games, etc.... I've lived in KC and Lawrence. Other than when there is a lane closed for construction, I've NEVER experienced serious congestion. I understand future developments like the battery plant require some improvements, but please don't overspend to solve a problem that doesn't really exist. And if you add a lane, please don't make it a toll lane. Why do we always look to overcomplicate things? Just add a damn lane and let everyone use it. We don't need more cameras taking photos of us or piles of unpaid tolls and collection agency letters to KU students and others. And toll lanes feed the division of public services by economic class which is just wrong for our government to do. Wrong.

Express Toll Lane	I live by K10. Seems like the state should be able to provide a solid solution without having us pay. My tax money has gone to support roads all over the state, where tolls are not part of the solution. Why does the highway that I need have to be one where tolls are part of the solution. I want my tax dollars directed to this issue. Don't want to pay taxes to take care of everyone else's roads then pay tolls for the roads I use. It's always easy to ask for more money. Use the money you already have more wisely. If this is such an important corridor, figure out a different way than tolls.
Express Toll Lane	You need to widen K-10 with the tax revenue you already have. I do not want toll lanes in my community.
Express Toll Lane	Do you really think you're convincing us the Express Lane is just a possibility? Come on, you've already decided on it and how much you'll charge, bc you can. This is all a farce.
Express Toll Lane	I oppose any attempt to make K-10 into a toll road. We already have the Turnpike. K-10 is a free alternative to the Turnpike from Lawrence to KC.
Express Toll Lane	Express toll lanes are poor solution to traffic congestion. They result in low usage and little affect on the overall problem. They are only favored by municipalities who see the dollar signs. They don't serve the good of the general public.
Express Toll Lane	I travel Colorado also. I strongly suspect their express lanes on I70 are not meeting as promised performance in terms of usage and financial results. Especially the stretch between 470 and Summit Co. Please make sure you get the actual information, not just the promised data.
Express Toll Lane	We dont need another toll road going from KC ro Lawrence. I70 is already a toll road between these locations.
Express Toll Lane	WE DO NOT WANT A TOLL ROAD ON K10! That is our main way to get access to the city. This will be an enormous expense we should not have to incur since you keep raising our taxes! Us that money to pay for these roads not more of mine!
Express Toll Lane	Absolutely NO Toll Road
Express Toll Lane	I oppose making any part of K-10 into a toll road, or adding any toll lane. K-10 is a free alternative to the Turnpike from Lawrence to the metro.
Express Toll Lane	There should not be any tolling added to this highway. It is the only viable non-toll option between JoCo and Lawrence and not all families can afford to pay tolls for a daily commute. This is especially true for college students.
Express Toll Lane	I am a firm NO to a toll lane on K-10. Yes widen the roads for safety reasons . Change intersection for safety.

Express Toll Lane	<p>K-10 needs to be expanded to three lanes but an express toll lane as the third lane will not resolve the congestion issue and should not be used.</p> <p>We should expand K-10 to three lanes from 435 to Desoto as a free highway.</p> <p>I have experienced toll express lanes in Colorado and found they do very little to ease congestion as most people do not pay to drive in them. This is not a good idea to relieve congestion. The third lane should be free not a toll lane.</p> <p>The taxpayers are paying for the highway and should be able to use it without an additional fee. It is my understanding that the private toll company receives all the revenue for the toll lane to pay for the toll equipment and the toll collection services, then after 10 years the city, who only pays for up to 10% of the cost of the highway, may get some money back if the toll company has received enough revenue to pay for the toll service. The toll does Not pay for the expansion of the road. Therefore there should be no toll lane.</p> <p>The express toll lane is a very bad idea. We need to expand K-10 to a three lane highway without an express toll lane.</p>
Express Toll Lane	<p>This expansion should NOT include an express toll lane. The fee to use the express toll lane is not something all people who use the road can afford. If people cannot use the express lane without paying for it, the remaining non-toll lanes will continue to have too much congestion. I have seen these express toll lanes in other parts of the county. The amount of use is very low compared to the non-toll lanes. The state of Kansas has some of the highest property taxes in the nation. Our taxes should be used for the expansion without having an express toll lane. Lastly, all state and national representatives should be required to disclose how much their campaigns have received in contributions from the proponents of this express toll way.</p>
Express Toll Lane	<p>In the summary of how the toll way will work, it says that during the highest congested time periods the fee amount of the tolls will increase. This will discourage the use of the toll lanes thus increasing congestion. The toll lanes will not have the needed effect of reducing congestion and improving commute times for 90% or more of the commuters but instead will only benefit a small percentage of the population that can afford the tolls.</p> <p>The summary also says that people who pay for the express lane will do so [quote]in order to achieve a more reliable travel time[quote]. All commuters want to achieve a more reliable travel time, not just those who can afford to pay a toll.</p> <p>I am in favor of the road expansion however it should not include an express toll lane.</p> <p>It is also concerning that the majority of information presented on the website relates to the express toll lane option as opposed to the general need of the expansion. This leads the viewer to conclude that the government officials who are evaluating this project on behalf of the citizens (i.e. city, county and state leaders) have already decided that an express tollway is the best alternative. This a very big concern as I am sure the majority of Kansans who will use this road are NOT in favor of having to pay to use a lane in order to relieve congestion or to get to school or work on time.</p>

Express Toll Lane	Opposed to toll lane from 35/435 to Cedar Creek.
Express Toll Lane	<p>Hello Steve, Living near the intersection of K10 & K7, my family and friends use K10 all the time to access the rest of the KC Metro. By far the biggest problem is the congestion resulting from the pinch point where traffic from multiple directions converges at K10. The short section of K10 between Renner and Ridgeview is accommodating traffic coming from or going to both those streets plus I435 North, I435 East, I35 North, and I 35 South. How are toll/express lanes going to help that at all? Thank you, Robin Wigdahl</p>
Express Toll Lane	No toll lanes
Express Toll Lane	Please do not make this a toll road. All of the residence in DeSoto can't afford it. Also, the students going to KU won't come home.
Express Toll Lane	The 69 highway project has been a complete mess. Please don't do that to K10. And we do not need two parallel toll roads. Stop please.
Express Toll Lane	I live in DeSoto and I do not want a toll lane!! I don't want to spend money just to drive into town to run my errands!!
Express Toll Lane	no toll road
Express Toll Lane	I hope the toll lane is not being seriously considered. Adding a third general purpose lane accomplishes all of the same mobility objectives and would not penalize users who don't want to pay for the same road twice. Taxes people pay already go to road development and there is already a toll road available if drivers want faster transit between Douglas and Johnson Counties: I-70. If there is anticipated development, the taxes generated by that development should fund the updates to K-10.
Express Toll Lane	Please no toll lane. I don't like the idea of people with more money having better driving conditions.
Express Toll Lane	I think a toll road/express lane is ridiculous. The city approved all of the housing being built and continues to try and approve additional apartments along the way. The city/developers should have planned for this as you know it is going to require more traffic on the highways. Taxes that are already in place for roads should be used to expand the highway.
Express Toll Lane	No toll lanes! Taxed and have excessive fees as is.

	<p>Please advise what the contribution of the toll company will be to the funding of the road expansion. It is my understanding from reading the Express 69 project that the toll provides zero funding for the road expansion and for the first 10 years the toll goes to the toll equipment company and the toll administrator company to pay for the toll collection. I also understand 100% of the funding of the road construction is from taxpayer funds from the Federal, State and Local governments. It is also my understanding that only after 10 years the local government may receive some funds from the toll, but only if there is sufficient revenue from the tolls to pay for the upkeep on the toll equipment and the toll collection services. Is this correct?</p> <p>If so this is a very bad idea and a miss use of public funds. If the road is paid for with taxpayer funds the entire road should be free to use by all tax payers not just the few who chose and are able to pay the toll.</p> <p>I have experienced the express tolls in Colorado numerous times and found them to be completely ineffective to the majority of the drivers because very few people use the express lane. The express lane is virtually empty but for an occasional car that speeds by the stop and go traffic. The free lanes remain congested. To find out that the toll company is getting all the revenue from the tolls for the first 10 years and then only a small portion of the overall cost of the road MAY get reimbursed to the local government is such a bad idea and an injustice to the hardworking people who paid for the road with their tax dollars. I strongly oppose this concept and urge you to provide the needed three lanes on K-10 as free lanes.</p>
Express Toll Lane	In favor of expanding K-10 south of Lawrence to 4 lanes, but very much against tolling!!
Express Toll Lane	NO toll lanes this is a complete waste of tax payers money that can be used for other road priorities in KStoll lanes for the rich funded by tax payers is not a good thing.
Express Toll Lane	I oppose a toll on K-10 between Cedar Creek Parkway and I-435. Find alternative funding if you wish to expand K-10 to 3 lanes.
Express Toll Lane	No to a toll lane on k10 corridor! More lanes, sure, but not a toll!
Express Toll Lane	I am not in favor of a toll lane. There is already a toll on I-70.
Express Toll Lane	<p>NO TOLL LANES!!!! I WILL NOT pay to use roads I already pay taxes for. I will use existing non-toll lanes or find and use alternate routes BEFORE I EVER PAY A TOLL. These type of toll lanes are a waste of money and a financial disaster waiting to happen. A prime example is an express lane the state of Texas added parallel to I-35. People continued to use the non toll lanes and alternate routes, refusing to pay to use a road, even after incentives such as increased speed limits. The only other option to meet funding need was to increase tolls, but that would just drive more people away so instead it went BANKRUPT!!!!</p> <p>https://www.youtube.com/shorts/xMhy8QufW7g</p>
Express Toll Lane	Tolls are simply another tax, especially so when it comes to a corridor like K10 between Lawrence and Johnson County Kansas. K10 is entirely dissimilar to a toll road like I70 since it is not getting heavy interstate travel. Therefore, I'm opposed to that type of expansion on the highway.
Express Toll Lane	Do not put in a toll. Our taxes should already have paid for any construction done to our roads. You can add an extra lane but there is no need for a toll.

