STATE OF KANSAS)
WYANDOTTE COUNTY)) SS **SPECIAL SESSION, THURSDAY, MARCH 1, 2018**
CITY OF KANSAS CITY, KS)

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Thursday, March 1, 2018, with ten members present: Bynum, Commissioner At-Large First District; Burroughs, Commissioner At-Large Second District; McKiernan, Commissioner Second District; Murguia, Commissioner Third District (arrived at 5:03 p.m.); Johnson, Commissioner Fourth District; Kane, Commissioner Fifth District (arrived at 5:19 p.m. and left at 6:38 p.m.); Markley, Commissioner Sixth District (arrived at 5:34 p.m.); Walters, Commissioner Seventh District; Philbrook, Commissioner Eighth District; and Alvey, Mayor/CEO, presiding. Townsend, Commissioner First District; was absent. The following officials were also in attendance: Doug Bach, County Administrator; Ken Moore, Chief Legal Counsel; Bridgette Cobbins, Unified Government Clerk; Gordon Criswell, Joe Connor and Melissa Sieben, Assistant County Administrators; Kathleen VonAchen, Chief Financial Officer; Mike Grimm, Management Analyst; Alan Howze, Chief Knowledge Officer; Lynn Melton, Assistant to the Mayor; Emerick Cross, Commission Liaison; Rob Richardson, Director of Planning; and Officer Dave Hopkins, Sergeant-at-Arms.

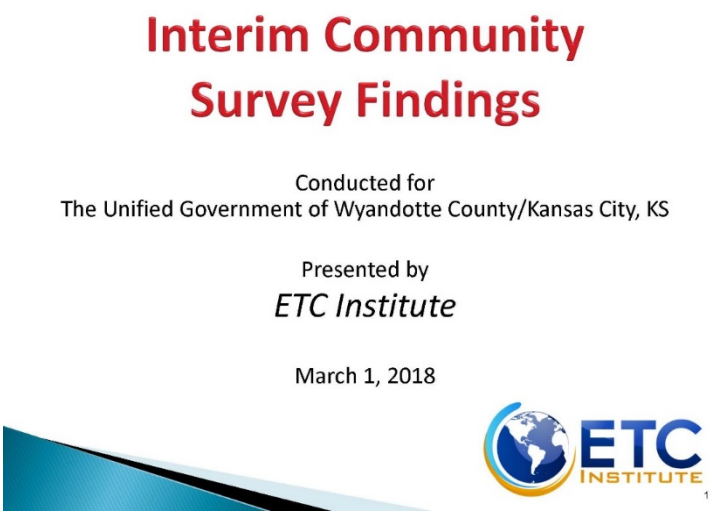
MAYOR ALVEY called the meeting to order.

ROLL CALL: McKiernan**,** Johnson, Walters, Philbrook, Bynum, Burroughs, Alvey.

NOTICE OF SPECIAL SESSION of the Unified Government of Wyandotte County/Kansas City, Kansas, to be held Thursday, March 1, 2018, at 5:00 p.m. in the 5th floor conference room of the Municipal Office Building, for a presentation on the Community Survey. At 6:00 p.m. is the North Loop Linkages Study by MARC.

CONSENT TO MEETING of the governing body of Wyandotte County/Kansas City, Kansas, accepting service of the foregoing notice, waiving all and any irregularities in such service and in such notice, and consent and agree that we, the governing body, shall meet at the time and place therein specified and for the purpose therein stated.

Mayor Alvey said tonight we will hear a presentation on the Community Survey. I will turn it over to Administrator Bach.



Doug Bach, County Administrator, said we're pleased to bring forward our initial findings that are coming back on the survey. This is the third survey we've done in consecutive fashion. We modified some when we started back in 2014 and we decided to put them on a two-year cycle going into '16 and now '18 which allows us to start to get some comparable data to kind of show some patterns of what we're doing with things. Again, this year we hired ETC to come forward and stay consistent with the survey they've done. The survey was led by the Finance Department and I will turn this over to Kathleen VonAchen, our CFO, and let her introduce our presentation this evening.

Kathleen VonAchen, Chief Financial Officer, said this evening we have with us Chris Tatum with the ETC Institute to present the preliminary 2018 Community Survey results for Wyandotte County. In addition to the current survey, Chris and his team at ETC have also assisted the Unified Government with completing a Community Survey during 2016 and 2014 and back in 2000. Sitting with Chris is also Mike Grimm with the UG Research Division of the Finance Department who was instrumental in getting the survey completed working closely with Chris. Mike has been the lead on this project.

The survey asks questions regarding satisfaction with various government services and the quality of life in the County. The results of the survey will be used as part of our upcoming

budgeting process to prioritize spending and it also will be used to form the future initiatives related to SOAR.

At this point I would like to let Chris take it over from here.

Chris Tatum, ETC Institute, said if you're new and you don't know much about ETC Institute, we're based here in the Kansas City area. We now have offices in several places around the country and we've actually started doing work in countries like Ethiopia and India to help them use some of these same techniques to make better decisions based on what their residents and stakeholders need.

Over the past two decades—this is I guess just in the past few years, we've surveyed over 2M people in the United States so some of my comments tonight are just going to be how things have changed and what's going on nationally and it's really based on the fact that I have been doing this about 25 years. Our firm has been doing it for 35 years. It was actually started by my parents and we maintain some of the best databases for interpreting what results mean.

Agenda

- Purpose, Methodology, and Demographics
- Summary of Major Findings
  1. Neighborhood/Community Service Ratings/Priorities
  2. County Level Service Ratings/Priorities
  3. Overall Priorities
  4. Public Safety Ratings and Priorities
  5. Maintenance Ratings and Priorities
  6. Code Enforcement Ratings and Priorities
  7. Parks and Recreation Ratings and Priorities
  8. Other Issues
- Summary
- Questions

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As far as tonight, I'm just going to walk you through what we found to date. The survey is pretty much completed at this point and time. We haven't finished all the analysis, but the results won't change much, at least the overall results. I'll walk you through the major categories of questions and give you what we found and certainly if there are questions, I will try to answer them while we're here this evening. A follow-up to this, if there is additional information or analysis you would like, we would be happy to include that as we wrap-up the reports.

