

Johnson County Gateway Study Focus Group Report

Final Summary Report and
Pre-Focus Group Participant Survey Results

Submitted to

**KANSAS DEPARTMENT OF TRANSPORTATION
HNTB**



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Contents

Executive Summary	i
Focus Group Comments: Section 1	1
Pre-Focus Group Participant Survey Tabular Data: Section 2.....	37

Johnson County Gateway Study

Focus Group Executive Summary

Overview and Methodology

ETC Institute conducted seven focus groups with residents living in Johnson County, Eudora and Kansas City, Kansas. The purpose of the focus groups was to gather input from residents who had traveled through the I-435/I-35/K-10 interchange during the past 30 days to help KDOT assess the desirability of transportation improvements that are being considered in the area.

The focus groups were conducted the week of February 1st-5th, 2010. Residents were selected at random from a sample of residents living in Johnson County, Eudora and Kansas City, Kansas. A total of 71 residents, 8-11 participants per group, attended each focus group session. Approximately 80% of the participants indicated that they typically travel completely through the I-435/I-35/K-10 interchange. The other 20% indicated that they typically travel to/from destinations in the area immediately surrounding the I-435/I-35/K-10 interchange. The results for the sample of 71 participants have a 90% level of confidence with a precision of at least +/- 9.8%

Prior to each focus group session, residents were asked to complete a pre-focus group participant survey. The survey was 3 pages in length and included questions related to travel on the interchange, public transportation, bicycle and pedestrian transportation, and ramp metering.

The focus group sessions were designed to gather detailed feedback about the following topics:

- Perceptions of Existing Conditions in the Interchange Area
- General Access Versus Mobility
- Reactions to the Proposed Concept for the Interchange
- Local Versus Regional Development
- Funding Issues

To gather additional feedback about CD roads, participants were shown a traffic simulation of a CD road layout for the Renner to I-35 North/South movement. Participants were shown the video twice and prior to the second viewing respondents were asked to pay close attention to the signage for feedback.

The sessions were 90 minutes long and were moderated by a representative from ETC Institute. A brief summary of the major findings of the focus group sessions are provided on the following pages:

Major Findings

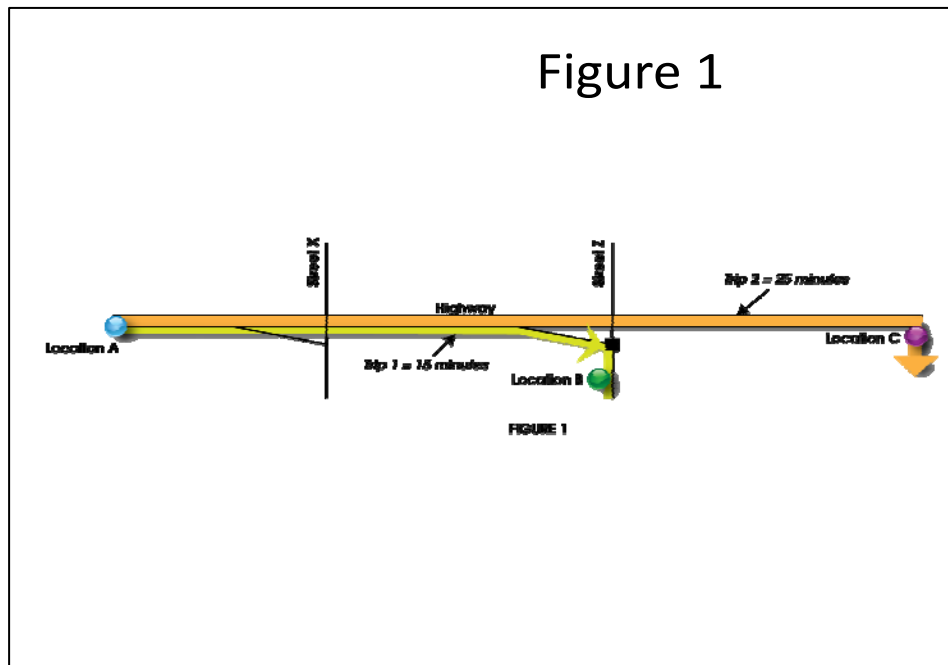
Perceptions of Existing Conditions in the Interchange

Some of the major findings related to perceptions of current road conditions in the Johnson County Gateway are listed below:

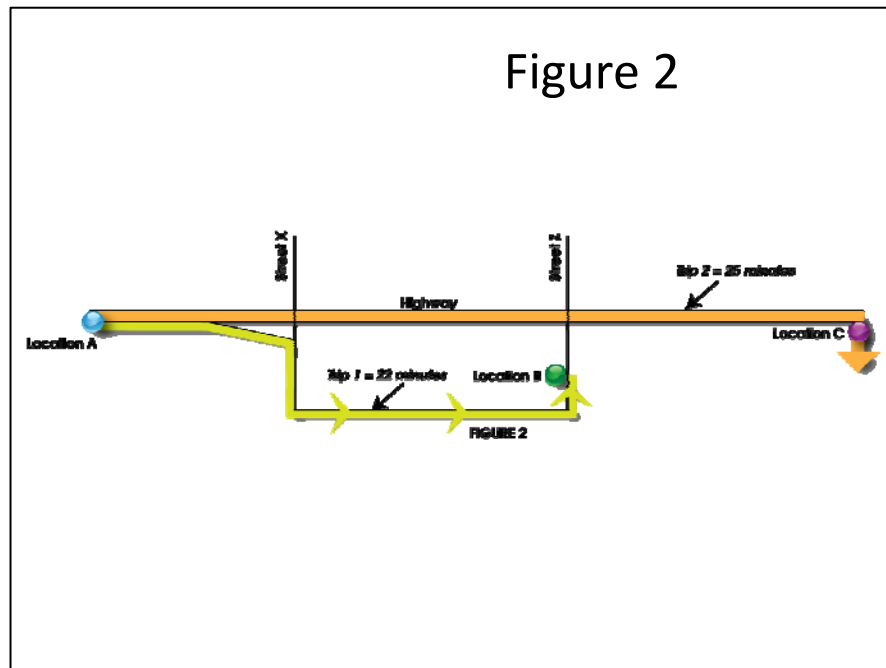
- When asked to provide specific areas of the interchange they felt had the biggest problems, the I-435/I-35 and the I-435/Lackman interchanges were mentioned most frequently. Most residents were concerned with safety in these areas because of entering traffic mixing with through traffic.
- Two-thirds (66%) of participants indicated they did not like the I-435/Lackman interchange; 13% did like the interchange and 21% did not have an opinion.
- More than half (58%) of participants said they liked the current I-435/95th interchange configuration; 18% did not and 24% did not have an opinion.
- Eighty-three percent (83%) of residents indicated they had used the new I-35/87th street interchange and 17% had not. Among those who had used the new interchange, 100% felt that the interchange improved traffic flow. Eight of the participants had concerns about signage and the ease of navigating through the interchange.

General Access vs. Mobility

As part of an exercise to determine how residents felt about access versus mobility, participants were given three different scenarios and asked to give their preference for “local” and “thru” trips. In each scenario, access to the work/business location for the “local” trip (Trip 1) was changed but the travel time for the “thru” trip (Trip 2) stayed the same. Below (Figure 1) is the diagram that was used for the first scenario.

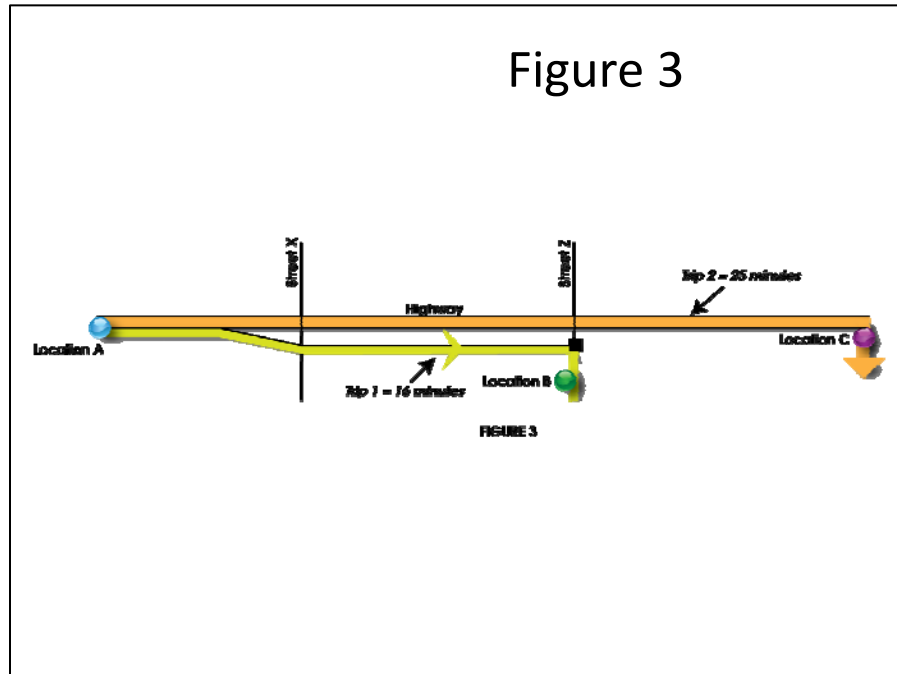


- Scenario 1. Figure 1 was presented as a travel scenario that replicates current conditions in the study area. The commuter in Trip 1, or the “local” trip, is able to access their work/business via an exit close to their destination in 15 minutes. The commuter in Trip 2, or the “thru” trip, is able to pass through the study area and get to a destination outside the study area in 25 minutes. The major findings related to the discussion about scenario 1 are provided below:
 - Sixty-two percent (62%) of participants felt that Trip 2 should have more priority when improving the highway and 38% felt Trip 1 should have more priority.
 - When participants were told that Trip 2 has six times more traffic volume as Trip 1, the number of participants who felt Trip 2 should have priority increased to 87%; 10% of respondents still felt Trip 1 should still have priority and 3% of respondents did not have an opinion.
 - When asked which trip should have priority if the respondents owned a business at Location B that draws customers from Location A and makes multiple deliveries from location A, respondents were generally split about which trip should have priority. Fifty-eight percent (58%) of participants felt Trip 2 should have priority and 42% felt Trip 1 should have priority.