Express Toll Lane	In my view, the situation only exists between K-7 and I-35. Once past K7, traffic decreases dramatically. I also question why the state spent millions repairing over a dozen bridges along K10 only to turn around and have to rebuild them again? I am personally against toll lanes, they seem to be nothing but a cash-grab by usually-private corporation that is responsible for managing them.
Express Toll Lane	No Toll Road, Please
Express Toll Lane, Flexible and Responsive	The toll road is not fare to people that can't afford the toll and it also pays nothing on the road except the toll infrastructure
Express Toll Lane, Flexible and Responsive, Modernization & Expansion	Appreciate the transparency and like the options given. I would prefer extra lanes, an express lane, trails for pedestrians, bikes, etc.
Express Toll Lane, Historical, Modernization & Expansion	As northwestern Olathe residents, we are opposed to toll/express lanes being added to K10. The portion of K10 between I435 and Cedar Creek Parkway was under construction off and on for months for the last several years and the lack of foresight about adding capacity at that time was disappointing. Just add capacity and be done with it. In addition, toll lanes could very well lead to increased traffic on Ridgeview, Woodland, and College as people look for other options. The mess that US69 has become (and will be for the foreseeable future) is not something I look forward to for my commute on K10.
Express Toll Lane, Local Contribution	I live in De Soto and travel daily to both Lenexa and Lawrence. I would rather die a thousand deaths than pay a toll. I am already struggling with paying double taxes and insurance costs. The new businesses that are causing an influx in population should be responsible to contribute to expanding the cities involved to the sizes needed to house the employees. NOT the current residents who will be financially struggling to keep up with raising property values. If you want to build an entirely different road that charges a toll, do that. Don't expect us to pay a toll for a road we have already been using for 50 years. The express lane option is a classist insult.
Express Toll Lane, Local Contribution	No more toll lanes. If you can't afford to do the project without a new toll lane in each direction, don't do the project.
Express Toll Lane, Local Contribution, Modernization & Expansion	Any K10 expansion needs to go west of the JoCo/DGCO line. It's not like the battery plant will only impact JoCo. The expansion should go to Lawrence, maybe even to west Lawrence. We've all paid taxes for years & tolls on I-70. A toll road makes no sense because we wouldn't need it if it weren't for the battery plant. Eudora also needs a walkway over K10 for kids to safely cross.
Express Toll Lane, Local Contribution, Noise	I am against a K10 toll road, period, and expansion as proposed. The only area that fights congestion is from K7 headed East up to Ridgeview. If that section of the road was expanded from the K7 off ramp all the way down to Ridgeview on K10 and on the opposite side of K10, you would save millions of dollars expanding all of K10. The reason we have so many accidents is because of the students driving back and forth between Lawrence and KC and the varying speeds we see out here. I'm in favor of an automated ticketing system that would mail speeding tickets to offenders. A toll system is only going to impede your goal of growth in West Johnson county because people will choose to build elsewhere, instead of knowingly build a home that forces them to pay a toll fee just to go to work in town. And for those of us that know the area well, instead of taking the toll road, we would use back roads and cause more congestion there, which is just another concern you would later have to figure out.

Express Toll Lane, Local Contribution, Noise	<p>We understand the need for this expansion. That really goes without saying, but using Toll roads is not. Too much we are starting to use this process. We pay gas tax for road repairs and expansion. People are getting tied of constantly dipping into our pocket books and do not want to become like other Cities constantly look for more money.</p> <p>In addition, not unlike what occurred on 69 highway, noise was an issue and sound walls need to be talked about now, not after the fact.</p> <p>Respectfully.</p>
Express Toll Lane, Local Contribution, Road Design	<p>After looking at the studies I have several comments. I commute to work using K7 & K10 on a daily basis. The increase in traffic over the last 2-3 years have made it almost un-usable. K10 needs 3 lanes of traffic going both directions. This will be especially true when the DeSoto plant opens and people will be commuting west in the mornings on a greatly increased basis. A single center [quote]express[quote] toll lane will be useless. Traffic during peak times will be going both directions on K10. Paying tolls to use a public highway is not acceptable. Three lanes each way is the only option that alleviates the congestion at K7, Woodland, and Ridgeview. I don't see the need for a Clare exit although fly over only bridges at Clare and Monticello might be useful. In the previous I435/K10 improvement the west bound K10 exist off of I435 was a huge engineering mistake. The exit curve off of I435 is horrible and I'm surprised there haven't been more fatalities. The K10 West exit should be a left lane bridge off of I435 going straight west. This correction of traffic is going to be critical for flow once the DeSoto plant opens. The I35 exit onto westbound K10 can remain.</p>
Express Toll Lane, Local Contribution, Schedule	Okay
Express Toll Lane, Local Contribution, Schedule	This project is very much needed, and the sooner the better. However, I don't like the idea of a toll lane.
Express Toll Lane, Modernization & Expansion	Please consider the option of light rail vs adding toll lanes.
Express Toll Lane, Modernization & Expansion	3 lanes between 435 and 23rd Street exit are needed. Divided, limited access express lane with only opening at Del Soto exit would also be helpful. If you're going to spend the money to fix it, might as well make sure it's going to be worth it long term.
Express Toll Lane, Modernization & Expansion	More lanes and a toll would really help improve the flow of traffic. Woodland is a huge bottleneck and if there were tools in this location specifically it would greatly improve the flow of traffic. They need an extra lane to merge her and really clog up the flow both leaving and going home. Almost like there's not enough room to merge.
Express Toll Lane, Modernization & Expansion	Great job Everyone. Looking good. Seems like either an express lane or a traditional widening would work best.
Express Toll Lane, Modernization & Expansion	Please do not add any toll lanes. Add lanes for additional car capacity. Question 6 is poorly worded. I can't answer it because I don't know the details of the project. My support would be different for the different for a toll lane design vs adding additional lanes.

Express Toll Lane, Modernization & Expansion	<p>I'm very much in favor of expanding K-10 from Lawrence to the Johnson/Douglas County Line to 6 lanes to handle traffic, which I foresee increasing significantly over the next few years. I like the idea of the new lanes being toll lanes, at least initially.</p> <p>I've often driven Colorado highway 36 between the Denver area and Boulder. This stretch contains toll lanes, and I've utilized them a few times when time was short; they shortened my trip significantly. However, the complaints I have with these particular toll lanes are 1) that they are not continuous but begin, end, begin, end a number of times. This seems unnecessary and is confusing. 2) Also, from the signage it is not apparent whether to use them I needed to have already purchased a toll-lane pass or whether I would be identified by my car's license plate, so didn't need a pass but would simply be billed later by mail or email.</p> <p>Please avoid these pitfalls.</p> <p>I also hope that if toll lanes are not at this time added this entire length of K-10, whatever work is done now will be done in such a manner that the lanes can later be extended with as little difficulty and hindrance to traffic as is possible.</p> <p>Thank you for seeking public input on this project.</p>
Express Toll Lane, Modernization & Expansion, Road Design	<p>I support the use of express lanes with or without an HOV fare reduction to fund and expand K10. It should be extended to Lawrence the entire distance. I also support a reconfiguration of the westbound 435 to K10 exit. That sharp turn and merge at the same time will kill someone someday. Shame on the engineers who designed it. They'll have blood on their hands someday.</p> <p>There's zero reason why such a turn needed to occur, especially while merging. A tunnel or overpass could have occurred to keep traffic flowing in a safe and orderly manner without a turn.</p>
Express Toll Lane, Modernization & Expansion, Road Design	<p>Stop the madness of tolling roads when every Kansan is paying taxes. Every time I see a toll road Kansas DOT has let down the citizens.</p> <p>Do make individual from other states register their cars in Kansas within 30 days of moving into the state.</p> <p>Expand 87th street to help relieve K10 traffic. All the De Soto high school students travel from K7 to DeSoto via 87th or K10.</p>
Express Toll Lane, Modernization & Expansion, Road Design	<p>Has there been any recognition of, and planning for, the concept of induced demand, assuming more lanes are added? It seems almost an axiom of building more and bigger roads that while they may alleviate congestion for a short period, over time induced demand will simply create the same congestion, just with more lanes. Are there other options (i.e. more robust public transit, etc) being seriously considered?</p>
Express Toll Lane, Modernization & Expansion, Road Design	<p>Our local paper reported on this briefly and gave a screenshot entitled [quote]An express lane is pictured in this video screenshot from the Colorado Department of Transportation.[quote] In that, and from limited personal experience with the CO lane, you will note that VERY FEW vehicles actually use the lane. I feel it would be a monumental waste of money to plan a toll-express lane on K-10. A more sound, user-friendly option will be to simply add a 3rd lane E+W, as is done from K-7 eastward. To paraphrase, [quote]IF YOU BUILD IT [toll lane] THEY WON'T COME.[quote]</p>