Purpose

- To gather objectively assess resident satisfaction with the delivery of city and county government services
- To gather input from resident to help set budget priorities for the Unified Government
- To objectively assess service performance and understand short and long term trends

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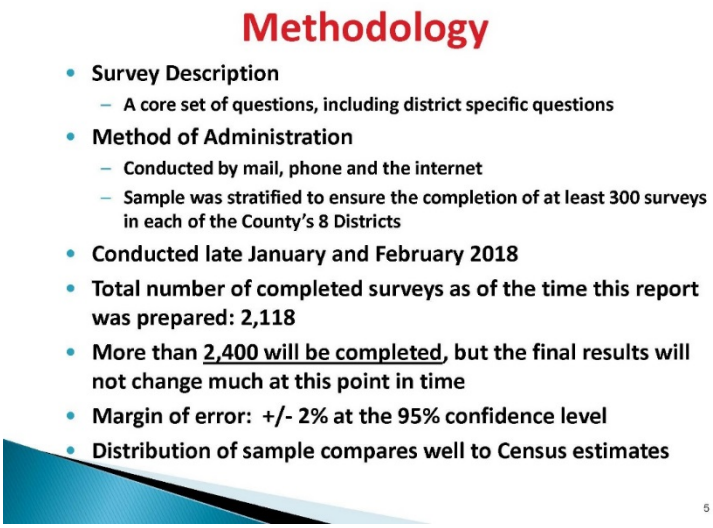
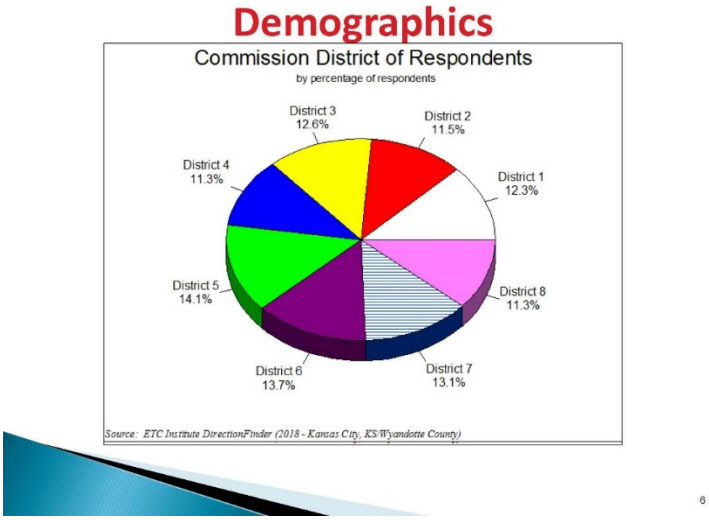
I think most of you are familiar with the purpose for doing the survey. We actually did a survey a few years ago to find out how many people in the community actually show up to public meetings. In a national survey 7% responded they have been to a public meeting in the last year and you think whoa, that's sounds like it's high, when we did a follow-up question we found out people

overstated how recently they had been. Truly, about 3% of people go to a public meeting in any given year and of those 3% the number one reason they go is to get rewards and recognition or to see people get rewards and recognition. Number 2, is they don't like what's being done or Number 3, they want to change how you do things. The average person who doesn't get satisfied or, frankly, is just busy with their life just doesn't show up. Without a tool like this sometimes it's hard to think or know what the average resident thinks and it doesn't mean public processes and end processes aren't important, they're very, very important, but this helps you balance a lot of the decisions to make sure that the average person's input is incorporated into your decision.

We also use this to help set budget priorities and really see how things are changing over time. One of the nice things is these results suggest you're moving in the right direction from the last time I was here.

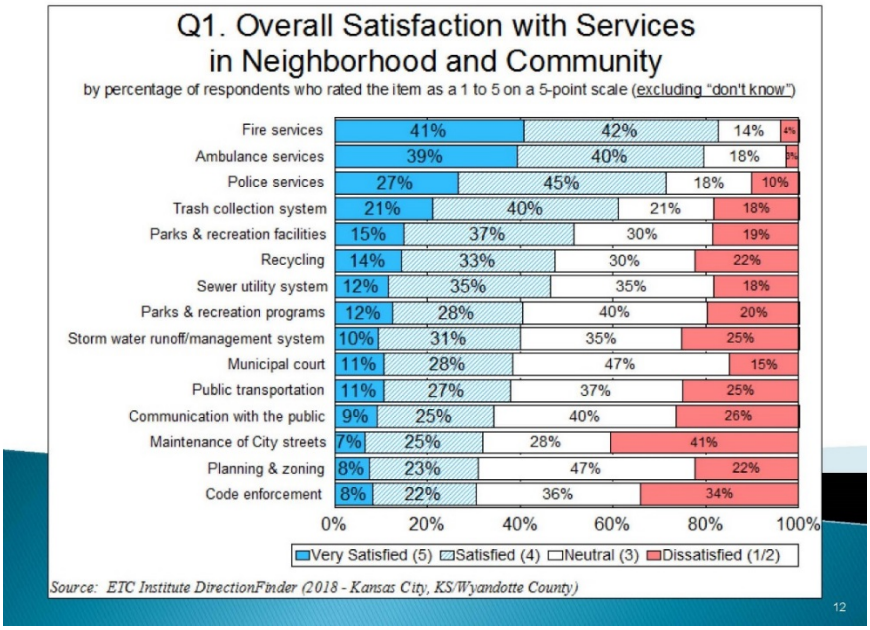


As far as the methodology, it's a large sample. It's setup so that each of the Commission districts is statistically represented. Our goal is to get at least 300 surveys per district. We also target specific neighborhood areas as well. This year at the time these surveys were finished we had completed a little over 2,100 surveys. When we're all finished we will have over 2,400 surveys, but statistically the results I share won't be more than a percent or two different than what you see today.