- Scenario 2. Figure 2 (above) illustrates the second scenario that was presented to the participants. The figure had the same two trips as figure 1 but access to the work/business location in Trip 1 was modified by eliminating access to the location via street z; commuters in Trip 1 now have to access their work/business location via street x. This change preserves the travel time for Trip 2 but increases the travel time of Trip 1 to 22 minutes. The major findings from scenario 2 are provided on the following page:

- Participants were generally split when asked if the revised Trip 1 in scenario 2 was acceptable. Fifty-one percent (51%) of residents felt Trip 1 was acceptable, 45% did not, and 4% did not have an opinion.



- Scenario 3. Figure 3 (above) illustrates the third scenario that was presented to the focus groups. This scenario showed the same two trips as figures 1 and 2 but commuters taking Trip 1 were forced to exit the freeway earlier than street x but are still able to travel at a high rate of speed on a frontage road parallel to the highway. This change preserves the travel time for Trip 2 and allows Trip 1 commuters to reach their destination in 16 minutes. The major findings from scenario 3 are provided below:
 - Almost all (99%) of participants felt the revised trip 1 in scenario 3 was acceptable. One person (1%) was undecided.

Reactions to the Proposed Concept for the Interchange

Focus group participants were shown a map of the study area and a video simulation that showed what a new interchange for the K-10/I-435/I-35 interchange could look like in the year 2040. Focus group participants were asked several questions related to the design, local street access, and signage of the layout. Some of the major are provided below:

- Of those participants who were asked if they generally liked the CD road concept, all (100%) of participants agreed.

- Nearly all (99%) of the participants felt the CD road layout made sense and 1% did not.
- Nearly all (99%) of participants felt it made sense have travelers who were going north on I-435 or either direction on I-35 exit two miles or more in advance of the actual road; 1% of the respondents did not have an opinion.
- Most (92%) of the participants felt there was adequate local street access in the interchange area today; 4% felt there was too little access, 1% felt there was too much access and 3% did not have an opinion.
- Sixty-five percent (65%) of participants felt all current local access ramps should remain in the newly constructed interchange even if it means added congestion to people traveling through the area; 30% did not feel that all the local access ramps need to be kept, and 5% did not have an opinion.
- More than three-fourths (77%) of focus group participants felt the signage in the CD road simulation video was adequate; 10% felt the signage was confusing and 13% did not have an opinion.

Local versus Regional Development

Respondents were asked to give feedback on whether they thought improvements to the Johnson County Gateway should maximize local or regional development. To gather this information, respondents were asked to give a rating on a scale from 1 to 10, where a rating of 1 meant maximizing local development and a rating of 10 meant maximizing regional development. The results are provided below:

- Forty percent (40%) of respondents gave a rating of 7 to 10 which indicated support for regional development.
- Thirty five (35%) of respondents gave a rating of 5 to 6 which indicated respondents generally felt development efforts should support both local and regional development.
- One fourth (25%) of participants gave a rating of 1 to 4 which indicated support for local development.

Funding Issues

Participants were asked several questions related to funding improvements to the Johnson County Gateway. Some of the major findings are listed below:

- Most (97%) of focus group participants were willing to pay something to fund improvements to the Johnson County Gateway; 3% were not.
- Respondents were asked to indicate who they think major improvements to the Gateway should be paid for by. The percentage of focus groups participants who thought various groups should pay for the improvements is listed below.

- Eighty seven percent (87%) of participants felt transportation improvements should be paid by **users of the facility**.
- Fifty-two percent (52%) of participants felt transportation improvements should be paid for by **residents of the entire state**.
- Forty percent (40%) of participants felt transportation improvements should be paid for by **local residents/businesses in the improved area**.
- Respondents were asked to indicate whether or not they supported various methods of funding that could be used to pay for improvements to the K-10/I-435/I-35 interchange. The percentage of focus groups participants who supported each method is below.
 - Fifty-four percent (54%) of participants supported implementing a dedicated sales tax of up to 1 cent.
 - Fifty-four percent (54%) of participants supported adding a “Transportation Improvement” surcharge to vehicle registrations.
 - Forty-nine percent (49%) of participants supported tolling the entire interchange highway.
 - Thirty percent (30%) of participants supported increasing the state gas tax or adding a local gas tax.
 - Twenty percent (20%) of participants supported paying by vehicle miles traveled.

Other Findings

Some of the other findings from the focus groups are listed below:

- Most (92%) of respondents felt the reliability/consistency of their trip was more important than the time of their trip; 4% of participants felt the time of their trip was more important and 4% did not have an opinion.
- Eighty-two percent (82%) of participants felt safety is compromised when traffic enters the highway via a ramp from a local street; 14% did not feel safety was compromised and 4% did not have an opinion.

Section 1:
Focus Group Comments

Topic #1: Perceptions of Existing Conditions

Sections of the Interchange Participants Feel Have the Most Problems

- The worst is the I-35 and I-435 interchange; the lanes are not long enough for the commuters to merge over; it is not safe especially for a need to accelerate to merge over in such a small lane.
- Getting off on a 119th street from I-35 is a problem.
- The eastbound I-435 interchange is dangerous in the morning; especially with the sun shining in your face during rush hour.
- When you are going west on I-435 and you need to go north or south you only have one lane so this slows everyone down because they are trying to get over in that one lane. It constantly backs up in this area because of all the merging happening; it always seems there is confusion in this area; once you get past you are fine.
- Any of the interchanges where I-35 and I-435 meet there are problems; we need more lanes in these areas.
- The Lackman street exit to K-10 is terrible; it is really dangerous.
- If you are traveling in this area (K-10/Lackman) and if you are from out of town or just not familiar with this area, you will miss your exit and get lost; this is especially true when headed to Lawrence.
- Signage in this area is poor (I-35/I-435 interchanges); there simply is not enough notice. If someone can't get over they just stop and this creates congestion and slows things down.
- The biggest concern is the interchange coming from the legends on I-435 to go south to I-35; it is difficult to merge to I-35 south. Why is there only one lane? This is a very confusing interchange and seems very unsafe for motorists.
- I have lived off Woodland for over 10 years and it gets really backed up during the morning commute hours where I-435 and I-35 meet.
- I-35 north to I-435 east and vice versa; the congestion is bad.
- I-435 west to K-10 is a problem. There are not enough lanes to get to the highway you need to; safety is a concern.
- Getting on I-35 south from I-435 is a nightmare; I try to avoid it at all costs.
- I-35 south to I-435 east is bad; once you get around this turn its okay, but there is huge blind spot.

- From 119th street to I-435 is not safe; you try to accelerate to get on the highway but the lane is too short.
- During the morning commute I really feel like the Lackman exit is not safe; there are people trying to merge on top of each other and it is just an accident waiting to happen.
- K-10 to I-435 is a concern.
- K-10 east to I-435 east is bad during peak hours because there are people trying to get off and a lot of times they just cut you off.
- Ridgeview to I-35 north is dangerous because of the bottleneck of mixing traffic that causes collisions.
- I avoid rush hour on the interchange because the far exit lane on I-435 westbound to I-35 is continually backed up which slows traffic.
- K-10 east to I-435 north needs to be wider; there are not enough lanes. K-10 and I-35 is a mess.
- I-435/I-35 interchange needs to be improved; I work in Corporate Woods and I take 69 to avoid the congestion.
- 87th and I-435 is not an issue yet but with development there will be an issue soon.
- K-10 and Renner is a problem area; so is I-35 to I-435 west, there is not enough room to get over and merge.
- I-435 west to I-35 south is the biggest problem in the interchange.
- K-10 east to I-35 is a problem because you have to be in the left lane to exit; I go to work about nine o'clock in the morning to avoid rush hour.
- The cloverleaf is way too tight on the interchange.
- Where the two lanes merge on I-435 east going to I-35 south is always a bottleneck and therefore it creates lots of congestion.
- I-35 to I-435 west is very dangerous.
- I-35 north to I-435 there is a single lane to merge and it gets backed up in the morning.
- I-35 north to I-435 west is the worse area because there is a lot of traffic trying to merge to get on the highway but they can't accelerate because there is not enough room.
- There is a lot of clogging in the entire study area because of all the merging; everyone is trying to cross several lanes of traffic to get off while people are trying to get on.

- The left hand turn to Lackman is dangerous; there needs to be a barrier.
- I-435 west to Lackman is the worst area.
- I-35 constantly backs up to I-435.
- I-435 west to Quivira and also to Lackman are problem areas, especially during busier times it gets really congested.
- Lackman to I-435 is dangerous.
- I-435 to go south on I-35 is dangerous.
- I work at a hotel and I try to avoid telling people to go through the interchange because trying to merge over to I-35 from I-435 from the airport is terrible.
- The approach on I-435 is blinding in the morning because you are traveling in the direction of the sun coming up.
- I don't let my student driver on the I-435/Lackman interchange because it is too dangerous; a lot of time I feel like I am going to kill someone driving on it.
- A major problem area is I-435 east to I-35; it is really hard to get over because of the people getting on the highway with the merging traffic. Also the exit to K-10 west comes up way to fast to allow for merging.
- The exit from 95th to I-35 is a mess.
- Quivira to I-35 going to Lenexa in the evening gets really congested.
- The I-35 north to I-435 west on ramp is very short.
- I-435 west to I-35 south is treacherous. K-10 east to I-435 is a problem area; there are a lot of accidents in this area because the speed limit is too high; they need to reduce the speed to 65 mph.
- I-435 to I-35 south is especially dangerous in the morning with the sun shining right in your face.
- The exit to I-35 north on westbound I-435 is tight.
- I-435/Lackman interchange is dangerous because there are too many lanes of people trying to merge on top of each other; this where there have been six or seven accidents.
- I-35 north to I-435 east is always backed up; it is especially dangerous during the am commute because of the sun.
- The exit from Lawrence to I-435 to I-35 is dangerous; they need more lanes because right now it is really hard to get over.