Express Toll Lane, Modernization & Expansion, Road Design	An immediate project should be the widening of the highway between I435 and K7. I am in favor of having an express toll lane. I believe the widening between I435 and K7 should happen even if an additional express lane were to be added. So, it would add the express lane and widen that section. Between K7 and Lawrence, you'd have today's lanes and an express lane. It would be nice for KU students to have an exemption from tolls while they are students. I'm a huge proponent of public transportation. I'd like to see an express train but that's a long ways away.
Express Toll Lane, Modernization & Expansion, Road Design	No on any form of toll road or express lane. Also build to plane for 50 years of growth and not just 10.
Express Toll Lane, Modernization & Expansion, Road Design	As a taxpayer from the area, I would prefer my tax dollars to go towards the Highway expansion but not to pay a private company. I'm not in favor of a toll road in the area. Have seen similar expansions in other cities and seen it as not the most effective way of handling the congestion as majority folks tend to skip the toll lanes. Please take all reviews into consideration for an important decision like this one. Thanks.
Express Toll Lane, Modernization & Expansion, Road Design	No toll lanes unless 100% of the cost of construction and maintenance of those lanes are covered by the tolls. Otherwise people not using the toll lanes are subsidizing them. Doesn't make sense to widen K-10 only as far as the county line. That will just cause big backups west of DeSoto as three lanes narrow down to two, defeating the point of trying to reduce congestion.
Express Toll Lane, Modernization & Expansion, Road Design	K10 should be widened to at least three lanes eastbound and westbound, from I-435 to Eudora. The future population growth in northwest Johnson county will necessitate road expansion. I'm quite surprised that the issue wasn't addressed as part of the De Soto development of the Sunflower Ammunition site.
Express Toll Lane, Modernization & Expansion, Road Design	I've lived at K10 & Woodland Rd for 24 in the Falcon neighborhood. When I moved here in Western Lenexa there weren't any traffic lights and K10 was not busy. It was a smooth easy highway with no traffic back up. I drive on K10 every day and have for 24 years. First, who ever designed and approved the West 435 exit onto K10 should be fired. The curve is very dangerous. The entrance from 435 to K10 West needs to be redone so it's a straight ramp, not curved. That curve has caused hundreds of accidents. The Dept of Transportation gets an F for that design. Next, no tolls. Creating a toll on a suburban highway is criminal. Kansans pay some of the highest tax in the county and the state of Kansas has a \$2.5 billion surplus. We daily drivers should not be charged to drive to work or go to the store. I sternly warn against adding any toll between 435 and Lawrence. I'd rather drive on the current design of K10 then pay a toll. As a person on a fixed income I can't afford added costs to get around town. No to tolls. Considering tolls in Johnson County is ridiculous. We already pay too much tax. The only thing needed is to redesign the ramp from 435 onto K10 and add a lane on K10 West of 435 to K7. And an extra lane East of K7 to 435. The rest of K10 is fine and can handle the traffic west of K7. Do not ruin K10 by adding a toll. There's no need to add an additional lane west of K7. I'm on the highway every day and the traffic isn't remotely difficult west of K7 and the battery plant won't add that much traffic.
Express Toll Lane, Modernization & Expansion, Road Design	I live in Cedar Creek and drive K-10 every day. I see the need for additional lanes to handle the current traffic and expect the employment at the battery plant to increase that need. I would rather not have to pay a toll to take a road that I have been using daily for twenty years. The state will receive additional revenue from the added economic growth and should fund the infrastructure necessary to support this growth.

Express Toll Lane, Modernization & Expansion, Road Design	Economists broadly support congestion pricing via express toll lanes. Pricing the use of K10 will incentivize people like me to make trips at non-peak times and will improve traffic flow and overall wellbeing. I hope the state will use the revenues in a manner that is not regressive, but overall I strongly support an express lane.
Express Toll Lane, Modernization & Expansion, Road Design	<p>We do not support adding a tolled express lane. We already pay taxes to the state and KDOT already gets funding from there. If more funding is required, then it needs to make that case to the legislature.</p> <p>We do support any other expansion or modernization, including adding an express lane that is not tolled. While we think that expanding other options is also a good idea, we're not sure how much that will actually help.</p> <p>We also would encourage looking at the K7-K10 interchange which has issues with traffic not being able to accelerate appropriately when merging because of the cloverleaf design.</p>
Express Toll Lane, Modernization & Expansion, Safety	I approve and support KDOT's K-10 Capacity Improvements Project. The Initial Alternative that I support for KDOT's K-10 Capacity Improvements Project is the Add New Lanes - Express Lanes Alternative because this alternative will improve safety and reduce congestion on K-10 from Cedar Creek Parkway to Renner Boulevard.
Express Toll Lane, Modernization & Expansion, Safety	There definitely is a need for more lanes. Also, interchanges slow down traffic too often, longer exit and entrance ramps would help. No Tolls Please.
Express Toll Lane, Modernization & Expansion, Safety	Add more lanes whether tolled like the new 69 highway lane will be or free
Express Toll Lane, Modernization & Expansion, Safety	<p>Creating toll lanes for a road that has even one cent of taxpayer money spent is contemptible. I remember reading about promises that the Kansas Turnpike would eventually be toll-free.</p> <p>Seeing the expanses of lightly used toll lane pavement in Colorado - while adjacent lanes are congested - says it's an waste of resources - along with the hazards of speed mismatching between lanes. So it's all about money, not safety or congestion.</p> <p>How about having the police arrive faster for those who pay more in taxes? It's the same principle.</p>
Express Toll Lane, Modernization & Expansion, Safety	Need additional lanes now. Too much traffic already and more coming with development. Concerned with additional truck traffic coming. All interchange ramps along K10 are too short. Additional ITS would be helpful.

Express Toll Lane, Modernization & Expansion, Safety	an express lane is not the answer. taking vehicles off of a toll road (I-70) and putting them on another toll road. The state should concentrate first on finishing the roadway they have already started. The two lane stretch between US 59 and US 40 should get priority, then work on expansion to two 3 lane roads. That two lane stretch is dangerous, and deadly. I've been driving for 50 years and feel i'm more than a competent driver and I have hesitations driving that stretch of road. Too many people have died on there. Two 3 lanes highways from DG/JO county line going east is not going to work either. If you're looking at relieving traffic by making it 3 lanes each direction from county line east, how many people do you expect will be driving to the new battery plant from eudora and from lawrence? Desoto cannot handle the growth of that many people alone. And an express lane K-10 or a full toll K-10, i'm sure many more people(which this survey should show) like myself would not pay to use an express lane when right next to it are two lanes that are free
Express Toll Lane, Modernization & Expansion, Schedule	Please don't mess with K10 anymore
Express Toll Lane, Modernization & Expansion, Schedule	We use K-10 a great deal to head west to Manhattan. Over the past several years, it seems like the start of any projects always coincides with the beginning of Fall sports. Please keep that in mind. Also, I think the Panasonic plant and students going to Lawrence every day should bear an additional burden for financing the project.
Express Toll Lane, Noise	I am against adding an express toll lane to K-10. Widening lanes is sufficient. We do not need a toll lane. As a resident of a neighborhood off Woodland Rd and K-10, I am also against work during the overnight hours when residents are trying to sleep.
Express Toll Lane, Noise	Please do not make this a toll road. I also would advise a plan is needed to reduce highway noise in the growing communities off K10
Express Toll Lane, Noise, Road Design	No toll and noise is really getting out of control
Express Toll Lane, Noise, Safety	Please do not institute a toll on K10. For De Soto and Northwest Olathe, and Lenexa, along the Corridor, this is one of the primary ways to travel to Lawrence or Topeka West. Otherwise, we are forced to go several miles out of our way over towards I 70 or I 35. It would be horribly inconvenient and even more expensive than it already is, here in Johnson County and the Cedar Creek or Canyon Creek area. Moreover, consider the Panasonic plant. There is just not a lot of housing around here, so workers will likely have to commute. Surely there are other ways to generate revenue. Kitten continues to become noisy around noisier. Some type of wall or similar to contain the noise, especially if you're widening K 10 to increase traffic would be appreciated for those who live here.
Express Toll Lane, Noise, Safety	Please NO TOLL! We need this to be safe and quiet. Due to the pitch of the road, there is limited visibility and many accidents happen due to other accidents.
Express Toll Lane, Noise, Schedule	Please don't do tolls. Will there be any sound walls? Where is the project timeline for specific phases?
Express Toll Lane, Noise, Schedule	Concerned about growing noise pollution.
Express Toll Lane, Other	No toll on k10! If my family had to pay to use this road daily, we would find other routes to avoid paying a toll. This is such a terrible idea. Widen the highway, but do not add a toll.
Express Toll Lane, Other	Not needed

<p>Express Toll Lane, Other, Road Design</p>	<p>I am not a fan of Express Toll Lanes. The communities west of Kansas City (Eudora and Desoto) are working class/farm communities, many of which commute to Kansas City for higher wages and expanded opportunities. Having a high-rate toll during high congestion times only craters to the higher-class commutes this will not directly reduce the commute time for individuals who can afford to pay the Express Lane toll. With the development of and deployment of stop free tolls on I-70, having a low-cost, stop free toll on K-10 from the Johnson County line to Renner Road would more evenly spread out the cost to all drivers. This solution works well with alternative routes in place.</p>
<p>Express Toll Lane, Road Design</p>	<p>I am completely against the idea of adding Express Toll Lanes to K-10. As a general principle, I don't agree with charging tax-paying citizens more to utilize the roads that they already pay taxes to build and maintain. It is not right that those with means should be allowed to skip ahead of those without on a publicly funded roadway. Also, I believe that adding a toll lane, instead of just adding a 3rd general use lane, traffic will only be marginally improved.</p> <p>As a daily user of K-10 from K-7 to I-435, and a frequent user of K-10 from K-7 to Lawrence, it is my opinion that by adding a 3rd general use lane in each direction from K-7 to I-435 is the best way to significantly alleviate the current traffic issues. Also, adding longer on- and off-ramp merge lanes will minimize the congestion at these locations by giving drivers a longer time to merge and get up or down to the required speed and allow the highway traffic to maintain speed while traffic merges.</p> <p>On a separate, but related, note, I believe that improving K-7 from 47th Street to I-70 could also lessen the amount of traffic on K-10. By improving this alternate route, and utilizing the vastly less congested I-70 corridor from K-7 to downtown KC, many downtown commuters will be incentivized to take this route if they live north of K-10, instead of using K-10 to I-35, which is only getting more crowded. Eliminating the unnecessary traffic light at 47th Street, as well as adding an overpass at 43rd Street, could be relatively easy ways of improving this stretch of K-7. A longer term way to improve this route would be to figure out a way to eliminate or bypass the traffic lights at Kansas Avenue and Speaker Road.</p> <p>Please feel free to contact me by email if I can provide any further clarification on my opinions or if my perspective can provide any additional insight on this matter that would be beneficial to the design team. Thank you for your consideration.</p>