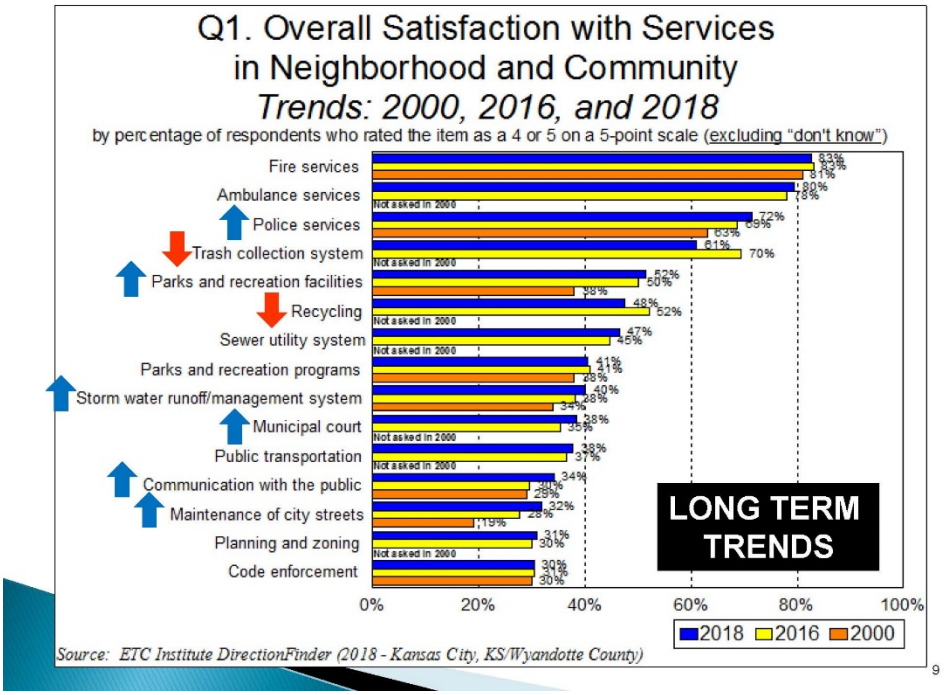


As far as the distribution, you can see this is the current distribution and you can see it's very even so one district isn't counting more than another. We also looked at the demographics of the current sample with regard to race, Hispanic ancestry, age and other factors and it looks very good so we feel like this is really going—the results I share with you today are representative though they're not final.

As far as the things we took a look at, the first set of questions on the survey looks at your neighborhood and community services.

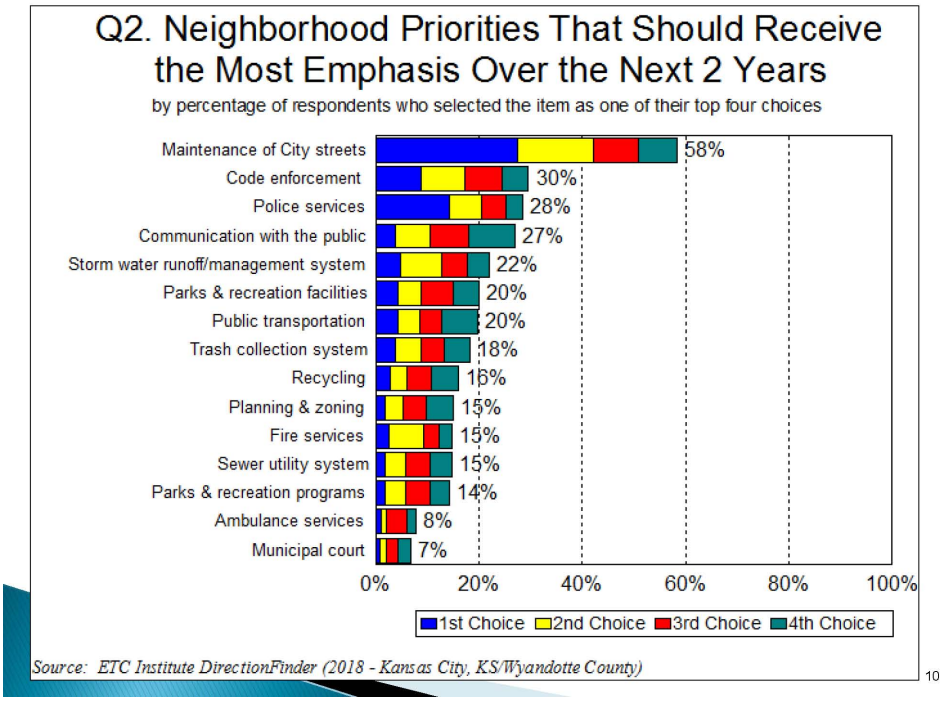


You can see we looked at things like Fire, Ambulance, Police. I won't read the entire list to you, but as you go through the report you will see things that are in blue and that typically means good ratings, very satisfied/satisfied. The white is a neutral response. People don't actually say I'm neutral. That's basically is a rating of three out of five points scale. In other words, when we ask people to rate these items they're giving a scale and response of one to five and so if they say three, it really means okay. We've done research to see what people mean. They're not upset, they're not really happy, you're doing alright but if they give us a negative response, that's what you see there in red and you will see the areas that have some of the most negativity are maintenance of streets and code enforcement; each have over 30% of the respondents giving negative ratings. You will notice your Fire, your Public Safety service, Ambulance, Police; all of those rates very, very highly with over 25% of folks giving ratings of five on a five point scale so very, very strong in the Public Safety side of the house.



When we look at how things have changed from the last survey, you will see a few things have stayed about the same, but I flagged the ones that are statistically different. You take a look at Police services, you've now gone from a 69 to 72 and if you look where you were when we did the first survey, you're up almost 10 points over the past decade or so which is great. Parks and Recreation facilities went up from the last survey and you can see how much it has increased from when we did the first survey back in 2000. Stormwater, you can see significant improvements. Municipal Courts, Communications which was one of your high priorities last time has gone up significantly and Streets, look how much that has improved and that was your number one priority last time around so it really shows you're doing things that are important to residents and they're noticing that.

Your Solid Waste, Trash Collection and Recycling are the two areas that we've seen sort of a decrease from when we did the last survey.



As far as the top priorities we then asked folks of all these items what's the most important and streets is still the number one. You've got a ways to go there, that's the one that has the most dissatisfaction, but you've made lots of progress. That's not a cheap area to move in the right direction so you're certainly doing it. Code Enforcement, Police and Communication kind of round out the top four, but you will see the percentage of people who picked streets as a top choice is almost as much as the top four choices for any other service. It's really important when you see so many folks picking that. You're moving in the right direction, but there is still opportunities to do better.