- I-435 west to I-35 south is one of the biggest problems in the system; there is only one lane to merge over, this is not enough room to handle the high volume of traffic getting on I-35.
- I-435 to I-35 gets really backed up during rush hour.
- I-435 from I-35 slows down traffic from Olathe; the whole right lane to Santé Fe is backed up in the morning; it takes at least 15 minutes to get through this area.
- I-435 to I-35 south is a problem; there is way too much traffic for one lane; I-435 to K-10 is also confusing, there is not enough signage.
- I-435 to Lawrence is dangerous; there is not enough time to get over to get off. Merging is what makes it really dangerous.
- I-435 west to I-35 is the worse; I avoid it because it gets backed up past Quivira, especially during rush hour. It is dangerous because of the cloverleaf and with people trying to accelerate with such little room.
- I-435 to I-35 interchanges are a problem; the only interchange that works is when you go south on I-35 because it actually moves, there are bottlenecks everywhere else in the system.
- Weather makes the I-435 and I-35 interchanges dangerous.

Comments Related to the Current I-435/Lackman Interchange Configuration

- I have not been in this area during the peak hours so to me it seems like traffic flow is good.
- During peak travel hours merging in this area is a nightmare; this is a serious safety issue.
- This area just does not seem safe.
- Traveling west on K-10 is not bad.
- The lane is way too short to accelerate to merge into this area. I have to accelerate on top of people when trying to get over; there is just not enough room.
- I am really surprised there are not more accidents in this area.
- This interchange can just NOT handle the growth for this area. Right now it can hardly handle the traffic from college students headed to Lawrence in the morning.
- Merging is an issue in this area; you have to jump across three lanes of traffic to get off.

- It seems really dangerous because of the speed of traffic in this area.
- I like it because I use it as a bailout if there is congestion in the other areas of the system; I use it to bypass traffic congestion.
- West to K-10 is not bad; I dislike the rest of the interchange.
- It is easy to navigate compared to other interchanges.
- The Lackman exit has too many people trying to merge to get off with people trying to get on; this is especially dangerous for school buses traveling in this area.
- Lackman gets in the way of getting on to K-10.
- There is not enough time to merge especially going east. You don't have enough time to accelerate.
- This interchange is scary; especially because of the people trying to get over K-10 and you have people trying to get off on Lackman. There is just not enough time for all this to happen safely.
- I like it but if you are not familiar with you could miss your exit.
- I don't like the signage because there is not enough of it; you can't always see where to turn, especially at night. I try to avoid this area once it gets dark.
- Once you come across bridge there is too much going on; too much traffic and not enough space or time to get over and off.
- There is not enough of an on and off ramp there.
- It is a dangerous interchange.

Comments Related to the Current I-435/95th Interchange Configuration

- When headed north and trying to get off on 95th it's difficult to turn left.
- The signage is confusing in this area; it almost seems backwards.
- I like that its spread out unlike the other interchanges; it looks like they designed it to accommodate growth.
- I always miss it.
- Signage is a problem; if I accidentally get off then I have to go all the way through and around to get back on the interstate.
- Traffic flows okay in this area.
- If you go south it takes you into a residential area and does not even take you to 95th street.

- This interchange is not well designed; it could cause collisions if drivers are going to fast.
- There is enough room to get on/off so it can be dangerous.
- I like this interchange; it is free flowing and it is easy to get on and off.
- They need more signage in this area because it can get confusing.
- It is a fairly good interchange; I have not seen it cause problems.
- Traffic flow in this area seems good; it allows traffic to totally get off.
- If coming from I-35 south the turn before 95th street is really sharp and if you are coming from I-435 at a high rate of speed it could be dangerous because of the turn to Renner.
- I like it because there is easy to access Renner; it does not seem too congested.
- There is a lack of congestion in this interchange so seems like it was well designed.
- It is my alternate route if there is congestion in other areas of the interchange; this is how I get around traffic.

Comments Related to the New I-35/87th Street Interchange

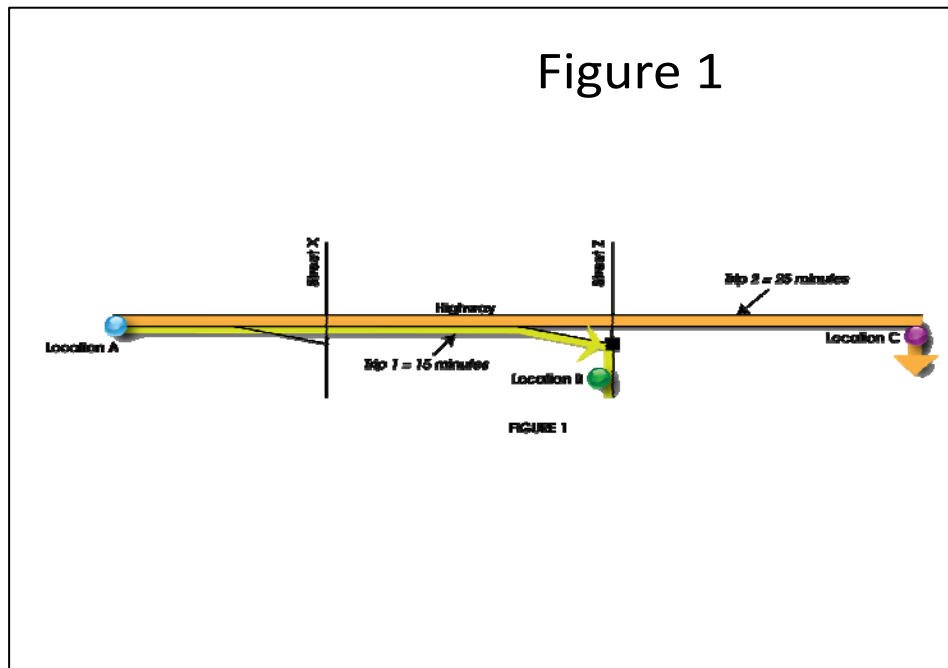
- The first time using it is confusing; after driving through it several times you can see how it has improved. It is an improvement if you know what you're doing.
- When headed west on 87th it is confusing to make these turns to get back on the interstate.
- From a safety perspective it seems good.
- It scary when going north and getting off on 87th when trying to turn left. There are so many lanes and the lights make it confusing.
- The lights sit at a funny angle so it makes it confusing when trying to figure out where you need to go.
- I work by there and it moves traffic effectively.
- It never looks like you are going to get where you need to go.
- The signage is confusing.
- It is too big and confusing.

- It has improved; they have broadened it and there is good signage so I like it.
- This area has improved; when coming off I-35 it gives you plenty of time to get over and it seems traffic flows well in this area.
- If you can't see the lines it is dangerous.
- I like the design of it.
- Traffic flow has gotten better in this area but if it was your first time using the interchange you would probably get confused.
- I love it! It is one of the best parts of my commute.
- I like that they give you plenty of time to get over when getting off.
- Traffic flow has gotten significantly better.
- It is a little confusing.
- At night it can get confusing; so the only thing I would say is they need more lighting at night.
- I like that it is wider; you have dual turning lanes which is good.
- It definitely flows better but it is hard to navigate through it at night.
- They need to make these same changes to the 95th street exit.
- It is big and spacious!
- There are lots of lanes and at nighttime it is well lit.
- I like that there is tons of space and time to get over and merge.
- It has definitely improved; everything is mapped out and signage is good so you know where you are at and what you should do to get where you need to go.
- There are plenty of lanes to avoid a bottleneck unlike some of the interchanges in the system.

Topic #2: General Access vs. Mobility

As part of an exercise to determine how residents felt about access versus mobility, participants were given three different scenarios and asked to give their preference for “local” and “thru” trips. In each scenario, access to the work/business location for the “local” trip (Trip 1) was changed but the travel time for the “thru” trip (Trip 2) stayed the same. Below and on the following pages are the comments from the discussion related to each scenario.

SCENARIO 1 (Figure 1 below)



Reasons Participants Felt Trip 1 Should Have Priority in Scenario 1

- I chose trip 1 because much like the interchange today, some of the local trips, such as 119th street and Santa Fe, get really backed up; we need to fix the local trip mess.
- We need to fix local trips and then focus on thru traffic.
- I chose trip 1 because it seems that the majority of people travel in the area travel shorter distances.
- Trip 2 would flow just fine once you get over to the left hand lane; it is most dangerous for people getting on/off the interstate.
- Fixing this will improve trip 2
- Trip 1 is more important because Kansas City is not a big transit city; there are more people making shorter trips so to me this is more important.

- In this part of the metro area there are lots of destinations separated by small distances so they should focus on trip 1.
- There are a lot of businesses along the local access points off the freeways in this area so we should improve these trips so congestion does not negatively impact the businesses in these areas.
- Local trips seem to be where most congestion is in the system; so these trips need to be addressed first.
- People make more local trips so we should make sure these types of trips flow steady throughout the interchange.
- This really depends on the number of commuters making local versus regional trips; how many people take trip 1 versus 2? If there are more people making local trips then yes they should improve traffic flow for these commuters.
- Congestion occurs most around the local access points so they should improve these areas especially for people who live in these areas.
- Getting on and off the freeway is the biggest safety issue, so they should focus on fixing these trips.
- I don't think getting through the interchange is a problem for people making thru trips because once you get over to the far left lane traffic flows pretty smooth.
- They should focus on improving traffic on/off 87th street and 95th street would improve traffic flow throughout the entire system.

Reasons Participants Felt Trip 2 Should Have Priority in Scenario 1

- Their speed is going to dominate the flow of traffic.
- We should focus on thru commuters because on average their speed is higher.
- I-435 is a way to move traffic around the metro and this is the main focus of an interstate/freeway.
- For local trips you can use different/alternative routes to make your trip; when making a thru trip the interstate is the only way to get to your destination in a timely manner so we have to put these trips first when designing/improving the interchange.
- There is lots of truck traffic; so commerce vehicle traffic should take priority.
- Trip 2 commuters are keeping up the momentum; people getting off slow traffic down.