Express Toll Lane, Road Design	<p>For westbound K10 it seems like all of the intersections between 435 and K7 would benefit from having all on ramps extend to the next off ramp. This would allow exiting traffic to get out of the way of through traffic and would allow entering traffic longer to get up to speed to merge at higher speeds especially given the short distances between the interchanges.</p> <p>435 coming onto Westbound K10 should either go over or under the exit to Renner.</p> <p>A Clare Road exit is going to be needed soon. Make sure you design it so traffic coming from K7 onto westbound K10 plays well with the new exit.</p> <p>South and north bound K7 traffic merging onto eastbound K10 is a dangerous mess. Southbound is not going fast enough to merge and northbound has to merge onto eastbound K7 at high speed in a short distance.</p> <p>The long overdue expansion/upgrade of 83rd Street from K7 to De Soto would help offload some traffic.</p> <p>I don't like express lanes as they predominantly help the wealthy. I just read an article from Colorado that said luxury cars were the highest users of the express lanes they added north and northwest of Denver.</p> <p>The sharp curves at/under 435 are self-inflicted as you just redid that area. Someone should be demoted for designing those in the first place and causing taxpayers to pay to fix them. Think ahead as you design this round of changes so we don't have to pay to redo them as well.</p>
Express Toll Lane, Road Design	I think widening with an express lane similar to CDOT makes sense
Express Toll Lane, Road Design	There needs to be additional lanes added, but no toll road.
Express Toll Lane, Road Design	<p>Having experienced these stretches of toll lanes in and around Denver several times, I don't feel like they are worth the extra cost to construct them. Observationally, I don't see them used very much relative to the high percentage of traffic on the other lanes; they were built, but not used. Secondly, it feels they cause more merge bottlenecks because of the shorter length between the end of the toll lane and the exit.</p>
Express Toll Lane, Road Design	<p>I want to see complete and specific funding information for this project. Why is a toll lane even a topic? Is there more money issued for the project associated with adding a toll lane? It is an extremely unpopular concept, even if it is funded indirectly. Taxpayers pay for all of these things and we do not want this. People already drive over 75 mph to Lawrence. That is fast enough. Add a normal lane if you must, but no toll. No interchange at Lone elm should be added. It will surely cause deaths of kids walking to one of the 3 schools at lone Elm. It cannot happen.</p>
Express Toll Lane, Road Design, Safety	Okay

Express Toll Lane, Road Design, Safety	<p>1) Not a fan of tolls. I live at K10 and woodland and would hate to pay a dollar to drive to town every day</p> <p>2). An overpass over K10 for Lone Elm would be great! Help get a lot of kids safely to Olathe Northwest high school and ease congestion around the school.</p> <p>3). Along with the overpass, a roundabout at Lone elm and 101st to help manage increase in traffic.</p> <p>4). Would love to have a spur from K10 from the east side of Lawrence up to I70</p> <p>Thanks!</p>
Express Toll Lane, Road Design, Safety	<p>I'd like to see the experience of the use of the currently under construction 69highway project before adding the express lane as an alternative. That said, it would seem that additional lanes are becoming needed to accommodate future traffic volume. Although I have only anecdotal observations, the speed of this section of roadway of K10 has traffic traveling at an excessive speed for the current volume and initially appears to have limited Traffic enforcement.</p>
Express Toll Lane, Road Design, Safety	<p>Safety is critical. Drivers continue to exceed the speed limit and endanger other drivers. Those drivers should gladly pay for an express lane to meet their time limitations.</p>
Express Toll Lane, Road Design, Safety	<p>There cannot be an interchange for lone elm. There are three schools that converge at Lone elm. Kids walk there every day. There have already been injuries with kids getting hit by cars. There are always fender benders, no less than 1 a week. More traffic that will not care that kids are there will definitely cause fatalities. An interchange is an extremely awful idea.</p> <p>Also, there cannot be no toll lane at all. It will purely be used for tracking for all vehicles. I actually avoid the i-70 toll going to topeka. A toll lane for K10 is unnecessary and vehemently opposed. Even if it is optional, NO TOLL LANE! The surveys were done during construction that CREATED backups. The surveys should be thrown out since they are inaccurate and the data is extremely skewed.</p>

Express Toll Lane, Road Design, Safety	<p>1. The interchange from 435 to K10 Westbound is a horrible design. Too much traffic to merge, cannot keep a steady rate of speed through the interchange under 435. Traffic has to slow to exit from 435, increase speed to merge onto K10, slow for merging traffic from I35, then increase speed as traffic merges into two lanes, only to slow to allow merging traffic from 435 southbound, again at Renner, again at Ridgeview, again at Woodland.</p> <p>2. ALL of K10 from Lawrence to 435 needs to be expanded to 3 lanes in each direction with room for acceleration in merging traffic.</p> <p>3. Traffic flow is just horrendous in the mornings as in the evenings. Entering at Woodland, traffic is so backed up that you cannot accelerate onto the highway. You have to zipper in while stopping and going multiple times on the short ramp.</p> <p>4. Knowing that Panasonic is coming in 2025, isn't it too late to be 'thinking' about this problem? It's been this way for YEARS.</p> <p>5. I've paid PLENTY of Johnson County taxes and dearly. I am absolutely opposed to a paid express lane. Let's use our well educated engineers to apply some common sense to this issue without asking for more and more money.</p> <p>6. Map does not display on next page to zero in on target area</p> <p>7. I cannot evaluate my position on this project until I know more about it. Refuse to pay toll, however, expanding K10 is a must.</p>
Express Toll Lane, Road Design, Safety	I'm concerned about a toll lane. We pay taxes for infrastructure already. The bridges just fixed should have waited knowing this was coming.
Express Toll Lane, Road Design, Safety	Just because our KDOT went ahead and fixed bridges in 2023 does not make it alright to force through a toll lane. That was the state's mistake.
Express Toll Lane, Road Design, Safety	I commute on K10 to my job at KU Med from my home in Lawrence. I've noticed the significant increase in traffic on K10 and wish it could be more like the turnpike. I70 from Lawrence to KC feels safer. I like how the turnpike has great lanes and is cleared in bad weather. I feel K10 could use more speed patrols.
Express Toll Lane, Road Design, Safety	<p>Do not do a toll road. Get it fully federally and state funded. The 69 highway project was funded some \$100 million from the state, then some \$400 million from the federal gov. The \$30 million the tolls will generate is just a headache for everyone. K-10 needs improved on the west side of Lawrence before anything else. I commute the entire length of K-10 from west side of Lawrence to I-35. That is the area that needs the most love. It needs to be 4 lane west of Iowa street to I-70 before more people die and to better facilitate the traffic load. The slow downs around woodland and ridge view are annoying, but not dangerous or debilitatingly slow. The wannamaker interchange should be interstate bridge style like all other interchanges on K-10.</p> <p>Once that is taken care of, please do make it 3 lane width from Iowa street to I-35. that'd be great.</p>
Express Toll Lane, Road Design, Safety	<p>Please do NOT add any toll lanes! No one wants them and it is incred unfair to place this financial burden on current residents that already rely on k10. I use k10 about 2-4 times each day!!</p> <p>Add better split exit lanes at woodland and k7 to improve flow and safety. But widen???? No thank you. Please do not destroy our area in the name of Panasonic.</p>
Express Toll Lane, Road Design, Safety	<p>Adamant no to toll lanes. They are a burden on low income households and expand government with a gorm of tax on driving.</p> <p>No to Lone Elm option due to school children and safety.</p>