Priorities for Improving Neighborhood/Community Services by District

Rank	Overall Priorities	# of Districts ranked in top 4	District 1	District 2	District 3	District 4	District 5	District 6	District 7	District 8
1st	Maintenance of City streets	8	Maintenance of City streets	Maintenance of City streets	Maintenance of City streets	Maintenance of City streets	Maintenance of City streets	Maintenance of City streets	Maintenance of City streets	Maintenance of City streets
2nd	Code Enforcement	6	Police services	Code enforcement	Storm water runoff	Code enforcement	Police services	Code enforcement	Communication	Communication
3rd	Police Services	7	Code enforcement	Communication	Police services	Police services	Communication	Police services	Code enforcement	Code enforcement
4th	Communication	6	Communication	Police services	Public Transit	Communication	Parks & rec facilities	Storm water runoff	Trash collection system	Police services

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One of the things I put here was just to share with you what the priorities were by district and you will see in all eight districts Maintenance of City Streets as the number one neighborhood and community level service. You see overall Code Enforcement was next, but you will see it kind of varies where you're at. Communication, Police, Stormwater also made the list in some areas. Police Services was third overall, but you can see generally most of the same sets of services are in the top three or four in all districts even though in some cases one might be second and in another place, it might be fourth. The overall priorities are generally pretty similar.

2018 Importance-Satisfaction Rating

Kansas City, Kansas & Wyandotte County Community Survey

Neighborhood/Community Services

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Maintenance of City streets	58%	1	32%	13	0.3970	1
Code enforcement	30%	2	30%	15	0.2060	2
Communication with the public	27%	4	34%	12	0.1783	3
Storm water runoff/management system	22%	5	40%	9	0.1324	4
Public transportation	20%	7	38%	11	0.1232	5
Planning & zoning	15%	10	31%	14	0.1043	6
Parks & recreation facilities	20%	6	52%	5	0.0965	7
Parks & recreation programs	14%	13	41%	8	0.0849	8
Recycling	16%	9	48%	6	0.0844	9
Police services	28%	3	72%	3	0.0809	10
Sewer utility system	15%	12	47%	7	0.0786	11
Trash collection system	18%	8	61%	4	0.0712	12
Municipal court	7%	15	38%	10	0.0419	13
Fire services	15%	11	83%	1	0.0258	14
Ambulance services	8%	14	80%	2	0.0160	15

Greatest Opportunities for Improvement:

(I-S Rating Above 0.15)

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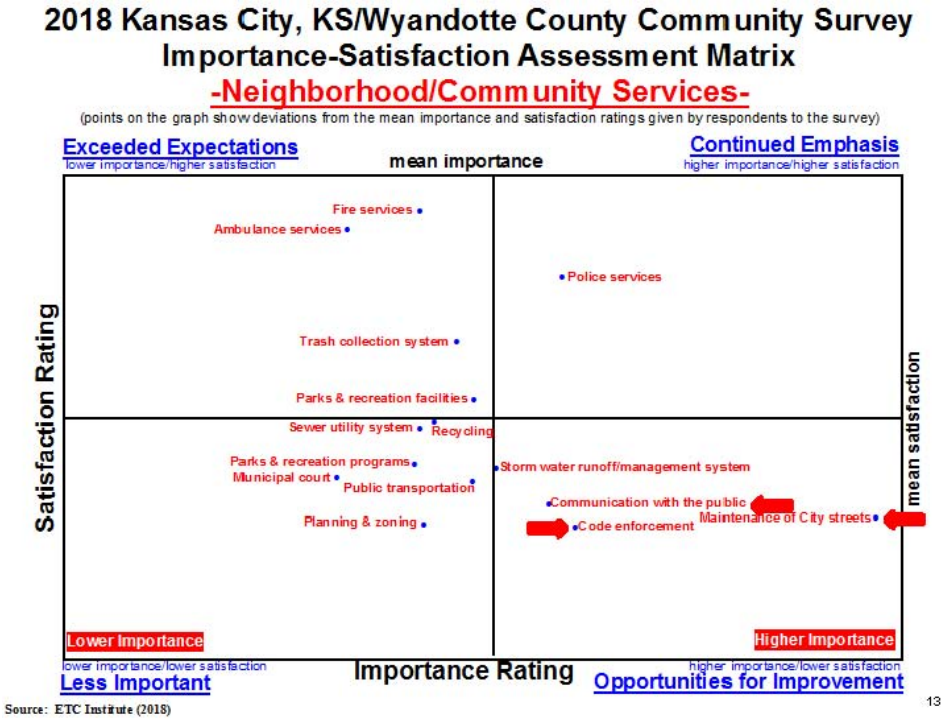
When we look at this as far as the opportunities to do better what we take a look at is not just how important people say it is, but also how well you're doing. The reason this is important is, let's say that everybody in Wyandotte County was dissatisfied with the service. Well, if nobody cared about it, you probably shouldn't spend millions of dollars in that area. On the other hand, if something is really important to folks and they're not satisfied, that's likely to be one of your top priorities. What we look at is most important, how many people picked that and we also look at the satisfaction percentage and we have an equation to identify where you're likely to have the most return on investment. This can be in your messaging, it could be in actual spending, but letting folks know you care and on the issue, you can see the top three are streets and has a .39 rating which is almost double Code Enforcement and Communication. This doesn't mean the other areas aren't important, but if you're going to continue moving forward, Streets is going to give you the highest return as far as improved service areas. I know that's an expensive one to do, but right now that's the one residents care a lot about and there is also the most dissatisfaction with it.



This is for those of you—I should explain, if you're a left-brain learner and you like a list and if anyone here on the Commission is a right-brain and likes a nice picture, this is the same information that you will have in the report. What it does is show from left to right how important things are so things on the right side are more important than average and as you go from the bottom to top, that's the satisfaction so things on the bottom half have lower satisfaction ratings and that's where you will see Streets, Code Enforcement, Communication are down there in the bottom left. That's kind of really to give you a sense if you're prioritizing investments, prioritizing your messages to the public; those are the places you're going to get the most return on investment when it comes to neighborhood and community services.