- Taking care of trip 2 will help out the other people making local trips.
- Ideally you should serve both trips but the primary purpose of interstates is to serve people making thru trips.
- More people use the interstate to make thru trips so improvements to the system should put thru trips first.
- There are alternative routes for people making local trips, so highway improvements should focus on making it easier for thru trips to travel through the interchange.
- If you fix trip 2 then you fix problems for the local traveler.
- We put our money into our interstates and we want to make it easiest for the long distance driver; we should ensure is safe for people traveling long distances.
- There are other options for trip 1 compared to trip 2.
- A highway is for a longer destination; there are other alternatives for commuters making shorter trips.
- They should focus on improving the commute for people going longer distances; I would like to see an express lane for people making thru trips.

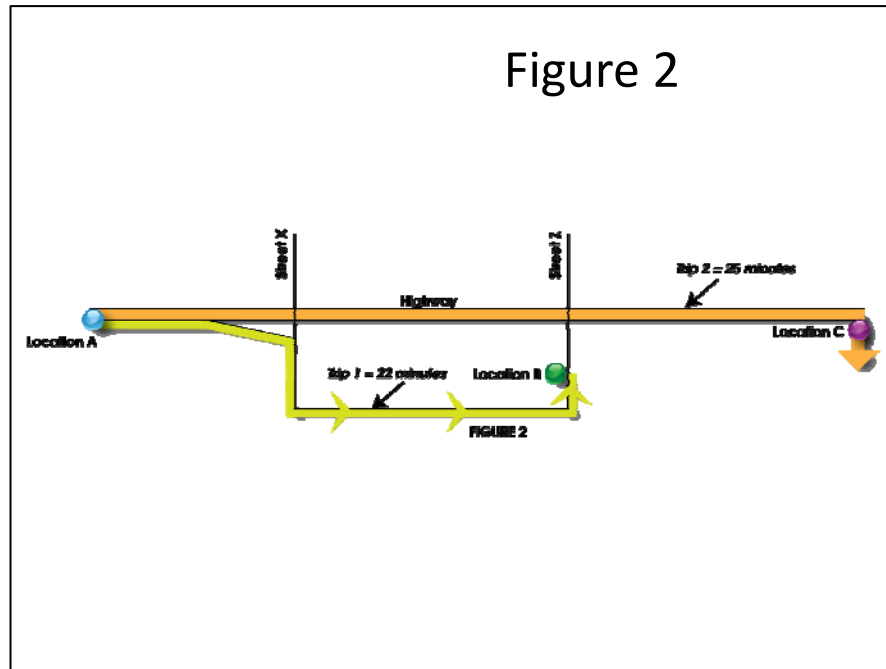
If Trip-2 has six times more traffic volume as Trip-1 in scenario 1, which should have priority?

- Improving traffic flow for people who use the interstate most would in turn improve traffic flow.
- Trip 2 should have priority because there are always different routes for local commuters and if we fix the highway for thru travelers then we are serving the greater good.
- The interstates are for thru travelers; I would like to see another road outside of just the freeway that moves at a high rate of speed for people making local trips.
- Highway improvements should serve the most people and if there are more people making thru trips then this should be the focus of improvements. We want to serve the most people.

If you own a business at Location B that draws customers from Location A and makes multiple deliveries each day to Location A, which trip should have priority in scenario 1?

- I chose trip 1 because if you have a business located off one of the local access points then you want to have the easiest access for your customers.
- You can still find an alternate route when making local trips so I still think trip 2 is most important.
- Improving traffic flow is key; the greater good is more important which is why I still chose trip 2.
- I am not sure about this; it really depends on the type of business you have. If you have customers that come directly to your business then you definitely need good local access; if you are just worried about access for your employees then it is not that big of a deal.
- I chose trip 1 because I support local businesses and taking away access would hurt them.
- I work off I-35 and 95th street and I need access to my work location right off the highway; it is really inconvenient around Christmas time because this area gets really back up and I am forced to use 87th street instead.

SCENARIO 2 (Figure 2 below)



Reasons Participants Felt Trip 1 Was Not Acceptable In Scenario 2

- It is not acceptable because it hurts local businesses; if you not familiar with the area and you can't see the business than customers may have a problem finding your location.
- 22 minutes from the time I get off the interstate to work is way TOO LONG.
- I get paid for my travel time; it makes it harder to compete with other businesses if my commute is 22 minutes.
- If you own a business right off the interstate you want easy access; you lose the easy access with this option and there is NO GAIN there.
- They should be able to improve the interstate for both local and thru trips without eliminating local street access.
- As a business owner I would not be happy with this option.
- I like all the stops on the interstate as they are today.
- I am always in a rush and if you take away some of these exits I am going to have to travel on side street at lower speeds which would hurt commute time.

- I travel locally and I would rather get there by exiting right off the highway.
- The time I get off the highway is a problem; because I frequently make both short and long trips I like the access; I need these options.
- Another 7 minutes is not necessary; I already can't afford any more time.
- I think about stop and go traffic; we are going to end up spending more money on gas plus I will have to deal with the traffic on side streets; so essentially, I will have to leave earlier and end up spending more money on gas.
- This looks like my daily commute to work and I don't have an extra seven minutes to spend in the morning.
- To me it's all because of the time factor; right now in 25 minutes I can go from Olathe to the triangle in this amount of time. This is not a reasonable option.
- You are increasing your trip by 50% so this is unacceptable.
- This looks very familiar; I worked at a bank that was right off the highway until they made some interstate changes and you had to use side streets to get to the location. I remember there were so many customers complaining about the lack of access after these changes. Trip 1 is unacceptable because it would hurt businesses.
- This could hurt the property values of some businesses.

Reasons Participants Felt Trip 1 Was Acceptable in Scenario 2

- This option is good if it speeds up the overall flow of traffic; there is always going to be an issue about where to get on and off. After people go through the new route a couple of times they will become familiar with where to get off and accommodate their trip to make up for the extra time.
- This would free up lanes on the interstate to I think the change would be helpful.
- This change makes things simpler and safer.
- Unless it is a McDonalds or a gas station, the extra 7 minutes is not going to hurt businesses.
- I am fine with taking some of the exits off of the interstate; why do we need so many?
- If this change helps the whole highway flow than to me its not a big deal to go through a couple of traffic lights when making a local trip.

- This change would be safer during bad weather.
- I find this change acceptable because it seems safer and it serves the greater good.
- I guess the improvements will be worth it in the long run.

If Location B is where you work, is the revised Trip-1 in scenario 2 acceptable?

- If you have a business there going to make it more difficult for someone to reach your business.
- As long as traffic flowing then its okay and I am okay with a few more minutes; if its consistent then its fine.

Is the revised Trip-1 acceptable in scenario 2 if Trip-2 has six times more traffic volume as Trip-1?

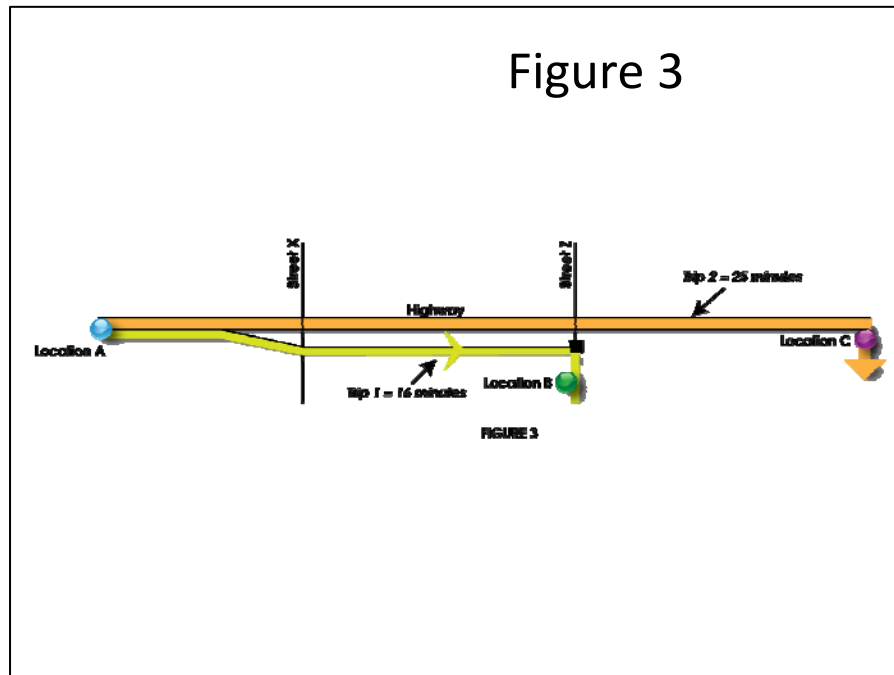
- I still feel a 25 minute trip is not too bad unless it is your work destination.
- It s all about improving congestion; there are still alternative choices when making local trips.
- The amount of people making thru trips defiantly puts priority on this trip over those people making local trips.

Is the revised Trip-1 in scenario 2 acceptable if you own a business at Location B that draws customers from Location A and makes multiple deliveries each day to Location A?

:

- Yes I still think trip 2 has more priority considering there are more people making thru trips on the freeways. Fix backups on the interstates is MOST important!
- It depends on the business, if you only have employees then its okay but if you have customers that pull in there than accessing your business makes a difference.
- Business owners pick their location based upon access from a major highway and it is not fair to close any of the major access points on the interstate.
- So many people today look for convenience and access so this option would not be acceptable if I owned a business off at Location B.

SCENARIO 3 COMMENTS (Figure 3 below)



In general, why is the revised trip 1 in scenario 3 acceptable or a reasonable option?