Express Toll Lane, Road Design, Schedule	I think this is long overdue. I hate to think about the traffic headaches that will ensue, so planning on how to accomplish it is tantamount in your decisions going forward. I get the toll road... pay as you go. Maybe the delivery trucks and big rigs can pay more. They are destroying our streets and we (the residents) will have to pay to fix them. BY THE WAY... THE MAP DIDN'T WORK ON THE LAST PAGE!
Express Toll Lane, Safety	Improvements should first be made on k-10 from I-70 to 59. No to tolls!
Express Toll Lane, Safety	This is a heavily travelled interstate to KU and I agree the highway should be improved but not be a toll road, especially for the college students going back and forth to home or work.
Express Toll Lane, Safety	Tolling and express lanes are short sighted fixes. 18 wheeler and commercial traffic has increased along the route and will only expand with the Panasonic plant. Improve flow at interchanges are important between k7 and k10 as these have become bottlenecks. Drivers from k7 attempting to enter express lanes may increase bottlenecks .
Flexible and Responsive	Enhancements to alternate routes like college are good. Don't do alternates and k10 at same time.
Flexible and Responsive, Local Contribution, Modernization & Expansion	Eliminate the sharp curves on KS-10 under I-435 this design is a complete disaster and should have been properly designedway too many wrecks on this portion of this stretch of KS-10.
Flexible and Responsive, Modernization & Expansion	This area will only continue to expand into the future. Unless the KC Metro area has a plan to install toll roads throughout the Metro area, adding a separate toll lane is not an acceptable solution. Widen the road to 3 lanes with controlled entry and exit ramps prepared to the level that a 4th lane can be added when population demand requires it.
Flexible and Responsive, Modernization & Expansion, Road Design	5 - 8 years ago you could plan your commute around busier times, events happening in Lawrence or even weather. That's no longer possible, it's a game of luck at this point. Either you leave 45 minutes early (for a 20 minute commute) or you are taking substantial chances on being late. And heaven forbid there's a disabled vehicle or accident.
Flexible and Responsive, Modernization & Expansion, Road Design	This project is a severe over reaction to the Panasonic plant being built in DeSoto. K10 does not carry that much traffic and any of the projects proposed likely will cost twice the projections and take multiple years of tying up existing traffic. The two relatively simple bridge projects at Lexington street took way too long. I recommend focusing on improving some existing alternate routes between Lawrence and K-7. There are several that could be enhanced at a much lower cost and quicker timeframe.
Local Contribution, Modernization & Expansion, Noise	I think expansion of K-10 is warranted, but I am concerned for the additional noise that expansion would incur. Additionally I know an exit to Lone Elm is being considered and that would not only impact a neighborhood as well as additional homes. An exit at this interchange is not a necessity, but many other aspects of the project are. Please only consider necessary improvements for this project.
Local Contribution, Modernization & Expansion, Road Design	I am in favor of using the traditional widening of the road and making the highway 3 lanes in each direction from Johnson County to Douglas County line. This would be the most efficient use of funds and would allow traffic to flow without friction.

Local Contribution, Modernization & Expansion, Safety	K10 needs a major expansion to accommodate the number of vehicles traveling at any given time. The congestion leads to aggressive driving that is unique to K10. In fact, the aggression on K10 is so dangerous that after driving many years to work on K10, I personally have changed my route to work so that I drive I-70 instead. also, there needs to be some type of safety dividers between east and westbound lanes. Now there is just a small amount of grass separating the two lanes full of traffic. After expansion, raise the speed limit to 75.
Local Contribution, Road Design	I am in great opposition to the proposed connection from Olathe to 70 as the current proposed plan is going literally straight through my land and next to the house I just built 3 years ago. This was a house I was expecting to raise my children in and now we're looking at eminent domain tearing this out from under us. This is ridiculous that as an unincorporated part of Eudora, desoto feels like they have the right to totally destroy our homes and community to serve their own purpose. We adamantly opposed that ridiculous plant and warehouse development and now we're going to be kicked off our own land for a highway. Is this really what Kansas has come to? Where is the respect for rural communities. This makes me sick
Modernization & Expansion	<p>Hello, my question to you is why are you only exploring expansion between I-435 and the Johnson/Douglas county line?</p> <p>Wouldn't it make more sense to explore expansion between I-435 and the 23rd street K-10 exit on the East side of Lawrence? My only concern is that shifting Lanes from 6 to 4 at the county line will create a bottle neck when entering Douglas County on K-10 WB because in my view not very many people are exiting off at the county line, they are continuing to Lawrence. Plus, since KDOT has been focused all getting matching dollars from local governments, would it make sense to include Douglas county to get matching dollars from them as well as Lawrence and Eudora? I understand that Lawrence is not considered part of the KC MSA, but for the purposes of this project, it should be due to the high growth of Johnson County and Lawrence compared to the rest of the state.</p> <p>Thank you for taking time to read my concerns and look forward to reading your reply.</p> <p>Thomas Nelson</p>
Modernization & Expansion	I'm interested in keeping k10 safe and "flowing".
Modernization & Expansion	Due to the Panasonic plant and other development at De Soto, 83rd street from De Soto into Lenexa needs to expand to 4 lanes. This is a high traffic area especially since many students travel to school and back home from Shawnee on this road.
Modernization & Expansion	What about the section of K-10 between 59 Hwy and I-70? That is always backed up and no way to pass because there is too much traffic. Needs more than one lane each way.
Modernization & Expansion	I travel from K-7 to 435 and back every weekday. K-10 is often backed up when I get on. I think we need at least 1 more lane each way; but they should not be toll roads.
Modernization & Expansion	OMG! Please make K10 a four lane south of Lawrence before any other improvements. What a bottle neck. I own property in Douglas County and struggle every single time with that silly light. At least an overpass fir the ball fields would help.

Modernization & Expansion	Improvements should be focused between I-435 and Woodland in both travel directions. As a commuter who uses K10 daily between K7 and Renner, the biggest bottleneck is related to traffic entering and exiting K10 at Woodland. With the expected increase in traffic due to the Panasonic development these issues will only get worse. Traditional widening should be the first alternative. Another alternative that would ease issues with merging at Woodland would be to extend the enter/exit ramp to be a continuous lane between Ridgeview and Woodland. This would provide more space for merging in both directions and alleviate congestion in the existing lanes. Toll lanes will not alleviate as much traffic congestion as compared to traditional widening. The Highway 69 project will indicate that once it is complete.
Modernization & Expansion	The largest backup seems to come from K-7 to Ridgeview. Would love to see that go 3 lanes in either direction. Possibly add a metered On Ramp at Woodland.
Modernization & Expansion	The future interstate shown going around the southern and western part of Johnson County and connecting to I-70 could easily be extended to US 59 straight west of Baldwin City instead of going north to I-70, negating the need to go over many wetlands/creeks, saving many miles of pavement, literally hundreds of millions of taxpayer dollars, many acres of farmland and still give access to I-35 and I-70 via K10. IS that being considered?
Modernization & Expansion	Expansion
Modernization & Expansion, Noise, Road Design	<p>I'm a Cedar Creek resident who lives uphill from the KDOT Material Storage location on eastbound K10 just west of Cedar Creek Pkwy. We built our home 5 1/2 years ago & the traffic noise from K10 has increased 50% since we moved in. Enjoying time on our porch or patio is next to impossible during high traffic hours, before / after KU games, & anytime drivers decide to speed up to take advantage of the long straightaway west of Cedar Creek Pkwy. Even sitting inside with our windows open can be unpleasant due to the traffic noise!</p> <p>While we are supportive of the expansion project because it will make K10 much easier to travel (not to mention safer after the K7/K10 interchange is redesigned), we're hoping something will be done to address the noise reducing the quality of life not just for us but for all of our Cedar Creek neighbors who live along K10.</p> <p>Can someone please tell me how & when the noise & traffic studies will be done & what are some of the ways the noise from tires, downshifting & air-braking semis, drag racing & faulty/modified mufflers can be addressed & modified?</p>
Modernization & Expansion, Noise, Road Design	K10 is in my back yard, what effect is this going to have on the widening, Noise control, and safety? I've had cars crash past the fence.
Modernization & Expansion, Noise, Safety	K-10 in its current configuration has outlived its original design. Like wise the noise to neighboring properties is not tolerable.
Modernization & Expansion, Noise, Safety	The current situation is fine please don't expand or make changes. I live along the proposed expansion and very little traffic backs up
Modernization & Expansion, Other, Road Design	I am also concerned about the traffic between the JOCO / Douglas border and I-70 through Lawrence. Also of concern is that there is no good North South road West of K7 until you get West of Lawrence.

Modernization & Expansion, Other, Road Design	I think the study area needs to be expanded. As one looks at Improving alternate routes, with the study area so small there are limited route options for improvement. The study area should extend south to 135th or 143rd Street. North to 83rd Street. There should be efforts to plan a street system with east/west arterials crossing Cedar Creek and through the Astra Enterprise Park.
Modernization & Expansion, Road Design	The main source of congestion on K-10 east bound for morning traffic is the quantity of vehicles entering K-10 from K-7 north bound. increasing the amount of exit lanes from K-7 to K-10 and increasing the number of lanes on K-10 from K-7 to the 435/35 interchange would solve the east bound congestion issues for morning traffic.
Modernization & Expansion, Road Design	In addition to solving the interchange issues from 435 west bound to K-10 west bound, it is necessary to expand K-10 west bound to 3 lanes in order to alleviate congestion for evening traffic.
Modernization & Expansion, Road Design	Overall my experience is fine on K10 until I get to the K10 Bypass around Lawrence where it goes down to 1 lane both directions. I avoid using K10 now solely because of that small stretch of highway. The main problem is NOT the stretch from Lawrence to KC. The problem is Lawrence to I-70
Modernization & Expansion, Road Design, Safety	As it stands now, K-10 is simply a dangerous highway. With the Panasonic battery plant coming as well other development, the improvements noted including widening the highway, installing "Jersey Walls", lengthening on ramps (especially at Cedar Creek) and improving interchanges need to be done as soon as possible. This must be a priority.
Modernization & Expansion, Road Design, Safety	I'm interested to learn more.
Modernization & Expansion, Road Design, Safety	With any and all improvements to K-10, what can be done to slow traffic and ENFORCE the speed limit(s)? It is not an exaggeration to say that K-10 can be labeled [quote]Kansas Speedway South[quote]. Fast, aggressive drivers have got to be slowed either by use of technology or periods of intense of area law enforcement agencies.
Modernization & Expansion, Road Design, Safety	The battery plant in DeSoto will increase traffic way pass what is being discussed on this site. Frankly, the expansion needs to be from the east side of Lawrence to the K10/435 junction and should have been started several years ago. Cedar Creek Parkway to 435 only is a joke. And please, no toll lanes! Limited access express lanes would be better.
Modernization & Expansion, Road Design, Safety	Seems to me that a great way to reduce congestion on K-10 would be to improve other east west connection corridors, SPECIFICALLY 83RD Street (old K-10). I would also include connecting 119th street as a south east west connector. This really should be part of the overall plan.
Modernization & Expansion, Road Design, Safety	My 80 year old mother drives K10 from Topeka to visit me in OP. I visit her, so we're on K10 frequently. It's ALWAYS busy & Panasonic isn't open. When traffic backs up, it is a long back up. Stop with the Zipper. There's nothing more infuriating than someone blowing past & cutting in at the last minute. It encourages R Rage. Doesn't move the line faster anyway. It's the merging that causes accidents & encourages idiots to speed. Please widen & perhaps add more LEO. It's a white knuckle ride sometimes. Thanks.