Topic #2:
County Level Services

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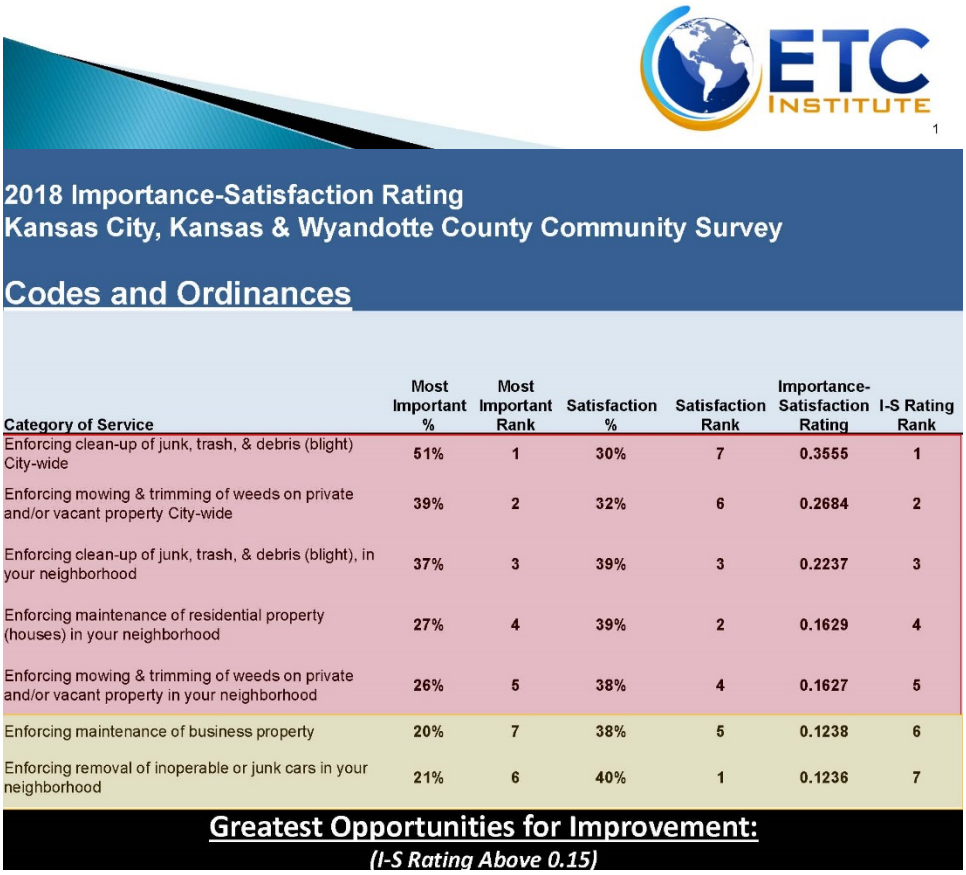
Interim Community Survey Findings

Conducted for
The Unified Government of Wyandotte County/Kansas City, KS

Presented by
ETC Institute

March 1, 2018



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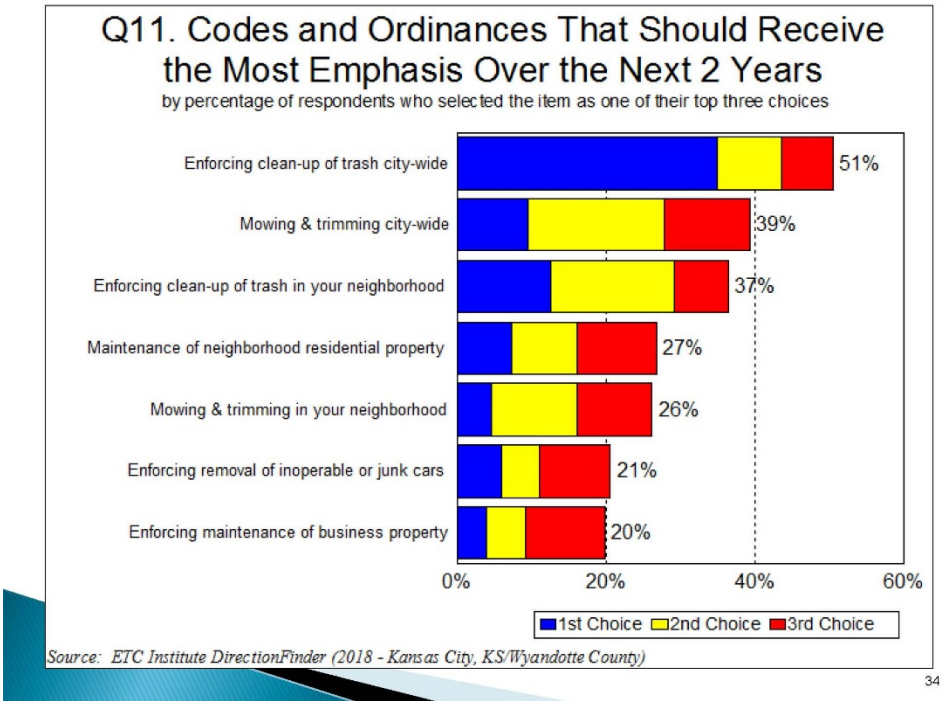
2018 Importance-Satisfaction Rating
Kansas City, Kansas & Wyandotte County Community Survey

Codes and Ordinances

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Enforcing clean-up of junk, trash, & debris (blight) City-wide	51%	1	30%	7	0.3555	1
Enforcing mowing & trimming of weeds on private and/or vacant property City-wide	39%	2	32%	6	0.2684	2
Enforcing clean-up of junk, trash, & debris (blight), in your neighborhood	37%	3	39%	3	0.2237	3
Enforcing maintenance of residential property (houses) in your neighborhood	27%	4	39%	2	0.1629	4
Enforcing mowing & trimming of weeds on private and/or vacant property in your neighborhood	26%	5	38%	4	0.1627	5
Enforcing maintenance of business property	20%	7	38%	5	0.1238	6
Enforcing removal of inoperable or junk cars in your neighborhood	21%	6	40%	1	0.1236	7

Greatest Opportunities for Improvement:
(I-S Rating Above 0.15)


Q11. Codes and Ordinances That Should Receive the Most Emphasis Over the Next 2 Years
by percentage of respondents who selected the item as one of their top three choices
Enforcing clean-up of trash city-wide
51%
Mowing & trimming city-wide
39%
Enforcing clean-up of trash in your neighborhood
37%
Maintenance of neighborhood residential property
27%
Mowing & trimming in your neighborhood
26%
Enforcing removal of inoperable or junk cars
21%
Enforcing maintenance of business property
20%
0%
20%
40%
60%
1st Choice
2nd Choice
3rd Choice
Source: ETC Institute DirectionFinder (2018 - Kansas City, KS/Wyandotte County)