- The frontage road system works well in other places where it is, such as in Texas.
- If this type of road is much like the Antioch exit then I think it is awesome! It gets you off the highway but you are still moving at highway speeds.
- This is an ideal situation and it is not a big sacrifice. Most big cities have systems like this.
- I think this system is good because it gets the people making short trips off the highway which would improve overall traffic flow.
- I have driven in models like this and it really does work.
- If this is like the Roe or Nall then I really like it.
- There has to be some kind of traffic control for me to like this option.
- Antioch and Metcalf are much like this because they filter people off the highway; this really seems to alleviate traffic congestion.
- Increasing only a minute is acceptable.

- The Roe and Nall interchanges are good and if it's like that than it's acceptable to me.
- This would work well if you have good signage.

Is the revised Trip-1 in scenario 3 acceptable if you own a business at Location B that draws customers from Location A and makes multiple deliveries each day to Location A?

- Depends on traffic flow on each area; how many people are using trip 1 if only 12 than don't care.
- As a person who does delivery this would be acceptable.
- I worked somewhere with these side roads and they had a whole lot less traffic.
- This would not bother me because these side roads still make it easy, if not easier because it's safer to access businesses.

TIME VERSUS CONSISTENCY

Participants were asked to indicate which was more important to them, the actual time of their trip or the reliability/consistency of their trip. The comments for each argument are provided below and on the following page.

Reasons Participants Felt Time Is More Important

- I do service work and time is money.

Reasons Participants Felt Consistency Is More Important

- I think that knowing exactly how long it is going to take you to get somewhere will improve safety because people are rushing so much to get to places.
- As a business person it is always better to know the exact time it takes you to get some where.
- Consistency is more important because it improves safety; you won't have people weaving in and out of traffic creating safety issues.
- This is great because if I will know exactly what time I have to leave to go to work, school and etc.
- It's important to be able to plan your trips.

- I feel consistency is more important because even if your trip takes longer you can still plan for this and give yourself more time because you KNOW how long it's going to take.
- I would rather trip 1 be a little bit longer if it means improving the overall flow of traffic.
- I really like that you can plan your trips; even if it's longer than at least you can plan for it.
- I am a person of routine so this would help plan my day!

Topic #3: Reactions to Concepts

Does this type of layout make sense?

- This layout makes sense but really good traffic signage is key or this system would not work.
- Are there other systems that may work other than this?
- This is typical to a big City.
- This makes sense but are we taking into consideration public transit?

Overall do you like this concept?

- I like separating thru traffic from local but I would like to know which trip is heavier? Thru? Would the feeder be able to handle this amount of traffic?
- How many people would be accessing these points? My biggest issue is K-10 and the fact that its 75 mph. Would moving this road into residential areas creates safety issues? Speed is big factor when considering a project like this.
- I like that you are helping people who are making local trips and also people who would like to get thru the system quicker.
- The system is much like other big cities and it seems like it would be easier to drive on. How many exits do we really need? We are not New York City; we don't need exits every mile on the interstate.
- It is scary to have merging truck with smaller vehicle; I like that this concept would alleviate this issue.
- I like the idea; the scope is limited and needs to go further outside of the system to help traffic flow in other areas.
- I like this system because it eliminates merging which would improve safety.
- I like separating local and thru traffic. This would also help with commercial vehicle traffic coming in on K-10; when they try to merge it creates a bottleneck.
- I like this system because you don't have all that traffic trying to merge over at the last minute.
- You cut your traffic in half so you don't have to wait in line which is good.

- Are the lanes wider? If yes then I do like the layout.
- If there is plenty of good signage and warning then the layout sounds great.
- This is a great concept.
- A concern of mine is that it seems pretty complex for some drivers.
- This reminds me of Downtown Fort Worth, which really helps with traffic flow; as long as there is good signage then I think it would work but it may get dangerous if there are bad road conditions.
- My only concern is that if you are not familiar with the system you may get turned around and it would probably take a long time to get back to where you need to go; however in a couple more years everyone will have a GPS so this may not be an issue.
- Good signage is very important!
- My only concern is the cost of putting in a system like this.
- I like the system because it is much like Antioch, Metcalf and Roe; there is much better traffic flow on these roads because of the improvements made.

Does it make sense to exit two miles or more in advance of the actual road if it means not having to “mix” entering and exiting traffic with through traffic?

- I have seen this layout in other cities and it does make a big difference; this makes sense if it improves traffic flow.
- If you separate off long thru trips it lightens the load so this makes sense.
- There is a trade off to doing this because you get more time to merge.
- It is better than putting more lanes on highways.
- This makes sense because you have less of people trying to merge on the highway while people are trying to get off.
- This makes sense as long as there is good signage telling you that you are headed in the right direction.
- It makes sense if you have a lot of advance warning telling you that you are headed in the right direction.
- I think they should include screw up lanes in case you accidentally get off on the wrong frontage road and you need to get back.

- In the future everyone will have a GPS device to help them get through the system so it does not matter if you exit a half a mile or two miles before the actual road.
- If they are driving the same speed it does not matter if you get off earlier.
- They really need to have enough lanes for this to work; especially to handle all the thru traffic on the highways.
- My concern is if you miss your feeder road what happens then?
- I like the idea but I think it would be better if it were reversed so that people on feeder roads got local access and they leave thru drivers on the highways.
- San Antonio is built this way but the system is reversed. The two miles is fine because it gives you plenty of warning.
- Exiting two mile back looks much safer.
- I don't like the commitment to the drop off points so can't change your mind.

Is there adequate, too much, or too little existing local street access within the interchange area today.

- There may need to be more in the future, assuming that the major roads for development do not change.
- There are too many on and offs right now plus they put them too close together. There should be less local street access; it's a highway and you should not have to worry about people getting on and off every half mile.
- This depends on zoning in the future.

Do you think safety is compromised when traffic enters the highway via a ramp from a local street?"

- Safety is improved, especially with signage telling people where to go.
- Safety is compromised because of the varying speeds of people getting on and off exits from local roads.
- I don't see safety being compromised our highway system is a lot better compared to some other big cities.
- Safety is compromised because people don't use the lanes like they are supposed; people don't know how to properly merge.

- The on and off lanes are way too short; people don't know how to get over and they don't know how to merge. Flow lanes need to be wider.
- Anytime you merge there is a safety concern.
- Compared to other cities it is very safe here.
- People do not know how to drive, especially merging and if the ramps are too short people cannot get up to highway speeds that quickly which slows down traffic and causes accidents.
- The biggest issue is tractor trailers who get stuck on the outer lane and it blocks people.
- People don't know how to merge; they don't accelerate like they are supposed to which makes it dangerous.
- It gets really dangerous if there is a short access lane; if it's extended then traffic from local access roads does not compromise safety.
- It does compromise safety; instead of one access road they need at least two lanes to merge to make it safer.
- What makes it dangerous is that there are people getting on and off at the same time.
- I personally think the straight entrance is safer it is unsafe when there is a cloverleaf.

Should all current local access ramps (to/from Renner, Lackman, and 95th Street) remain in the newly constructed interchange if it means added congestion to people traveling thru the area?

- This is dependent on what businesses are located off these access ramps; is Sprint there?
- It's a hard sell to remove access to anyone.
- I am not set in my ways if it improves safety than remove some of the access ramps.
- YES all current local access ramps should remain in the new interchange. There are a lot of warehouses off these roads; for example if you took away the Lackman road exit you would have a lot of truck traffic rerouted into residential areas. Pollution would also be a problem.
- If the alternative routes were good than I would not mind removing some of the access roads.
- Helping local businesses is most important.

- From an economic development standpoint, they should do whatever helps the economy.
- I don't want commercial vehicles driving in neighborhoods.
- They should close some access roads if it helps improve traffic flow; people will get the product they want from a business no matter if access to it is right off the highway or several miles off the highway.
- The access ramps are where things get most congested so we should close them to improve traffic flow on highways.
- There are a lot of businesses at Ridgeview and it would not be smart to close this exit.
- If you closed local access roads you might hurt businesses which in turn would hurt the community.
- I don't like that we may have truck traffic on local routes.
- You will create other problems when you have to find ways to reroute other cars.
- It would not be fair to close any of the current access road because you take away the incentives of being located there.

If you think all current access roads should remain in the newly constructed interchange, then would you feel the same way if you knew that closing these ramps could jeopardize businesses in the area that generate more than \$250 million per year in state taxes?

- It is a tradeoff and you have to find the optimum.
- They need to research the businesses there to see how closing a street would impact the area before they make any changes.
- Main businesses would not be affected but fast food restaurants would be affected.
- Some company's build around access points and closing these could be detrimental to certain businesses.
- If you close one must make sure there is great access to it another way that is convenient.
- If you close an access road you may put more traffic in a residential area; you must maintain equilibrium so there is not more traffic on residential roads.

Topic #4: Local vs. Regional

Reasons Participants Feel Improvements to the Interchange Should Maximize Access for Local Development

- It's important to help the local area; make it easier for people who live in the area to get around.
- I-35 is an interstate and I-435 is a to service local businesses.
- Local businesses bring in revenue for the area with taxes and we want to keep them happy.
- I gave a rating of 3 because the majority of the people are commuting from work or shopping it's not a commute from Wichita or Missouri.
- This area was initially set up for regional traffic flow but as it's grown there are more issues concerning the need for improvements for local commuters.
- There are a lot of areas in this interchange that people need direct access to.
- If we make the local trips easier to get around then will ease traffic flow for the thru trips.

Reasons Participants Feel Improvements to the Interchange Should Maximize Access for Regional Development

- If we get the regional people off the Interstate than it will make it easier for people living in the area.
- Regional development because it is a federal interstate.
- Local people use the exits and they are familiar with the area and they can find alternative routes so they have the heads up; people traveling through need more signage and etc, so we want it as simple as possible for regional travelers.
- Highways are for people driving long distances; local streets are for people making local trips.
- What about the truckers going through the interchange? Commercial vehicle traffic outweighs the cars.
- I put a seven and I have worked in every major city and this system works very well and focusing on regional development brings businesses to community.