<p>Modernization & Expansion, Road Design, Safety</p>	<p>Adding an exit at Lone Elm would create a very unsafe environment for our Olathe children, especially those at Prairie Trail Middle School. Many of those children walk to and from school each day.</p> <p>In addition to having increased car traffic, we could have semitrucks exiting there to get to Aldi.</p> <p>Woodland and K-7 exits are close enough that adding another between the two would create more backup/congestion.</p> <p>There is no need for an exit at Lone Elm.</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>I believe the capacity of K-10 needs to expand, I live directly off of a K-10 exit and have witnessed the deaths, accidents, and consistent increase of traffic in the last 12 years since living here. We do need expanded infrastructure of K-10 to keep traffic flowing safely.</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>With the anticipated increased demand for K-10 and surrounding area, a third lane in each direction would be very beneficial. I often take K-10 from its junction with I-435 throughout Johnson County, and that junction feels unsafe at times. A third lane and improved junctions would be very helpful!</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>I would like to see phase 3 of the gateway project (improvements to 435 to K10 area, CD roads from 435 to Renner/Ridgeview) implemented. Overall, this area is very congested most evenings as I commute home from KCMO to Olathe and am excited about the improvements KDOT is looking to make!</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>The stoplight in the middle of the "K-10 Bypass" in Lawrence at 27th Street needs to be addressed. There should be other alternatives for 27th street so that there us no stoplight on K-10 such as a bridge over or under K-10. Additionally, the K-10 Bypass needs to be expanded to at least two lanes. The single-lane road causes many backups and delays because of the short on ramps and disrupting traffic flow with the large number of cars traveling the bypass each morning and night.</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>Definitely needed</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>Expansion of this corridor was needed years ago! It's time to keep things moving with updated capacity to the corridor.</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>Lengthen the ramps for Woodland Road off K 10 and get rid of the cloverleaf interchange at K7 and K10. Put in flyover exits there. Both locations are death and accident traps and grossly outdated for a 70 mph speed limit. Expand from 4 lanes to 6 lanes from Cedar Creek parkway to the 435 interchange</p>
<p>Modernization & Expansion, Road Design, Safety</p>	<p>I am in favor of widening and fixing the corridor and specifically see safety needs at the K10/K7 interchange.</p>

	Where K10 intersects Woodlawn, BOTH the entrance and exit ramps on the South side of the road are way too short and are always busy with a continuous flow of traffic. It is a dangerous merge onto K-10.
Modernization & Expansion, Road Design, Safety	Also, bridge over 23rd Street (Clinton Parkway) is poorly maintained and built at too sharp of a curve.
Modernization & Expansion, Road Design, Safety	Thanks for the opportunity to share our thoughts.
Modernization & Expansion, Safety	reflective qualities of roadway on k 10 when driving at night in the rain are very poor woud like to see more (cat eyes) Snowplow-resistant reflective markers inbeded in the road way
Modernization & Expansion, Safety	We will need Excellent lighting on all entrances and exits along K10 the visabilit is very poor which can cause difficulty on the exit and entrance ramps. Also thsi K10 study has been going on for almost 2 decades . stop already make a decision and lets see action!! enough of public comments.get on with it!!
Modernization & Expansion, Safety	Thank you for addressing this problem It is unsafe when people are merging or because of speeding cars. I recommend adding a traditional lane.
Modernization & Expansion, Safety	Please no exit off lone elm. There are 3 schools right there and people speeding off this highway would be dangerous for these kids
Modernization & Expansion, Safety	Glad these studies existed before Panasonic was introduced to DeSoto. I'm so tired of negative remarks about Panasonic.
Modernization & Expansion, Safety	Please put a cross over divided like the one you have at Eudora and West of K-10 on all of K-10. It's a dangerous highway, and it will save lives. Also add a third lane starting at Kill Creek road East to 435. The road is congested and it starts backing up and people have to and wait for the congestion to clear, it's very stressful when you're trying to get to work on time and the traffic has stopped or is going 5 miles per hour.
Modernization & Expansion, Safety	This detailed study is overdue, and capacity improved are needed ASAP.
Modernization & Expansion, Safety, Schedule	If money is an issue, I believe that the I-435 to K-7 stretch of road should be expanded to 6 lanes first, and then worry about the stretch to the Douglas county line in future phases
Modernization & Expansion, Safety, Schedule	If only there were some way to plan and coordinate transportation on a regional scale. LIGHT RAIL would be perfect connecting Lawrence and KC, connecting Gardner with KC, connecting Platte City & KCI to KC, connecting Louisburg to KC.
Noise	Increased noise

Noise	<p>We live in the Ridge at Shadow Glen which is in Cedar Creek development. We are on the southside of K10. In the last three years the traffic noise has increased dramatically, especially when there is a North or northeast wind. Our HOA was informed there is to be a noise study for our area and possible sound barriers install at K10. The primary affected area is K10 west of Cedar Creek Parkway exit for approximately a half mile. Sound barriers would need to be installed on the inside of the westbound lanes and on the southside of the eastbound lanes because of the heavy gear braking the trucks feel obligated to do. Perhaps a sign could be posted [quote]no down shift braking. These trucks sound like they are coming through our bedroom.</p> <p>I am for progress and expansion of K10 but not at the cost of diminished home value caused by excessive noise pollution.</p> <p>Thank you for your consideration.</p> <p>Jeff Herrmann</p>
Noise	<p>We live on the west end of Mill Creek Farms and would be negatively affected by the proposed Lone Elm interchange. Our neighborhood is quiet and peaceful with large lots and very nice homes. The noise from a wider K-10 will be unpleasant, but adding an interchange will seriously affect our lives. Our property values will plummet to be sure. These houses are big investments for the people here and our welfare needs to be considered, as well as the efficient moving of traffic.</p>
Noise	<p>Will there be any noise abatement for subdivisions that back up to K10? Its already very noisy.</p>
Noise	<p>Are noise barriers contemplated on both sides, north and south, of K-10?</p>
Noise	<p>Will a sound barrier wall be constructed along K-10 that homes back to?</p>
Noise	<p>Is noise being considered for those of us living next to K10? Noise from truck traffic is already annoying and will only get worse with this expansion.</p>
Noise	<p>Please put up sound barriers to reduce noise. The K-10 noise is so bad now we can barely enjoy our patio, nor can we open our windows.</p>
Noise	<p>Noise abatement for Cedar Creek needs to be part of the project plan please</p>
Noise, Road Design, Safety	<p>What would be the alternate plan for Clare Rd? This affects us directly as Clare Rd runs right next to our house. Thank you</p>
Noise, Road Design, Safety	<p>This plan is highly disturbing for those of us that are homeowners along K 10. Between Woodland and lone Elm Road. Is there any plan to build a wall like K10 has provided as a sound barrier along K 10 in Lawrence. It appears if you put in three lanes westbound those lanes are going to be right up against my property line. There is already a huge safety factor with vehicles actually coming through the fence onto the trail. We have owned this home for nine years and it's happened three times. This will cause our property value to decrease significantly.</p>
Noise, Road Design, Safety	<p>I'm generally supportive of a majority of this project assuming considerations will be made for the noise, water flow disruption, and safety of the homes impacted by the widening of K10. The one exception is that I feel even considering an overpass or exit at Lone Elm is absurd. It is way too close to the Woodland exit and would create far more congestion, slow downs, and safety issues than it solves. It would dump highway traffic off directly behind a middle school and within a mile of a high school and elementary school. Not to mention, it would mean taking people's homes and properties. It would be a lot of money to spend for negative value.</p>

Noise, Road Design, Safety	I am in favor of expansion of k-10 as long as there is a sound wall along both north and south sides east of k-7. Also I am in favor of overpass of lone elm over k-10, but no on or off ramp at lone elm.
Noise, Road Design, Safety	Please do not add an interchange at lone elm. If anything, a bridge over would be sufficient. There is not enough traffic to support an exit at this intersection however and would be unsafe for my children who walk to school. This would also affect bus eligibility for many kids to ONW high School and middle school. We have lived at lone elm and 101st for 12 years and have enjoyed the quiet neighborhood. Asking for reconsideration of this project
Noise, Road Design, Safety	As a resident of the K10 & K7 corridor specifically in the Lone Elm area, a Lone Elm ramp is completely unnecessary and would be a major risk to the school aged kids in the area. To exit off Lone Elm north and south would put traffic dangerously close to residential neighborhoods and Manchester Park Elementary. Due to lack of bus driver several kids in this area walk/ride bikes to school without a crossing guard. The risk is not worth the insignificant convenience a ramp would offer. Woodland and K7 are sufficient for the area.
Noise, Road Design, Safety	Don't do this! Impact to Olathe neighborhoods wpuld be catastrophic.
Noise, Road Design, Safety	There is already significant noise from K10 for the houses that back up to the highway. Concerned about the increase in noise with the highway coming closer to my house. Will there be walls built along K10 to help with the noise?
Noise, Safety	I live just north of K10 on Theden Circle near Lone elm. I am concerned about additional noise and neighborhood safety if Lone Elm exit is added. Is a Lone Elm exit in the planning?
Noise, Safety	This project would cause unsafe conditions for many school children who walk to and from school on Lone Elm due to the dramatic increase in traffic. It would also cause people to lose their homes, and result in an increase in noise for the surrounding communities.
Noise, Safety	We do not feel that the expansion of K-10 is necessary. Furthermore, we are completely opposed to an on ramp or overpass at Lone Elm Rd. With Woodland Rd access just down the highway, how is this beneficial? This would have significant negative impact to surrounding neighborhoods and would create a safety concern for children attending PRT and ONW due to more traffic at Lone Elm in an already congested area, putting many children at risk when they are coming and going from school. However, should the expansion of lanes happen on K-10 we would strongly recommend sound walls be installed on both sides of the expansion so that houses bordering the highway do not suffer unnecessarily from the increased sound created from the expansion. Again, we do not feel any expansion of K-10 or any additional interchanges are necessary and adding these would create a safety concern and negatively impact taxpayers / citizens that live within the vicinity of the project.

