

**Johnson County Gateway
November 18, 2010 Public Open House Summary**

Public Meeting #2 was held Thursday, November 18 from 5:00 p.m. to 7:00 p.m at the Lenexa Conference Center. The purpose of the public meeting was to present the recommended improvement concept and the phasing plan for construction. The meeting was an open house style meeting with display boards, roll plots and a traffic video simulation.

- Thirty-one people signed in at the meeting
- Fourteen people provided written comments

Generally, comments were positive and many people were encouraged that portions of improvements would begin in the near future. Comments are classified into the following categories:

- Access issues and local road connections
- Operations
- Noise Impacts
- Alternative transportation considerations
- Communication

Access issues and local road connections

- There needs to be a connection from the Mill Creek streamway to local retail and employment, as well as to the local roads and new interchanges.
- It would be nice if Pflumm had connecting ramps to either I-435 or I-35 but I realize this is not practical.

Operations

- Another concern would be the impact of response time of emergency vehicles initially during and immediately after completion – people not knowing exactly what lane/route they are on.
- General concern – some two lane on ramps require a merge to one lane with the left lane ending while others have the right lane ending. Could this be standardized so drivers can anticipate which lanes to be in.
- Specific (solved by your proposed plan) I-435 westbound at I-35 on ramp from southbound – the on ramp runs into its own lane, which isolates westbound traffic from the Lackman exit. Could this on ramp from southbound I-35 yield to thru I-435 westbound traffic?

Noise Impacts

- Sound walls Quivira to I-35 is Oak Park Home Association concern.

Alternative transportation considerations

- It's critical that every interchange with local roads be designed and built with support for all forms of traffic including bicycles and pedestrians. Bike lanes and sidewalks are necessary on all overpasses, underpasses and interchanges. As well as local connector roads.
- If we're spending this much money, we need to plan for future transportation options, not just the needs of today. This means car-pooling (HOV Lanes), bus (transit) and active transportation (bike/ped). Let's build it right, leaving as many modes viable as possible. Let's not repeat the mistake of designing solely for single-occupant personal cars.
- Pedestrian/bike access along Pflumm, Lackman and 95th Street is also a concern. Hope this is considered.
- In the design of the local roads at all interchanges, underpasses and overpasses, full bicycle and pedestrian access is a must to reduce the barrier impact created by the 3 freeways. Full bicycle access means on-road facilities designed to allow the space for safe usage of bicycles. Bike lanes, bike slots and bike boxes along with ample signage and pavement markings are needed as well as bike sensitive traffic signals. Full pedestrian accommodation means wide sidewalks on both sides of local road placed a safe, comfortable distance from the roadways with adequate lighting and pedestrian sensitive traffic signals.

Communication

- I work for a company, Community America Credit Union that is located at 95th and Renner. My concern is communication to the employees who travel these highways. I like the maps and color coding, so if could get those electronically and verbiage to use in communication would be very helpful.
- At first glance, the maps appear to be confusing and my concern would be adequate signage for drivers. After looking at it more, it makes a lot of sense in its design.
- Very well done presentation. The plan looks very well thought out.