- If I am on highway I am going a long distance so I think when improving the freeways/highways/interstates they should focus on regional development.
- They should improve traffic flow for commercial vehicles; maybe even create hubs; this traffic is most important and truck traffic is not fun to drive in you small compact cars.
- Safety is most important and we can make the highways safer by improving the highway for thru commuters.
- How much is regional legends to Olathe and how much is through is statewide.

Topic #5: Traffic Simulation Feedback

Is this signage in the traffic simulation confusing?

- When you are on the main interstate does not seem like there is enough time from when you see the sign to when you get off the interstate.
- I-435 east/west/north/south; this is confusing; there needs to be more information on the sign about where does I-435 east lead? (such as information about which City or which area the highway goes to).
- I like that the layout techniques from Ridgeview and I-435 were different; this is helpful, it make it distinct.
- When splitting into the different interstates, I like there is a lane in the middle versus having to jump off three or four lanes; this encourages less drastic lane changing.
- I thought the signage was clear; it clearly shows where to go and it's gradual.
- I assume there are plenty of signs ahead to make it user friendly.
- They need to make sure and account for the fact that on I-35 south there is a lot more traffic going south versus north.
- The signs are split with I-435 on both sides; I do not like this.
- We need REALLY good advance signage.
- It would probably take a couple trips through this system to really understand it.
- I would like to see informational signs that let you know how long it will be until you exit.
- If they use split sign don't put North in between; they need to make a distinct separation for which direction you are going.
- They should have signs that indicate the distance of when the highway will split.
- They need to make it clear about what highway you just got off on; a lot of times people get flustered when they are not sure about whether or not they got off on the right exit, especially if you see signs on other roads or even the adjacent freeway.
- I would like to see more signs that say how many minutes it will take to exit so you don't panic.

- I would like to see pathfinder signs so you know where you are going and how long it will take to reassure you that you are on the right road.
- They should put the signs right over the lane to exit.
- They should include a picture description on signs.
- I noticed a lack of merging signs; they should warn you that traffic is coming.
- The fewer things you have to read the better; I like the simplicity of it.
- I don't like digital signs; I think they scare commuters on the roadway.

Topic #6: Funding Issues/Managed Toll Lanes

WILLINGNESS TO PAY

Participants were asked several questions related to their willingness to pay to improve travel on the interchange. The comments for each question are provided below.

Are you willing to pay something to fund improvements to the Interchange?

- Of course I am willing to pay something, you have to commute one way or another; you will use twice as much gas to get to your destination if you have to drive through stop and go traffic congestion.
- We need to improve it to save time and to improve safety.
- We all travel so much in our vehicles that my time is worth it.
- I live here so I feel responsible to burden the cost.
- Since we use it we should fund it.
- It's not free so there is some cost associated with fixing the problems.
- The need is critical enough that I am willing to pay something.
- It will make it safer and if this saves lives then I am willing to pay for this.

Willingness of Participants to Pay for a 5 minute Reduction in Their Commute Time

Participants were asked to indicate how much they would be willing to pay for a 5 minute reduction in their commute time. All but 20 of the participants were willing to pay something for a 5 minute reduction in their commute time. Most participants were willing to pay less than ¢.50 for the reduction.

Willingness of Participants to Pay for a 10 minute Reduction in Their Commute Time

Participants were asked to indicate how much they would be willing to pay for a 10 minute reduction in their commute time. All but 9 of the participants were willing to pay something for a 10 minute reduction. Most participants were willing to pay between ¢.25-¢.75 for the reduction; there were also several participants who were willing to pay between \$1-\$2 for the reduction.

WHO SHOULD PAY?

Participants were asked to indicate who they felt should pay for improvements to the interchange: users of the improved facility, local residents/businesses in the improved area or residents of the entire state. The comments for each argument are provided on the following pages.

Reasons Participants Felt Improvements Should be Paid for by Users

- Improvements should be paid for by commercial users.
- I don't mind having users pay a toll if it doesn't last forever; they should shut it down once the improvements are paid off.
- They should keep track of how much you travel and make you pay more if you drive more; much like your gas or electricity, you pay based upon your use.
- Tolls slow down traffic; I would like a toll implemented if they found a way to do so without slowing down traffic in the process.
- I travel to Chicago quite often and the toll pass there works really well.
- People who don't live here should not have to pay for improvements to our roads, just like I would not be happy with paying for improvements to the roads in another city.
- The vehicle surcharge would be good depending on the amount because it would help spread the wealth. What is another \$5 to the \$420 I already spend? However I would not support this if it were an extra \$100.
- I don't like the surcharge idea; my student only drives two miles and we have a truck that we never use so I would not be happy with having to pay for something we hardly ever use.

Reasons Participants Felt Improvements Should be Paid for by Local Residents and Businesses

- Funding should come primarily from residents and the local businesses will benefit.
- From the business aspect, I think locals should foot the bill but I don't want to see property tax increases.
- They should make local business pay for the improvements; this forces businesses to look for other options such as telecommuting.

Reasons Participants Felt Improvements Should be Paid for by Residents of the Entire State

- The federal government should have to pay for it.
- It is the interstate system and everyone should pay for it.
- We already pay for other roads in other areas such as Dodge City, so why should they not help pay for this?
- I think if there is a sales tax it should be from the entire state.

TOLL ROADS/EXPRESS LANES

Participants were asked several questions related to funding improvements to the interchange through toll roads and express lanes. The comments from these discussions are provided below and on the following pages:

Would you support funding improvements to the interchange through tolling an entire highway?

- NO toll booths. I don't want to see them everyday; a gas or sales tax would not be as noticeable and we can get used to it.
- I think toll booth works well; 44 hwy works well in Oklahoma because the tolls are a constant source of revenue. Once you pass the state border you can really see a difference in how well the roads are maintained.
- Tolls booths may work if you have electronic passes so you don't slow down traffic.
- Tolls would be good if you have passes with an automated system.
- Do not implement a toll system; once they are in place they will never go away; look at the Kansas turnpike! It was supposed to be temporary and it is still there.
- No toll booths; a toll system would just slows traffic down which would defeat the purpose.
- I would not support toll booths because there would be corruption associated with toll roads.
- I like being able to go to other cities and not have to pay the toll; in Kansas you are forced to stop and we should not put in any more toll roads.
- How would this be enforced?
- If they implement a K pass system it would be a really efficient way to fund road improvements.

- Toll points could cause congestion if people have to stop.
- I think tolls make roads more dangerous and they would disrupt traffic.
- If you could implement these toll booths off the interstate then would not be so bad.

How willing would you be to pay for the option of traveling in a lane that has less congestion in order to reduce your travel time through this interchange area?

- I like the idea but I am concerned about enforcement if there is no incentive.
- I will pay more to get there faster.
- I have seen this work in other areas and I would be willing to pay for it.
- In Dallas the locals figured out you don't have to use this extra lane, so I like the option of whether or not you would like to pay to go around congestion.
- You can always choose not to use these lanes so I like that option.
- I like the idea but they should not toll exiting lanes.
- I like the choice of it.
- If going to spend the money everyone should be able to use it; they should find another way to pay for it.
- There should be several dedicated lanes on the interstates; especially if there is an accident.
- They should only have an express lane in certain areas, such as heavy business areas.
- I like the car pool lane like they have in Atlanta; can we implement something like this?
- Express lanes are the only way I would support this. If I had to stop for a toll than I would not support it.
- There is a lane like this on 470 in Missouri but it's called a white lane; can you implement something like this before construction on an entirely new project?
- I think an express lane is better than all the other options (taxes, tolls and etc.).

- I like that there will be a constant source of revenue if we implemented something like this. If you look at other systems in the United States who have something like this set up their streets are really well maintained.
- I would not be willing to pay for this; it would make traffic worse in the other lanes.
- I think tolls are going to really slow things down so I would not support this.
- It would be hard to manage something like this; who would be in charge of making sure people aren't abusing this?
- I would not be willing to pay for this because I think it will be used and abused; it does not seem practical.
- Once the road is paid off; does the toll ever come down? I don't support this concept because once the road is paid for it should be opened up for use by everyone.
- What about people who cannot afford to pay to use a specific lane? It will just make it worse because people would be congested in other lanes.
- The downside is you are already talking about an area that is congested to you are going to take away a lane from an areas that is already bad

Open Ended Comments

At the end of each focus group session, participants were given the opportunity to express any other comments related to the session they may have. The open ended comments are provided below and on the following pages:

- I work in education and they are constantly cutting our funding; it bothers me that they cut funding for education but not for transportation.
- The scope of the study area needs to be increased. These types of changes should happen in the interchange as well as in the surrounding highways.
- These interchanges are challenging and dangerous for passengers.
- You don't realize that people are making changes but it is good to hear you are!
- I am glad this is going to be addressed.
- I would like to see more emphasis on I-35; it keeps us going and it's important to constantly improve it!
- The directional signage on I-435 needs to be addressed; it is really confusing.
- We need to take into consideration public transportation when improving the highways!
- We will need this for the future.
- They should focus on Wyandotte County because of all the businesses going up there.
- If you can find a way to give options to reroute local traffic then they should really consider taking out any local access ramps when making these changes to the interchange.
- Advance signage would improve safety.
- Both local and regional access is important; we need a good medium between the two.
- Paying for it is going to be the biggest issue.
- Too bad it won't be until 2040 when this gets put in.
- This is necessary to improve for future transportation, especially given the numbers of 2040.
- Lot of communication and signage is NECESSARY for a system like this to work.
- They must research all the options before finding a way to pay for it.