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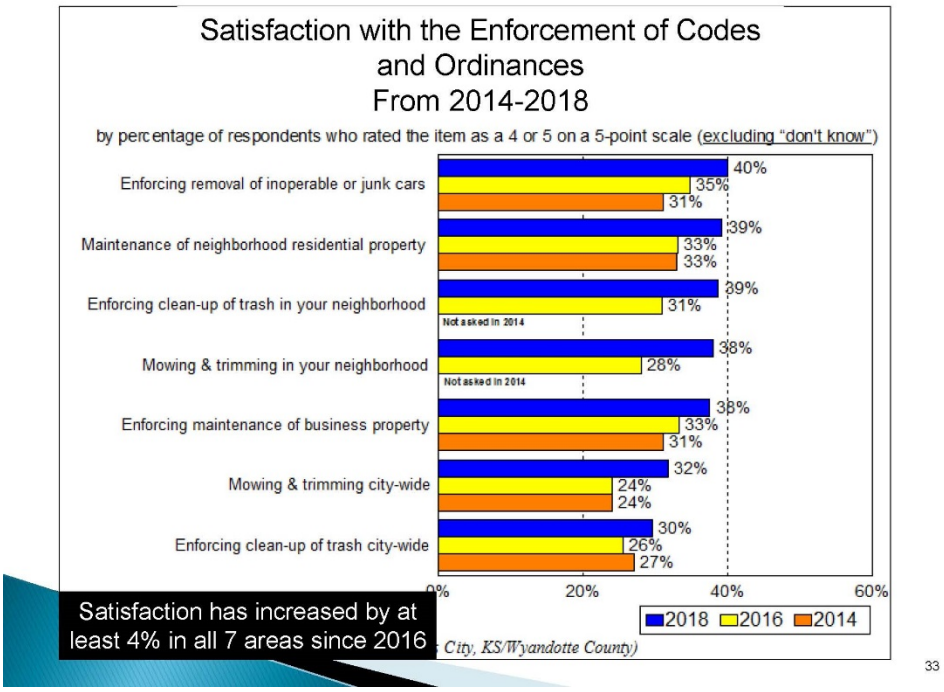
Satisfaction with the Enforcement of Codes and Ordinances From 2014-2018
by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (excluding "don't know")
Enforcing removal of inoperable or junk cars
40%
35%
31%
Maintenance of neighborhood residential property
39%
33%
33%
Enforcing clean-up of trash in your neighborhood
39%
31%
Not asked in 2014
Mowing & trimming in your neighborhood
38%
28%
Not asked in 2014
Enforcing maintenance of business property
38%
33%
31%
Mowing & trimming city-wide
32%
24%
24%
Enforcing clean-up of trash city-wide
30%
26%
27%
0%
20%
40%
60%
2018
2016
2014
Satisfaction has increased by at least 4% in all 7 areas since 2016
City, KS/Wyandotte County)

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Topic #6:
Code Enforcement Ratings and Priorities

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2018 Importance-Satisfaction Rating