	<p>Adding an exit at Lone Elm would create a very unsafe environment for our Olathe children, especially those at Prairie Trail Middle School. Many of those children walk to and from school each day.</p> <p>In addition to having increased car traffic, we could have semitrucks exiting there to get to Aldi.</p> <p>Woodland and K-7 exits are close enough that adding another between the two would create more backup/congestion.</p>
Noise, Safety	There is no need for an exit at Lone Elm.
Noise, Schedule	I want to know schedule.
Other	Would any of the options require current property owner that back up to k10 in the proposed areas to sell or loose any of there land in this area. Or is the existing K dot owned property all that is needed to make improvements within.
Other	Thanks for the opportunity to join the meeting.
Other	Kansas does not need any additional toll roads. Traffic is high on K-10 due to drivers avoiding I-70 because it's a toll road. Federal and state taxes are already paying for any maintenance AND required improvements. Adding additional charges to use roads Kansans are already paying for is double-taxation.
Other	What methodology is being used to create the forecasts for traffic count increases? Thanks
Other	<p>I would like to see public transportation improved with adding buses along the K-10 corridor.</p> <p>Would be wonderful to have a mass transit commuter train available along I-35.</p> <p>Also, an additional lane added each direction.</p>

Other, Road Design, Safety	<p>I am daily driver of this stretch of K-10. Yes, an additional lane is/will be needed between K-7 and 435 but also the city's and county have failed miserably at creating viable East/West alternative routes other other K-10.</p> <p>The unimproved death trap of 95th street to the North of K-10 and the lack of College Blvd and 119th street not connecting to the West of Olathe are just beyond ridicules. Not to mention that Olathe will not connect 127th to K-7. Do we really have ask ourselves why K-10 is so busy???....It is because there are litteraly no other ways to get into the city. EVERYBODY West of K-7 HAS to get onto K-10 to get just about anywhere. It is not rocket science of why K-10 is so busy.</p> <p>The city of Olathe should be ashamed of their mismanagement of road improvements to the point that it should be criminal. They have caved to Cedar Creek Development on allowing East/West Roads to be closed (119th street and College Blvd) and now not improved or reopened to keep up with the increased traffic flows. Commuters have in fact died on K10 due to these roads being closed and pushing so much traffic onto K-10.</p> <p>IF the 1/2 mile of 119th street that is closed were to be improved/reopened it would remove THOUSANDS of drivers per day/week off of K-10. One does not need to be a traffic engineer to take a look at a map and see that the ONLY East/West through road from 95th Street to 135th Street is K-10....40 CITY BLOCKS WITHOUT A EAST/WEST ROAD. Unacceptable.</p>
Other, Road Design, Safety	<p>For those of us that live just a few miles off K 10 it is virtually the only way we have to get to work and to get home after work. And if you have errands to run or appointments in eastern Johnson County K 10 is the way we have to go. It would be very unfair to have a toll road for those of us in this situation. The congestion cause by people trying to decide to take the toll road or not would be terrible and the cost just to run an errand or go to work would be prohibitive. IR wouldn't really solve the problem of traffic on K 10 but only make it worse. There really isn't any other way to get Eudora for example besides K 10 without taking many side roads that take people way out of their way. At least wait and see how the 69 highway toll road turns out before you even consider doing that on K 10. I personally think it will be chaos and won't have solved the traffic going south without costing people huge amounts of money that they were never expecting to have to spend just to get to and from home to work! From someone that travels K 10 at least daily or more often I can tell you that it's not that busy anyway. In addition the bpublic busses rarely have more that a few people on them. What a waste of money!</p>
Other, Safety	<p>Adding an exit on Lone Elm would increase the already congested school traffic on that street making it even more unsafe than it currently is with thousands of children in a very small area. Please please reconsider an alternative!!!</p>
Other, Safety	<p>No, thank you this would cause to much chaos with the schools and traffic already present.</p>
Other, Safety, Schedule	<p>I am excited about the growth, but as a parent of a De Soto High School Student that commutes go school on 87th. I am very concerned that both K10 and 87th will be under construction at the same time creating a very dangerous situation for student drivers commuting between De Soto and Shawnee. In want to know that KDOT is taking student safety into consideration.</p>

Road Design	Please do not put an exit into small neighborhoods (Lone Elm connection)
Road Design	An exit off k10 and lone elm would be detrimental to the safety of elementary and middle schools on that road. Especially since the majority of these kids walk to and from school. And with there an exit off woodland, what's the need for another exit one block over?
Road Design	One issue that needs to be addressed is the road design of the exit from 435 westbound to K-10. The feeder lane from 435 to K-10 curves to sharply causing an unnecessary reduction in speed at this point. This creates slow downs for west bound traffic in the evenings. In addition the location of the feeder ramp on the north side of 435 west bound is a problem, creating lane switching problems for wanting to continue on to north bound 435 versus traffic wanting to exit to K-10 west bound. A solution would be to relocate the K-10 traffic to the south west side of the road prior to the 1B exit and create a two or three land entrance from the left lanes at this point and feed the K-10 straight onto K-10 while allowing 435 traffic to stay on the right (north) side of 435 in order to continue to 435 north. This far more intuitive layout would cause far fewer changing problems and slow downs in this area.
Road Design	The project needs to include more than just the improvements to K-10, there needs to be a comprehensive plan for the entire western part of Johnson county from at least K-7 to Eudora (or the Johnson County line) because the lack of access in the western part of Johnson county makes almost everyone use K-10 because there is hardly any other east-west roads that folks can use (and the ones that are there like 83rd street get over uses when K-10 is reduced during construction). Having a comprehensive plan is super important as many more residences are built and the school district grows. Thanks.
Road Design	K10 lone elm does not need an exit. Too many schools in this area to make it a go through for the interstate.
Road Design	I support use of bonds or other funding to complete maximum widening and addition of lanes and on off lanes on K10 entire route. Plan now and do asap... rather than add a lane then cause more issues adding another in a few years.
Road Design	While I am in favor of widening K10, I am absolutely not in favor of any kind of toll. It is expensive enough living in Johnson County without adding to what I have to pay just to live here. I live off of K10 and have to drive it every day and I do not want to be in a position where I might have to pay to get home. While the last renovation was nice, EXCEPT for the interchange from 435 westbound to K10, widening K10 would be most welcome.
Road Design	Any discussion of K10 needs to include widening and improving 83rd Street from De Soto into Lenexa as new industry and growing schools in De Soto have greatly increased use of 83rd especially as an alternative to K10
Road Design	I support all steps taken in order to widen roads - congestion is horrible during rough hour traffic.
Road Design	I'm supportive of any scenario except No Build. That isn't a viable option.
Road Design, Express Toll Lane	Any alternatives to Clair Rd in relation to K-10 is a complete waste of money. A Lone Elm under pass would be a helpful improvement. A non-toll third lane should be completed as soon as possible. Tolls never go away so they shouldn't be created.
Road Design, Safety	will K10 eventually have 4 or more lanes all the way to I 70 outside of lawrence ks. will there be lighting at all the entrance and exits on K 10
Road Design, Safety	I am glad that the plan may address the Roadway Deficiencies that occur under the 435 interchange. This was a design flaw when the JOCO gateway interchange was built in 2011, and has caused alot of bottle necks and accidents since it opened.

Road Design, Safety	A 3rd lane needs added from 435 to K7. Would be nice to see a safety cable in the divider the entire length of the highway.
Road Design, Safety	This would create a very unsafe environment for all the neighborhoods/school kids off lone elm. With all the schools right there on lone elm between college and k-10, tons of kids walk to and from school. This would create significant traffic that would make it unsafe for all the elementary/middle school students walking.
Road Design, Safety	Please do not add an exit from k10 onto Lone Elm. This would be a dangerous idea with the middle school, highschool and elementary school all within 1 block.
Road Design, Safety	Whatever happens with the overall design, there MUST be something done to eliminate the dangerous curve from Westbound I-435 to K-10. I think it is a safety issue that needs to be addressed.
Road Design, Safety	I hope that better design choices are made. The 435W on-ramp to K10 is an absolute disaster, and was completed in recent history (5-10 years?). Too sharp of a curve, too tight of a merge - there have been so many accidents it is absurd.
Road Design, Safety	The exit westbound from I-435 to continue westbound on K-10 is very tight on the curved underpass. Speed humps are needed to slow cars or the entire route should be rebuilt and straightened. Speeding drivers have almost hit my car several times. Thank you. Joe Vaughan
Road Design, Safety	Too many drivers are driving too fast on K-10. There must be either intense law enforcement or some kind of technology used to force speeders to slow down. This is a serious problem. Thank you.
Road Design, Safety	If you drive K10 you know most people break the speed limit. Millions of dollars in improvements will not fix that. Police giving tickets hit the violator where it counts, in the pocketbook. Why should law bidding people pay to enable law breakers. My wife was killed on K10 mile by one stupid law breaker. Glad my children were not in the vehicle. We have paid the price for you not enforcing the law. It is our community problem. Instead of paying companies to build a bigger speedway, enforce the laws we have, fubd to highway patrol!
Road Design, Safety	435 /k10 interchange is not safe and causes major slow down. When exiting west bound 435 the curve as you go under the bridge is too sharp then this south bound 435 to k10 ramp comes in then rennet road comes in. This area often backs up on to 435, is not a smooth transition and causes slow down back ups. Maybe have two lanes that exit 435 and go west past rennet road with no option of exiting to rennet an 435 south bound does not merge into. Have a rennet road exit and 435 south to k10 lane start at 435. Kind of like the nall/roe exit
Road Design, Safety	Lone Elm interchange would help deflect some traffic off of Woodland
Road Design, Safety	K-10 through Lawrence ks needs to be 4 lanes. I drive the road everyday and I've more wrecks than anywhere else. The center line should be solid with no passing right now. The stop light is a huge hazard with cars going 70 plus mph.
Road Design, Safety	The exchange at K-10 and I-435 was made worse with the last update. Mainly, coming off of I-35 westbound onto K-10 now leads to a lot more traffic jams. This should be resolved as it can be a major bottleneck and since there is limited visibility coming off of I-35 at relatively high speed to backed up traffic as you come down the hill to the left soft turn. I am surprised there are not more accidents here. The merging is terrible.

