



Open House Public Meeting

Tuesday, May 5, 2009 at Bonner Springs High School
5:00 p.m. to 7:00 p.m.

Overview

Building on the *K-7 Corridor Management Study (2006)*, the Kansas Department of Transportation (KDOT) kicked off the preliminary design of the new K-7 and I-70 Interchange in Bonner Springs with a public meeting at Bonner Springs High School (100 McDaniel) on May 5, 2009 from 5:00 p.m. to 7:00 p.m. As part of the preliminary design process, KDOT is examining the growth, development, and traffic at the interchange today, what may occur in the future (tomorrow), and how they can work together with the community to complete the design and plan for construction of the new interchange. An estimated 150 people attended the meeting. An overview of how meeting announcements were provided, what information was presented at the meeting, and general comments and responses is included below.

Meeting Announcement

- Unified Government and Bonner Springs' newsletters
- www.twitter.com/kansascitykdot
- www.ktoc.net
- News release
- Ads placed in newspapers serving the Bonner Springs area and nearby communities: Bonner Springs Chieftain, Basehor Sentinel, Shawnee Dispatch, DeSoto Explorer, Tonganoxie Mirror, and Lansing Current On-Line
- Postcards
- Email
- Portable message boards on K-7

Exhibits

The following exhibits were on display for review and comment:

- Welcome
- Schedule
- Preliminary design maps for:
 - K-7 roadway and bridge improvements
 - I-70 roadway and bridge improvements
 - Phase I



As meeting participants arrived at the meeting, they received a project status handout, City of Bonner Springs Transportation Plan Map, and a comment card that included the following:

- Project Questions
 - As the study team begins to develop the preliminary design for the new K-7 and I-70 interchange, I think they should consider:
 - **Safety** (traffic conflicts exiting and entering freeway): most important (1), more important (2), neutral importance (3), less important (4), and least important (5)
 - **Congestion** (traffic backups during rush hours): most important (1), more important (2), neutral importance (3), less important (4), and least important (5)
 - **Pavement condition** (pavement deteriorating/constant repairs): most important (1), more important (2), neutral importance (3), less important (4), and least important (5)
 - **Directional signing** (way-finding and route labeling): most important (1), more important (2), neutral importance (3), less important (4), and least important (5)
 - **Other**: most important (1), more important (2), neutral importance (3), less important (4), and least important (5)
 - **If you selected “other”, please specify and indentify relative importance.**
 - Would you like a park-and-ride lot developed near the new K-7 and I-70 Interchange?
 - How often would you use a park-and-ride if it were near the K-7 and I-70 Interchange?
 - Other Comments?
- KDOT Satisfaction Survey Questions
 - How did you hear about this meeting?
 - What is the best way to inform you about meetings and project news?
 - Was the meeting notice timely?
 - Was the meeting time and location convenient?
 - Were your questions answered satisfactorily?
 - Were the handouts and displays easy to understand?
 - If you answered “no” to either question, what can KDOT do to provide easily understandable information or help meet your needs?
 - Did the following individuals (KDOT, Consultants, and Public Officials) listen to your concerns?
 - Would you like a follow-up to answer more questions?
 - Overall rating for the meeting: excellent, good, average, below average, or poor?



General Comments and Responses

- Nearly 670 postcards were mailed to project stakeholders from Bonner Springs and the surrounding communities inviting them to attend the meetings. Approximately 150 attended the meeting and an estimate 30 returned their comment cards and satisfaction surveys. General comments from the public and KDOT's response to them are included below.
 - **Comment:** Safety is the most important item to consider as part of the preliminary design. Congestion is the second most important.
 - **KDOT Response:** Safety and capacity are the primary goals in designing the new K-7/I-70 Interchange. The K-7 Corridor Management Memorandum of Understanding between KDOT and the cities along the corridor outlines a number of other goals, including providing opportunities for economic development along the K-7 Corridor. KDOT is dedicated to its responsibility to provide an efficient design for all Kansans.
 - **Comment:** Providing convenient access for local businesses and their customers is a concern.
 - **KDOT Response:** KDOT is working with the City of Bonner Springs both to maximize safe and easy access for the community and to provide access that is flexible enough to support future development.
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 - **Comment:** The potential impacts of the design on nearby properties in terms of the amount and location of land needed for construction, e.g. of the northwest loop, of the new interchange are concerns.
 - **KDOT Response:** KDOT is continuing to coordinate with the City of Bonner Springs in order to minimize the design's impacts on nearby properties.
 - **Comment:** The potential impact of the interchange design on the character of the Bonner Springs community is a concern.
 - **KDOT Response:** Anticipated new development and associated increases in traffic along K-7 and I-70 will affect the character of the community over time. As the design of the K-7/I-70 Interchange is developed, KDOT will maintain regular dialogues with the City so that together they can determine how best to lessen the impact of the design on the character of the community while also providing access to existing businesses and amenities.
 - **Comment:** The idea that the land needed to develop the interchange could possibly be used for other kinds of development that would benefit the Bonner Springs community and generate tax revenue is a concern.
 - **KDOT Response:** KDOT recognizes that land near any interchange has wide ranging development potential. KDOT will continue to collaborate with the City of Bonner Springs to reduce the effect of the interchange's design on the city's



developable land and to provide the capacity along the highways that is necessary to help motorists reach destinations easily and without congestion. Many cities in the Kansas City area have enjoyed significant economic development and job creation because of similar types of highway improvements.

- **Comment:** Consider suggestions for modifying the design.
 - **KDOT Response:** In an effort to balance the access needs of the Bonner Springs community with the safe, convenient travel needs of the tens of thousands of travelers who will use K-7 and the interchange each day, KDOT has adjusted the interchange design multiple times over the last few years. KDOT will continue to work together with the City of Bonner Springs and modify the design as necessary. Most recently, KDOT has made a commitment to the City to extend 130th Street from the intersection at K-7 south to Riverview Avenue and to ensure that Riverview crosses K-7. KDOT plans to keep working closely with the City to develop the interchange design, respecting the complex driving patterns and physical limitations in the area.

- **Comment:** There is a need for a park-and-ride to be developed near the interchange.
 - **KDOT Response:** KDOT is continuing to study the need for a park-and-ride and no decisions have been made at this time.