

# What's next

# Fact Sheet

May 2009

The next step will be to develop an ultimate concept to address the issues and concerns in the interchange area. As the concept is being developed, other modes of transportation will be taken into account.

### Other transportation considerations

- Intelligent Transportation Systems (ITS) are a way to monitor and communicate with travelers about conditions on the road.
- Managed Lanes restrict access to designated highway lanes based on occupancy, vehicle type or other objective.

- Johnson County Transit (JCT) operates two types of transit service on a daily basis, fixed route services and paratransit service. Currently, JCT does not operate night or weekend service.
- Freight movement in Kansas is growing with the opening of the Gardner Intermodal Facility, 50 percent more trucks are anticipated through this interchange.
- Bicycle and pedestrian crossing accommodations are important to consider as part of any investment option evaluated.

### Study overview

Nearly a quarter of a million people rely each day on the I-435/I-35/K-10 interchanges to enable them to move safely, efficiently and conveniently through Johnson County. And millions of dollars of goods move through this network heading to the nearby stores and businesses that make Johnson County an economic powerhouse benefiting all Kansans.

Projected traffic growth, however, threatens the future ability of the interchanges to provide the kind of safe and timely travel that best serves the transportation and economic development needs of the region and the state.

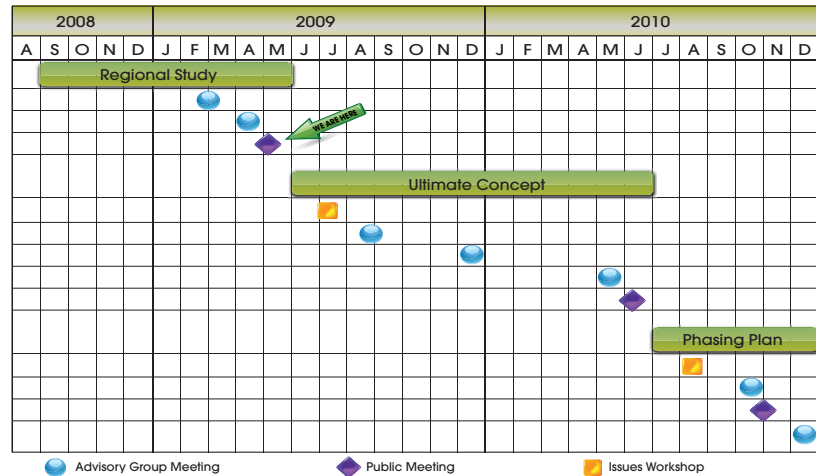
Despite the current economy, Johnson County is expected to continue to grow to the south and west. The Johnson County Gateway: I-435/I-35/K-10 Interchange area is one of the busiest interchanges in the state. The economic vitality of the region relies on the continuity and efficiency of the transportation system. That is why the Kansas Department of Transportation (KDOT) is conducting a study to develop safety

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The study web site is continually updated with new project information and interactive opportunities:

- Ask questions or leave comments on the project blog
- Participate in the online survey opportunities
- Sign up for electronic newsletters
- View online meetings
- E-mail [jocogateway@hntb.com](mailto:jocogateway@hntb.com)



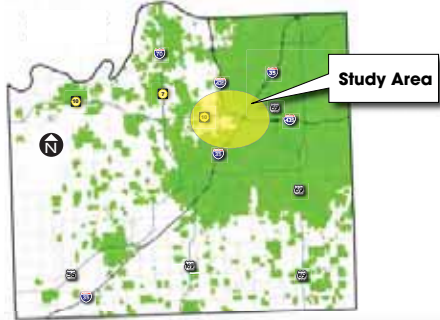
# Growth leads to more traffic

## Population and employment trends

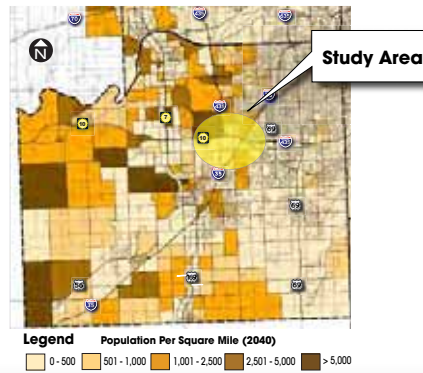
According to the US Census Bureau, Johnson County's estimated current population is 516,731. According to the Mid-America Regional Council's (MARC) Long Range Forecast, Johnson County's population is estimated to increase by over 40 percent by 2040.