Kansas City, Kansas & Wyandotte County Community Survey

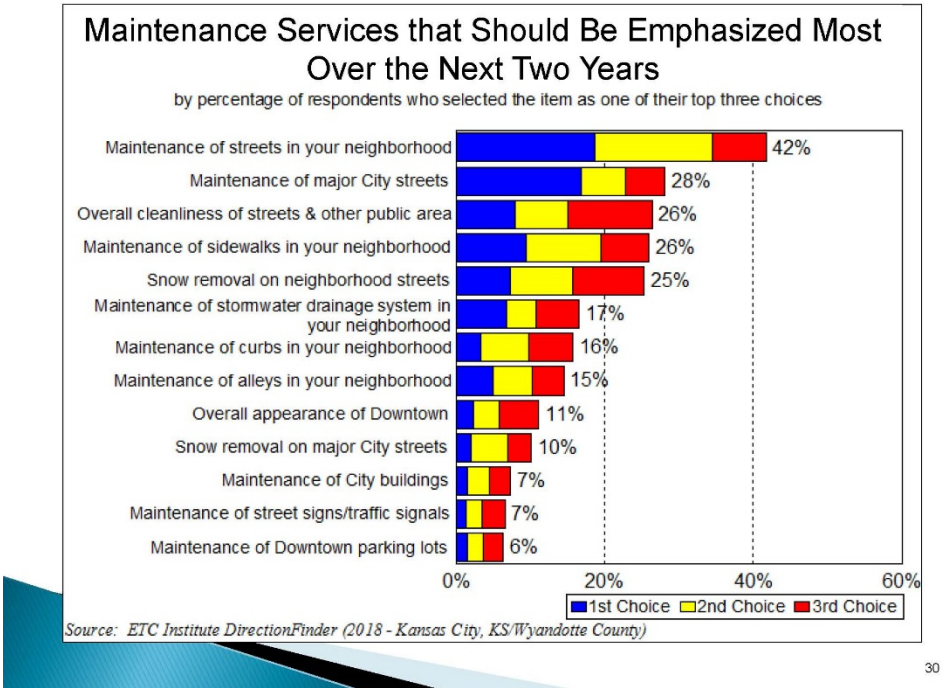
Maintenance Services

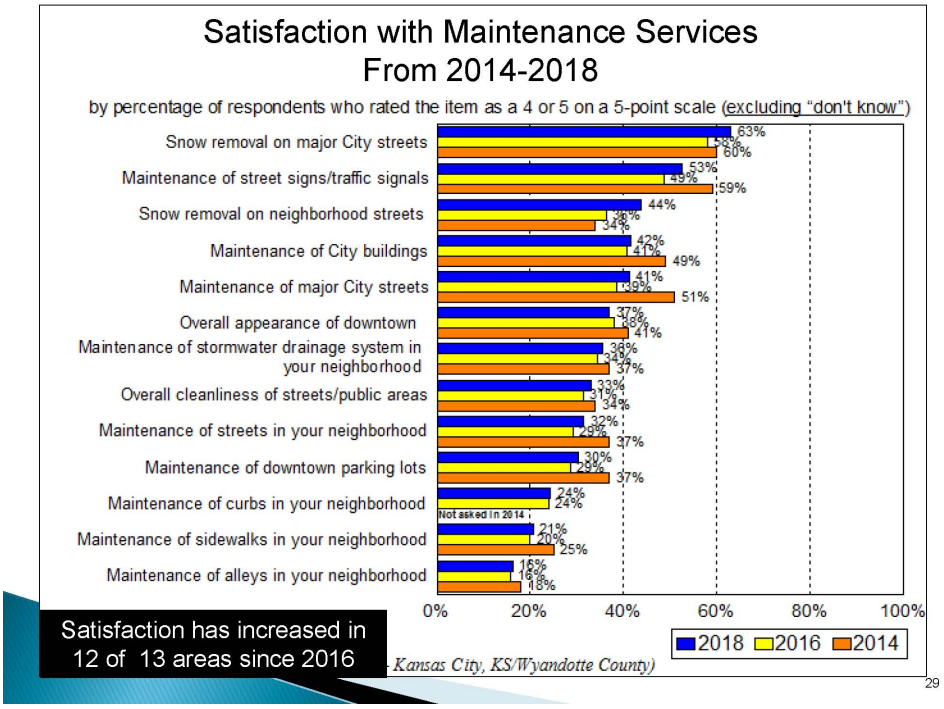
Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Maintenance of streets in your neighborhood	42%	1	32%	9	0.2856	1
Maintenance of sidewalks in your neighborhood	26%	4	21%	12	0.2054	2
Overall cleanliness of streets & other public areas	26%	3	33%	8	0.1762	3
Maintenance of major City streets	28%	2	41%	5	0.1652	4
Snow removal on neighborhood streets	25%	5	44%	3	0.1422	5
Maintenance of alleys in your neighborhood	15%	8	16%	13	0.1215	6
Maintenance of curbs in your neighborhood	16%	7	24%	11	0.1187	7
Maintenance of stormwater drainage system in your neighborhood	17%	6	36%	7	0.1063	8
Overall appearance of Downtown	11%	9	37%	6	0.0699	9
Maintenance of Downtown parking lots	6%	13	30%	10	0.0440	10
Maintenance of City buildings	7%	11	42%	4	0.0427	11
Snow removal on major City streets	10%	10	63%	1	0.0374	12
Maintenance of street signs/traffic signals	7%	12	53%	2	0.0308	13

Greatest Opportunities for Improvement:

(I-S Rating Above 0.15)

31


Maintenance Services that Should Be Emphasized Most Over the Next Two Years
by percentage of respondents who selected the item as one of their top three choices
Maintenance of streets in your neighborhood 42%
Maintenance of major City streets 28%
Overall cleanliness of streets & other public area 26%
Maintenance of sidewalks in your neighborhood 26%
Snow removal on neighborhood streets 25%
Maintenance of stormwater drainage system in your neighborhood 17%
Maintenance of curbs in your neighborhood 16%
Maintenance of alleys in your neighborhood 15%
Overall appearance of Downtown 11%
Snow removal on major City streets 10%
Maintenance of City buildings 7%
Maintenance of street signs/traffic signals 7%
Maintenance of Downtown parking lots 6%
0%
20%
40%
60%
1st Choice
2nd Choice
3rd Choice
Source: ETC Institute DirectionFinder (2018 - Kansas City, KS/Wyandotte County)
30


Satisfaction with Maintenance Services From 2014-2018
by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (excluding "don't know")
Snow removal on major City streets 63% 58% 60%
Maintenance of street signs/traffic signals 53% 49% 59%
Snow removal on neighborhood streets 44% 38% 34%
Maintenance of City buildings 42% 41% 49%
Maintenance of major City streets 41% 39% 51%
Overall appearance of downtown 37% 38% 41%
Maintenance of stormwater drainage system in your neighborhood 36% 34% 37%
Overall cleanliness of streets/public areas 33% 31% 34%
Maintenance of streets in your neighborhood 32% 29% 37%
Maintenance of downtown parking lots 30% 29% 37%
Maintenance of curbs in your neighborhood 24% 24% Not asked in 2014
Maintenance of sidewalks in your neighborhood 21% 20% 25%
Maintenance of alleys in your neighborhood 16% 16% 18%
0%
20%
40%
60%
80%
100%
2018
2016
2014
Satisfaction has increased in 12 of 13 areas since 2016
Kansas City, KS/Wyandotte County)
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Topic #5:
Maintenance Ratings and Priorities

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2018 Importance-Satisfaction Rating