Road Design, Safety	I'd like to see the cloverleaf design changed at the intersection of K10 and K 7. When I exit k10 westbound to enter K7 southbound, it is often congested. The acceleration lane onto K7 south is too short, especially when combined with the deceleration lane for all the traffic coming south on k7, attempting to exit onto K10 Eastbound.
Road Design, Safety	K7 on off exchange over K10 is dangerous. Please improve
Road Design, Safety	In past years, I participated in several meetings to discuss the placement of median barriers to prevent crossovers on K-10 Highway. The placement of median barriers was limited. I understand these barriers will be removed for the K-10 Capacity Improvements, but what safety measures will be instituted to prevent crossover crashes?
Road Design, Safety, Schedule	Good
Road Design, Safety, Schedule	Need to provide details about what is being considered as solutions in order to respond. Need to improve outreach to better explain what is being considered and what you are asking of participants. This is a survey, not a meeting or open house. It is very confusing and difficult to use without context and too many buttons without clear directions on the website.
Road Design, Safety, Schedule	Approve of interchanges at Lone Elm and Clare Road. No to toll road alternative. Please complete the widening to four lanes of K-10 around the west side of Lawrence as soon as possible. It is presently, a very dangerous roadway.
Road Design, Safety, Schedule	No toll road. Complex traffic exchanges that already exist at the proposed location have resulted in the congestion problems that will only get worse with toll stations or confusion and more accidents with "express lanes".
Road Design, Safety, Schedule	Main concern is off and on ramps at the 7 and 10 interchange. Very dangerous
Safety	Will cables be placed in the median throughout the the full distance of K10 up to Lawrence? My husband and I had what would've been a crossover accident 10 years ago if it had not been for the cables. You'll note that there's only three small areas of K10 that have the safety cables and with the increased amount of traffic that is expected what will be done in the median to prevent crossover accidents?
Safety	Signage: Eastbound on K-10 to I-435 and I-35 the signage is confusing. There are three overhead direction signs that infer that I-35 will be in the left lanes and I-435 in the right. The last sign about 1/4 mile from the interchange reverses the lanes. I see drivers switching lanes erratically when they realized they're in the incorrect lanes. It is not intuitive and should be corrected.
Safety	it is a very dangerous road as it currently sits , the high speed high volume traffic is not fun
Safety	the ramp from 435 westbound to K-10 is very dangerous. What is being considered to improve safety and traffic flow in that area?
Safety	If there is an exit constructed on Lone Elm, what safety adjustments will be made due to the students and traffic at PRT/Meadow Lane/ONW? Also the pedestrians crossing LE into Prairie Point. We have already had multiple students hit by vehicles at PRT, so there needs to be some type of safety adjustments due to the increased traffic.

Safety	My primary concern which you may already have logged is safety. The opportunity for a crossover accident is high in areas that do not have cables separating the east and west lanes. We were fortunate when we hydroplaned during a during a rainstorm, that when we entered the median, there were cables That stopped us from careening into the oncoming traffic. When the police came to make a report, I asked why there were cables in only three sections of K10 between Olathe and Lawrence and he said that was because those were locations of previous fatality accidents. Well, thank God they were there otherwise, we would have crossed over the median into three oncoming cars.
Safety	Crossover barriers need to be added all the way to Eudora
Safety	I'm glad you are asking for input! K-10 is getting crowded during AM and PM rush hour. I'm concerned for driver's safety.
Safety	The current traffic laws are not enforced now. I drove K-10 from Lawrence to the K-7 intersection for 20 years. Rarely if ever, did I see law enforcement personnel. Only post accident, and those events were usually understaffed. Occasionally the sheriff's department personnel to coordinate an animal carcass removal. And the K-7 exchange is poorly designed, i.e. exit and entry. The drive was more like unsupervised stock car race, with way to many [quote]rookie[quote] drivers. I witness way to may accidents that may have impacted by enforcement personnel. Even the steel cables used to prevent cross traffic were installed after deaths, however the cables were only present for a few yards around Eudora.
Safety	Please continue the k-10 evaluation for the entire length including Eudora and Lawrence There have been too many accidents in Douglas county on k-10 The roads need to be expanded and the growth considered
Safety	As a parent with children in each of the schools right there by the K10/ Lone Elm area, I want to add that an exit from K10 onto Lone Elm southbound would be TERRIBLY DANGEROUS for public school students. Prairie Trail Middle School, Olathe Northwest High School, and Meadow Lane Elementary School are all located in that area and kids of all ages will be walking to and from these schools to the surrounding neighborhoods at various times of the day.
Safety	If you put an exit at Lone Elm that is where the three schools are and increasing traffic there would be horrible for the children trying to get to school. There are already too many accidents there already. Children learning to drive. I personally witnessed a high schooler crossing the road in the cross walk (MY OWN SON) get side swiped by a car and I had to chase the PARENT down to tell him it was a school zone. Adding highway traffic to this area is just down right stupid.
Safety	Please do not do this. This will make it unsafe for are children walking to and from school.
Safety	It would be unsafe for the middle school and elementary students who walk to school.
Safety	I am against the Lone Elm exit as it's a huge safety concern with 3 schools located within 1/2 mile with hundreds of walking students every morning and evening crossing that road.
Safety	Is this a serious consideration? Dumbest idea ever considering how close these schools are
Safety	Please do not consider turning this into an exit. There are too many young kids that walk that street to schools. It would be very dangerous!
Safety	An overpass would be great, but an exit would put too much traffic through this exit to Prairie Trail middle school and Olathe Northwest High School (along with Meadow Lane Elementary and Prairie Learning Center)

Safety	This project is concerning for my children who cross Lone Elm to get to their school and activities. It would be a really bad idea for this now quiet road to be turned into a busy thoroughfare. I do not support this project.
Safety	Please avoid placing a south exit on Lone Elm. There are olathe schools here that are better served with minimal traffic.
Safety	A Lone Elm exit on East bound K-10 is n unsafe option
Safety	This is a terrible and unsafe idea, with 3 schools on Lone Elm! An elementary, middle and high school all located on Lone Elm. Children ages 5-17 walking across lone elm to get home. New high school aged drivers already driving in a congested area, dumping more traffic would be unsafe for all! Do not do this!
Safety	We use K10 almost every day. The key issue for us is safety. Over the last 5 years traffic volumes have risen and will continue to going forward. That being said I don't believe the current speed limits are being enforced completely. Would recommend: Reduce speed limits to 65 Police and enforce speed limits If reducing the limit is not feasible then add officers to better enforce current limits.
Safety	We are highly opposed to an exit onto Lone Elm from k-10. This would cause too much traffic on Lone Elm with 3 schools located within one mile just south of k-10. This is a safety concern for kids walking and driving along this street.
Safety	Who will enforce the traffic laws in the Express Lanes weather it be K-10 or Hwy 69 since the tolls will be collected by KTA?
Safety	Please do an exit Off lone elm and k10. We have kids that go to ONW and prairie trail and having high school kids on k7 and k10 is tough for morning drives. A bridge over k10 would be ok also but exit Would help a lot.
Safety	With current work being completed on K10 between K7 and DeSoto causing all the overflow of traffic to use 83rd street. This route can not handle the traffic especially during school hours with buses and additional pedestrians getting on and off the bus. If possible you will need to install temporary jersey barriers along the part of K10 (leaving two lanes open during construction) while being modified to allow the flow of traffic on K10 adding an additional Safety factor for employees completing the dirt / bridge work. In the previous construction zones the use of cones created a bottle neck and traffic was severely impacted causing the drivers to seek optional routes.
Schedule	Survey: We received a text survey about current traffic satisfaction/dissatisfaction on K10. This is very misleading because currently there is a large variable with the road construction on K10 for future Panasonic traffic. This is not usual traffic and everyone knows that. If you want to be able to show dissatisfaction in traffic, this is perfect timing for a survey. Will you be conducting a survey during usual and normal traffic patterns for a true non-construction sample?
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Schedule	I commute from Lawrence to Shawnee daily. Overall, the commute is usually fine and takes about 30 minutes. However, during the 2022 and the 2023 construction projects, my commute was very bad. The traffic was stopped often and my commute time was doubled. Yes, I'm for 6 lanes, but I can't tolerate any more construction projects on K10.
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