- This does work in other cities so I am excited about seeing it happen in the Kansas City metro area.
- Because it is I-435 and I-35 most funding should come from federal revenues. We should treat our local businesses really well when designing the new layout.
- I am all for this project as long as there are no roundabouts!
- They should really consider the I-35 south interchanges; these are the worse!
- I wish they were able to fix this and integrate this new system sooner than later!
- If they are going to create the “super highway” then let funding from that pay for this.
- I am all for this concept!
- We MUST widen the lanes to accommodate for future growth in the interchange.
- I would like to see an “out of sight” type of funding for this project; NO TOLLS.
- The area from Corporate Woods to I-35 is most important; this area is starting to look like the triangle before reconstruction. It is really congested during peak hours.
- We must be responsible for what we use; so this should be paid for by users.
- I like the idea of the distributor lanes but I don’t like the idea of tolls.
- I really would like to see what the other options there are to fix the problems in the interchange, but this is a good starting point.
- It is hard to make a decision with such limited information; I like to see more information.
- Why did we not touch on public transit? This issue is just as important.
- I like the concept but are there other options? Could there be a combination of this concept plus something else?
- This area defiantly needs improvement for safety reasons.
- I would like to see more information about this project, such as a timeline? It took Missouri 15 years to fix the triangle, and I am curious to see how long this would take to construct.
- The people who do drive the roads should have to pay for them. I think funding is going to be the biggest issue with this project but I would hate for this project to just disappear like the recent light rail proposals.

- I think this is a worthwhile endeavor.
- Funding is my biggest concern when thinking about this project.
- This has to be done to improve transportation for the future. When funding this project they should include a bi-state tax that would include both Kansas and Missouri.
- Toll booths are a nightmare; if you are designing a system to improve traffic flow putting in toll booths would defeat the purpose because these would just slow down the flow of traffic on highways; I have seen how toll booths slow down traffic in other areas.
- My fear is that when they design a CD road system such as this they will not make the overpasses wide enough. They should put at least 2 lanes on overpasses.
- When redesigning the highway they should also consider integrating technology; this is especially true with recent technological advances in vehicles such as GPS devices to help people get around or even smart cars.
- I like this concept; it will aid the relief of congestion and therefore make it safer and easier to get around. Funding will always be a problem.
- I like concept; but what about a train system or other transit options?
- I hope they don't get funding from local business and residents; it just doesn't seem fair.
- This is a great concept but I really feel funding is going to be the big issue when trying to get this project going.
- If people have a choice in using certain lanes then tolling lanes would work to fund a project like this.
- I like the concept and I believe this should be funded by users.
- I like having the option of whether or not to pay to use a lane to alleviate any frustration from traffic congestion; funding is still an issue and will be for something like this.
- Funding for this should come from the users not from taxes; also if they are going to toll any lanes they should toll newly build lanes NOT existing ones.
- I think this is a great idea to bring us up to speed with other cities.
- I have driven in cities with layouts such as this and once you drive on it once you can get around pretty well.
- Why are we so behind in transportation? We need to update our highways.

- I like this concept; I like the idea of increasing the safety on highways by separating thru and local traffic.
- I noticed Kansas was slow to fix things unlike Missouri. The interchange is the worse part of the metro KC area so we need to fix it.
- The assumption is we need more money and to me it's a management issue.

Section 2:
Pre-Focus Group Participant
Survey Tabular Data

Of the 71 focus group participants, 69 arrived on time to complete the pre-focus group survey. Below and on the following pages are the results of the survey.

Q1 Which of the following best describes how often you travel through the I-435/I-35/K-10 interchange area shown on the map above?

Q1 Which of the following best describes how often you travel through the I-435/I-35/K-10 interchange area shown on the map above?

	Number	Percent
Almost daily	21	30.4 %
A few times per week	31	44.9 %
A few times per month	13	18.8 %
A few time per year	4	5.8 %
Total	69	100.0 %

Q2 Do you regularly travel through the I-435/I-35/K-10 interchange area during rush hour (6-9am or 4-6pm)?

Q2 Do you regularly travel through the I-435/I-35/K-10 interchange area during rush hour (6-9 am or 4-6pm)?

	Number	Percent
Yes	37	53.6 %
No	32	46.4 %
Total	69	100.0 %

Q3 On average, how many minutes do you think your trip is delayed by congestion when you travel thru this interchange area?

Q3 On average, how many minutes do you think your trip is delayed by congestion when you travel thru this interchange area?

	Number	Percent
5 minutes or less	18	26.1 %
6 to 10 minutes	23	33.3 %
11 to 15 minutes	15	21.7 %
16+ minutes	7	10.1 %
Not provided	6	8.7 %
Total	69	100.0 %

Q4 On average, how many minutes do you think your trip is delayed by congestion when you travel thru this interchange area?

Q4 On average, how many minutes do you think your trip is delayed by congestion when you travel thru this interchange area?

Minimum = 1 minute

Maximum = 40 minutes

Mean = 11.24 minutes

Median = 10 minutes

Q5 What would you consider to be an acceptable delay in traffic be through this interchange area?

Q5 What would you consider to be an acceptable delay in traffic be through this interchange area?

	Number	Percent
2 minutes or less	16	23.2 %
3-5 minutes	30	43.5 %
6-15 minutes	14	20.3 %
15+ minutes	0	0.0 %
Not provided	9	13.0 %
Total	69	100.0 %

Q5 What would you consider to be an acceptable delay in traffic be through this interchange area?

Q5 What would you consider to be an acceptable delay in traffic be through this interchange area?

Minimum = 0

Maximum = 15 minutes

Mean = 5.27 minutes

Median = 5 minutes

Q6 Do you currently use public transit in this interchange area on a regular basis?

<u>Q6 Do you currently use public transit in this interchange area on a regular basis?</u>	<u>Number</u>	<u>Percent</u>
No	69	100.0 %
Total	69	100.0 %

Q6a If NO: What (if anything) would motivate you to use public transit to commute through this interchange area?

- My use depends on the drop-offs, times and cost.
- I would use public transportation if my residence were close to the pick up, if it took me to my job location and it also depends on the availability of public transit.
- I would use alternative transportation if I had to drive through this interchange on a daily basis.
- First I would use it if it actually existed and second if it were easy to use.
- I would use public transit if it were offered more frequently.
- If public transit were going where I needed to go and I could not drive then I would consider using it.
- If the cost were low and if it went downtown to Missouri then I would consider using public transit.
- They need to offer more transit facilities and/or options; this would motivate me to use it.
- There needs to be more routes for the Johnson County area and they should be offered more frequently.
- I would use public transit if it took you to the baseball parks.
- Nothing would motivate me to use public transit; I go to different places each day.
- There is nothing like having my own car to get to both my jobs.
- If there were easy access to bus stops and good bus schedules then I would consider using public transportation.
- This area needs more busses, more often, more routes, and it would be really nice if we had light rail or a train.
- We need more public transportation options.
- I would consider using public transit if the stops were anywhere close to my home or work.
- I used to use public transportation, but it is no longer necessary. I thought it was a great alternative to driving but it didn't really fit my needs.
- If there were convenient stops from my house or even close to my house then I would enjoy using public transit for my work commute.
- If the stops were closer to home and if I had to go through this interchange daily then I would consider using public transit.
- Using public transportation is not possible because I am self employed and I drive a utility truck.
- I'll use my own vehicle for now.
- If traffic delays got to be more than a 1/2 hour then I would consider using public transportation.

- I don't believe anything would encourage me to use public transit.
- They need to educate the public about public transportation options; I am not even sure where the nearest bus stop is located.
- I would use transit if there were a police presence and if you had to make limited transfers to get to your destination.
- I work at Ft. Leavenworth but I would use public transportation if I worked in downtown KC.
- A rail system would be nice.
- We need better accessibility to public transit.
- We need better access and more stop locations.
- I have a car so there is no reason for me to use public transit.
- I would use public transportation if were cheaper than driving my car and if access were good.
- I would use public transit if the hours it were available accommodated my work hours.
- I would use public transportation if there were easy access and good parking.
- If I had to travel to work on a more routine basis I would use it.
- I would use public transit if light rail were available.
- I would like to see light rail in the metro area.
- I would use public transit if there were more routes.
- I would never use it.
- My car is fine so I would not use public transportation.
- I would use public transportation if the schedule were reliable.
- I would use public transportation if I did not have to wait a long period of time for the bus.
- I would use public transit if the schedule was reliable.
- They need to shorten the wait time for buses.

Q7 Do you think public transit should be considered as part of the solution for improving safety and reducing congestion in this interchange area?

Q7 Do you think public transit should be considered as part of the solution for improving safety and reducing congestion in this interchange area?

	Number	Percent
Yes	47	68.1 %
No	21	30.4 %
Not provided	1	1.4 %
Total	69	100.0 %

Q8 If you had the option to reduce the amount of time you spend in traffic would you consider using any of the following?

Q8 If you had the option to reduce the amount of time you spend in traffic would you consider using any of the following?

	Number	Percent
Car pool	26	37.7 %
Bus Rapid Transit (buses that have dedicated lanes)	27	39.1 %
Telecommuting (working from home)	38	55.1 %
Staggered work (Going to work earlier or later to avoid traffic)	46	66.7 %
Not provided	3	4.3 %
Total	140	

Q9 Can you think of any places in the interchange area shown on the map on the previous page that would make good park-and-ride lots?

- 87th and I-435 (Sears Grand Loft) or the New City Center would be a good spot.
- No, I think a park and ride lot anywhere in this area would create more congestion.
- A good place for a park and ride would be at the end of Ridgeview and K-10 North, where Ridgeview ends.
- Rock Quarry NW of K10/Reener would be an ideal location.
- K-10 and Ridgeview or K-10 and Renner would be a good spot.
- The K-7/K-10 area or maybe by Johnny's and Watson's.
- Renner Blvd and K-10 (South)/ I-435 and 95th Street (East Side) would be good.
- They should consider stops along 119th Street & 135/ Ridgeview & K-10/ I-435 & Renner/ I-435 & College.
- K-10 & Renner or Ridgeview possibly or K-10 at woodland.
- A good spot would be by Johnson County Community College; Quivera Road entrance in Overland Park would be a good spot.
- K-10 & Renner or K-10 and Ridgeview would be a good area for a park-and-ride lot.
- A good spot for a park-and-ride lot would be the West side I-35 off 119th St (near bass pro shop).
- Some good spots might be I-435 & 95th street, I-35 & 95th street or I-35 & 119th street.
- They should consider putting one on 119th street & I-35 or I-435 & Quivera.
- 119TH & I-35 would be a good area.
- I-435 & Lackman would be a good spot.
- I-35 & Lackman would be an ideal location for a park-and-ride lot.
- K-10 & Renner would be a good area.
- They should put one on either K-10 or K-7.
- K-10 AND Woodland would be a good spot.
- They should consider the Lackman road area.
- They should put a park-and-ride off Quivera.
- They should put one in the old Benchmark area.
- A park-and-ride lot would be good off Ridgeview.
- Ridgeview and K-10 would be a good area.
- South of 87th street would be a good area.
- They should put one west of I-35
- I would like to see one off Woodland drive/Killcreek
- Ridgeview and K-10 would be a good spot for a park-and-ride lot.