Johnson County has developed into the metropolitan area's major economic and employment generator. By 2040, Johnson County is projected to have the most jobs in the metro area.

## Existing population in Johnson County as of 2007



## Additional population by 2040



**Planned regional traffic generators** are expected to have an impact on the County's transportation system. The following major planned developments will have a significant impact on the regional transportation system:

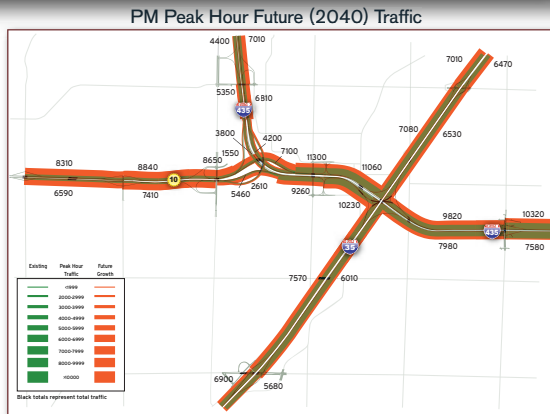
- Casino development, Kansas City, Kansas – (proposals are still being reviewed, but it is part of regional traffic forecasts.)

- Schlitterbahn Vacation Village, Kansas City, Kansas
- Sunflower Army Ammunition Plant Redevelopment, Johnson County, Kansas
- Gardner Intermodal Facility, Gardner, Kansas
- Corporate Woods Office Park, Overland Park, Kansas
- Kansas State University Biosciences, Olathe, Kansas

## Traffic

Population and employment impact the amount of traffic on the roads. If population and employment continue to grow as anticipated by the communities in Johnson County, traffic through this interchange area will increase 40 percent by 2040, with 360,000 vehicles per day traveling through this interchange area.

Growth and increased traffic also has an impact on the condition of the existing pavement and bridges. Most of the roadway pavement has experienced significant rehabilitation in recent years with pavement patching and overlays. Even more expensive rehabilitation will be needed to extend the very limited remaining service life of the pavement. Other than occasional bridge resurfacing work, the bridges in the interchange area are in good condition.



The existing traffic is shown in green with the future additional traffic shown in orange. The black numbers indicate the total number of vehicles projected at the shown location.

# More traffic results in congestion and safety concerns

## Future level of service

With traffic projected to increase 40 percent by 2040, that means areas with congestion today will just get worse.

- 230,000 vehicles drive through the interchange today with that number projected to increase to 360,000 by 2040.
- A drive through the interchange during the peak PM hour that should only take three minutes without congestion, actually takes four minutes today and is projected to take 16 minutes by 2040.
- 20 percent of the interchange operates in congested conditions today with that percentage growing to 50 percent by 2040.

## Future 2040 No-Build PM Level of Service



## Safety and congestion



- The highest concentration of crashes occurred on I-435 between Quivira and K-10.
- Rear-end crashes are the most frequent type of accident.
- The highest concentration of crashes occurred during the peak AM and PM hours.
- The study area is exhibiting a higher crash rate than the statewide average.

## What we have heard

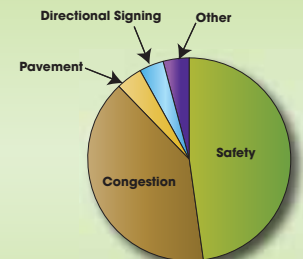
From our community interviews conducted in October and November of 2008 and the first online surveys started in February 2009, we have received input on the top issues affecting commuters, businesses, regional representatives, transit providers and community leaders.

Community interview issues and concerns:

- Safety—improving access to I-35 ramps and reducing congestion delays.
- Construction delays.
- Funding—identifying funding to support such a large project.

## Online survey issues and concerns

The issues identified as more or most important from the online survey are:



Other issues identified include bike/ped crossings, sharp cloverleaf design and noise.