Q10 Does your employer offer any incentives (flextime, staggered work hours, telecommuting, etc) in order to reduce your commute time?

Q10 Does your employer offer any incentives (flextime, staggered work hours, telecommuting, etc) in order to reduce your commute time?

	Number	Percent
Yes	18	26.1 %
No	43	62.3 %
Not provided	8	11.6 %
Total	69	100.0 %

Q11 Have you ever used bicycle and/or pedestrian transportation to cross this interchange area?

Q11 Have you ever used bicycle and/or pedestrian transportation to cross this interchange area?

	Number	Percent
No	69	100.0 %
Total	69	100.0 %

Q12 How important is it to have bicycle/pedestrian crossing available in this study area?

Q12 How important is it to have bicycle/ pedestrian crossing available in this study area?	Number	Percent
Very important	5	7.2 %
Important	10	14.5 %
Not sure	31	44.9 %
Not important	23	33.3 %
Total	69	100.0 %

Q13 Do you think bicycle and/or pedestrian transportation should be considered as part of the solution for improving safety and reducing congestion in this interchange area?

Q13 Do you think bicycle and/or pedestrian transportation should be considered as part of the solution for improving safety and reducing congestion in this interchange area?	Number	Percent
Yes	25	36.2 %
No	44	63.8 %
Total	69	100.0 %

Q14 Do you think that these three freeways (I-10, I-435, and I-35) create barrier for bicycles and pedestrians in this area?

Q14 Do you think that these three freeways (I-10, I-435, and I-35) create barrier for bicycles and pedestrians in this area?

	Number	Percent
Yes	35	50.7 %
No	10	14.5 %
Don't know	24	34.8 %
Total	69	100.0 %

Q14a IF YES: Where?

- It is dangerous to walk or ride a bike near or around an interstate.
- I think there is a barrier where I-435 & I-35 meet and where K-10 & I-435 meet; I have seen problems in these areas.
- All of these freeways create barriers; there is too much merging for pedestrians or bicycles to be in this area.
- The overpass areas create barriers; the I-435/35 are is a major barrier.
- There is a barrier where K-10 merges into I-435 and where I-435 merges into I-35.
- It is impractical for bicycles or pedestrians to be using the same areas as vehicles at freeway speeds.
- A major barrier is from backed up congestion on 119th street and on 95th street.
- All of these freeways are a barrier for
- All three freeways are a barrier.
- Each interchange is a barrier.
- The I-35 & I-435 interchange.
- K-10 AND I-435
- This area is not safe for bicyclers to cross.
- North to South access is a barrier.
- NOT SURE
- Pflumm Road is an issue.
- PRETTY MUCH EVERYWHERE
- There is a barrier at Renner and Lackman.
- Safety in this area is an issue.
- West of Quivera on I-435 is a barrier for bicycle and pedestrian traffic.
- Any area in the interchange where the freeways intersect is an issue.

Q15 What (if anything) would motivate you to use bicycle and pedestrian transportation to commute through this interchange area?

- I don't see these ideas of transportation as viable to get around.
- If home and work were relatively close then I would consider using it.
- Nothing would motivate me to use bicycle or pedestrian transportation through these areas.
- Nothing would motivate me; I travel over 15 miles to work.
- Nothing would motivate me to use it-unless where I was going was close to my home.
- The interchange would have to be safe for sure. Access to and from would be key too.
- I would use bicycle/pedestrian transportation if there were roads where the bicycles and pedestrians were completely separated from any vehicle traffic.
- I would use it if it were safe and they had well lit tunnels predicated to bicycles/pedestrians with security cameras.
- This does not apply to me because I commute 40 miles to Leavenworth.
- I would use it if it was affordable and dropped me off close to my house.
- I can't think of anything that would motivate me to use it.
- I would like to see dedicated bicycle lanes.
- A dedicated lane for bicyclers and pedestrians would be nice.
- This does not seem safe to me.
- I would consider this if I worked in the area.
- I would use bicycle/pedestrian transportation if it were safe.
- Safety would be my number 1 issue.
- The weather would have to be warm.
- I would not use this to commute to work.

Q16 What do you think are the main barriers and/or safety issues associated with this interchange regarding bicycle and pedestrian transportation?

- Safety due to the speed of vehicles is the biggest barrier.
- Speed and traffic are the biggest barriers; freeways are not made for bikes or pedestrians.
- The infrastructure is poor for bicyclers and because of drivers and truck traffic being inattentive.
- The biggest barriers are time, cost and merging is an issue.
- The surface roads are too congested.
- It's not the place for either bike or pedestrian traffic.
- Inadequate facilities and connectivity are issues.
- I don't think most people work that close to home.
- Heavy traffic, high speed, and the lack of dedicated bike paths are barriers.
- There is limited access over the highways.
- The amount of traffic and speed are the main barriers.
- Highways typically seem dangerous for biking and pedestrians to me.
- I think this is a good idea but getting the general population to accept it is key.
- There is not enough lane space for bikes.
- Traffic related accidents are a main issue.
- The distance between destinations is a main reason people don't use this for general transportation.
- Speed and the amount of traffic involved are major barriers.
- The proximity of bicycle/pedestrians to traffic traveling at highway speeds is the biggest barrier
- Don't understand why anyone would ride a bike in this area.
- The sheer volume of traffic is the biggest concern.
- The high volume of traffic is an issue.
- Speed and volumes of traffic.
- Congestion is an issue.
- The speed of vehicles on the highway is the biggest barrier.
- There are no bike paths/trails on the highway.
- There are no places for pedestrians to cross.
- There is nothing separating bicyclers from freeway traffic.
- The biggest barrier is debris from accidents.
- Speed of traffic is the main issue.
- Speed of cars on the highway is too dangerous for bicycle or pedestrian transportation.
- The freeways are just too busy.
- There is too much traffic on the freeways.

Q17 Have you experienced the ramp metering on I-435 from Metcalf east into Missouri?

Q17 Have you experienced the ramp metering on I-435 from Metcalf east into Missouri?	Number	Percent
Yes	29	42.0 %
No	39	56.5 %
Not provided	1	1.4 %
Total	69	100.0 %

Q17a IF YES: did you generally like or dislike the ramp metering concept?

Q17a If YES: Did you generally like or dislike the ramp metering concept?	Number	Percent
Like it	17	58.6 %
Did NOT like it	10	34.5 %
Not provided	2	6.9 %
Total	29	100.0 %

17b Why did you Like or Dislike it?

- I like that there are less cars trying to get on the freeway.
- It's fine; I think it at least keeps motorists more in tune to the traffic surroundings.
- It helps to even out traffic distribution.
- It helps to control traffic congestion.
- It helps the flow of traffic; that is if the drivers adhere to the controls.
- I like it because I know how to get on a highway without disrupting traffic.
- I don't drive it too often but it seems okay.
- It makes traffic and driving easier to focus on.
- I don't like it because it isn't consistent with the flow of traffic.
- I think I understand the question and I liked the metering because it takes the guess work out of how to get where you are going.
- It does not take into consideration that cars are coming south on Metcalf heading onto I-435; traffic often gets congested on both sides.
- All I saw was confusion and more traffic delays on side streets than anything else.
- It improves the transition from one highway to another.
- I like that there is more control and there are specific procedures to follow.
- It has kept the flow of traffic steady except when there is an accident.
- Initially it keeps traffic flowing smoother and helps with merging from the ramps.
- I think it would work better if traffic to I-435 was rerouted.
- It is overkill; as adult drivers we should be able to merge on our own.
- It improves access.
- It helps the flow of traffic.
- Overall it has improved traffic flow.
- I like it.
- I like it because it programs traffic flow.
- I think it has cause delays.
- It is basically a glorified stop sign.

Q18 How much would the price of a gallon have to cost for you to REALLY begin using public transit, car pooling, or using other options to driving a car by yourself to get to the places you need to go?

Q18 How much would the price of a gallon have to cost for you to REALLY begin using public transit, car pooling, or using other options to driving a car by yourself to get to the places you need to go?

	Number	Percent
Less than \$3	7	10.1 %
\$3.00-\$4.00	16	23.2 %
\$4.01-\$5.00	19	27.5 %
\$5.01-\$6.00	6	8.7 %
\$6.01-\$10.00	8	11.6 %
Not provided	13	18.8 %
Total	69	100.0 %

Q19 How much would the price of a gallon have to cost for you to REALLY begin using public transit, car pooling, or using other options to driving a car by yourself to get to the places you need to go?

Q19 How much would the price of a gallon have to cost for you to REALLY begin using public transit, car pooling, or using other options to driving a car by yourself to get to the places you need to go?

Minimum = 2.35

Maximum = 10

Mean = 4.99

Median = 5

Q20 What is the zip code for your work address?

<u>Q20 What is the zip code for your work address?</u>	<u>Number</u>	<u>Percent</u>
64105	1	2.1 %
64108	2	4.2 %
64117	1	2.1 %
64197	1	2.1 %
66027	1	2.1 %
66030	1	2.1 %
66061	5	10.4 %
66062	8	16.7 %
66067	1	2.1 %
66083	1	2.1 %
66112	1	2.1 %
66204	1	2.1 %
66210	7	14.6 %
66211	1	2.1 %
66212	4	8.3 %
66213	2	4.2 %
66214	3	6.3 %
66215	4	8.3 %
66219	1	2.1 %
66223	1	2.1 %
66251	1	2.1 %
Total	48	100.0 %