Kansas City, Kansas & Wyandotte County Community Survey

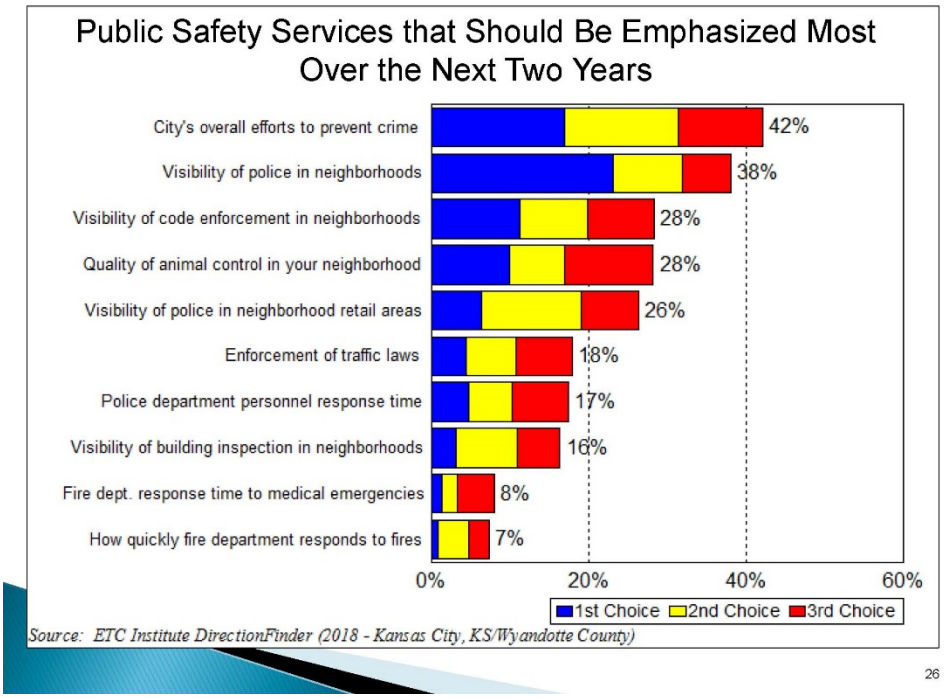
Public Safety Services

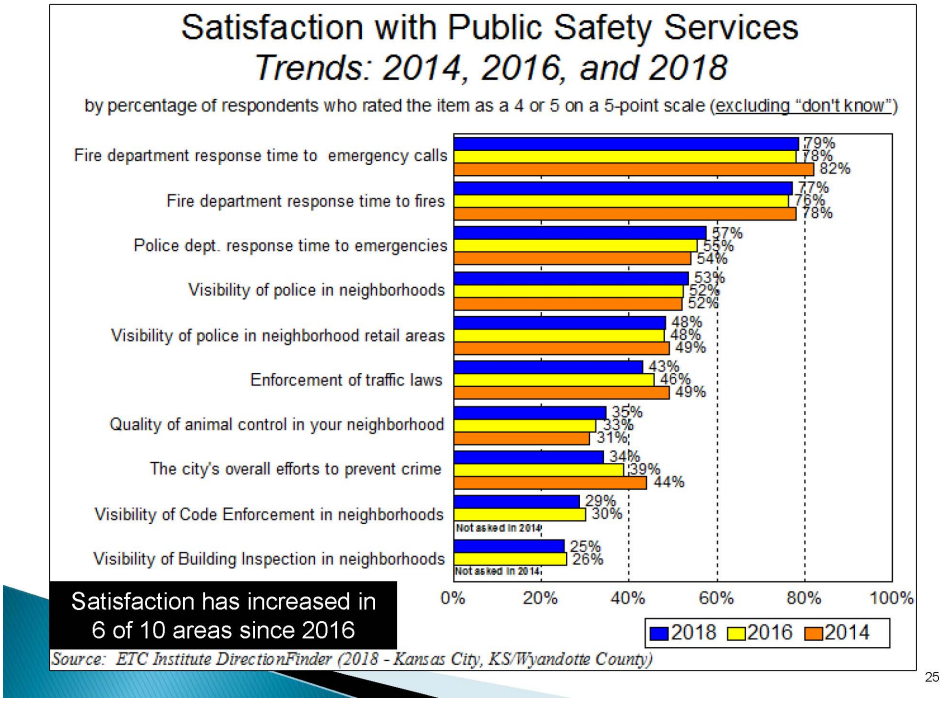
Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
City's overall efforts to prevent crime	42%	1	34%	8	0.2779	1
Visibility of code enforcement in your neighborhood	28%	3	29%	9	0.2021	2
Quality of animal control in your neighborhood	28%	4	35%	7	0.1841	3
Visibility of police in neighborhoods	38%	2	53%	4	0.1771	4
Visibility of police in neighborhood retail areas	26%	5	48%	5	0.1360	5
Visibility of building inspection in your neighborhood	16%	8	25%	10	0.1221	6
Enforcement of traffic laws	18%	6	43%	6	0.1022	7
How quickly police department personnel respond to emergencies	17%	7	57%	3	0.0741	8
How quickly fire department responds to medical emergency calls	8%	9	79%	1	0.0171	9
How quickly fire department responds to fires	7%	10	77%	2	0.0167	10

Greatest Opportunities for Improvement:

(I-S Rating Above 0.15)

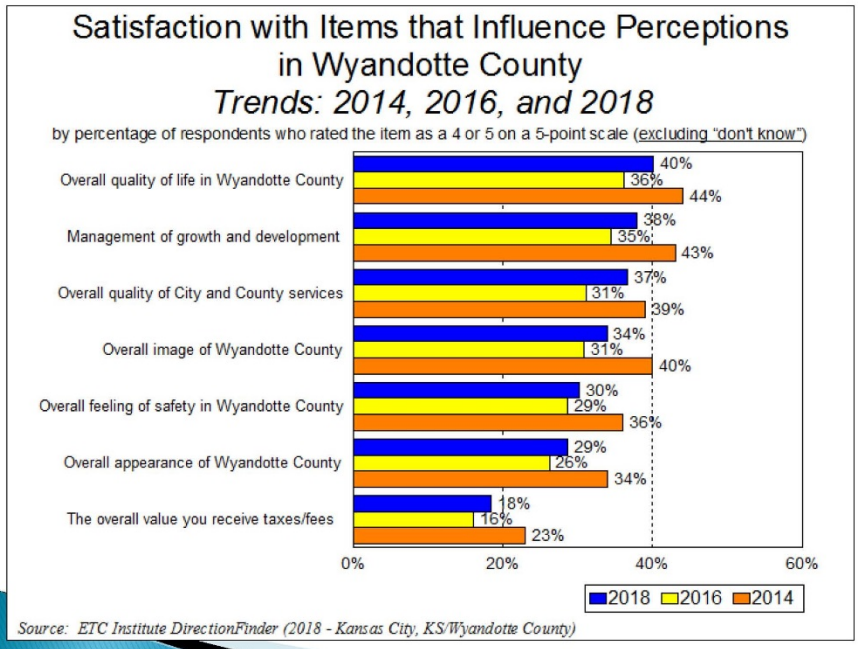
27


Public Safety Services that Should Be Emphasized Most Over the Next Two Years
City's overall efforts to prevent crime
42%
Visibility of police in neighborhoods
38%
Visibility of code enforcement in neighborhoods
28%
Quality of animal control in your neighborhood
28%
Visibility of police in neighborhood retail areas
26%
Enforcement of traffic laws
18%
Police department personnel response time
17%
Visibility of building inspection in neighborhoods
16%
Fire dept. response time to medical emergencies
8%
How quickly fire department responds to fires
7%
0%
20%
40%
60%
1st Choice
2nd Choice
3rd Choice
Source: ETC Institute DirectionFinder (2018 - Kansas City, KS/Wyandotte County)
26


Satisfaction with Public Safety Services
Trends: 2014, 2016, and 2018
by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (excluding "don't know")
Fire department response time to emergency calls
79%
78%
82%
Fire department response time to fires
77%
76%
78%
Police dept. response time to emergencies
57%
55%
54%
Visibility of police in neighborhoods
53%
52%
52%
Visibility of police in neighborhood retail areas
48%
48%
49%
Enforcement of traffic laws
43%
46%
49%
Quality of animal control in your neighborhood
35%
33%
31%
The city's overall efforts to prevent crime
34%
39%
44%
Visibility of Code Enforcement in neighborhoods
29%
30%
Not asked in 2014
Visibility of Building Inspection in neighborhoods
25%
26%
Not asked in 2014
0%
20%
40%
60%
80%
100%
2018
2016
2014
Satisfaction has increased in 6 of 10 areas since 2016
Source: ETC Institute DirectionFinder (2018 - Kansas City, KS/Wyandotte County)
25

Topic #4:
Public Safety Ratings and Priorities

24



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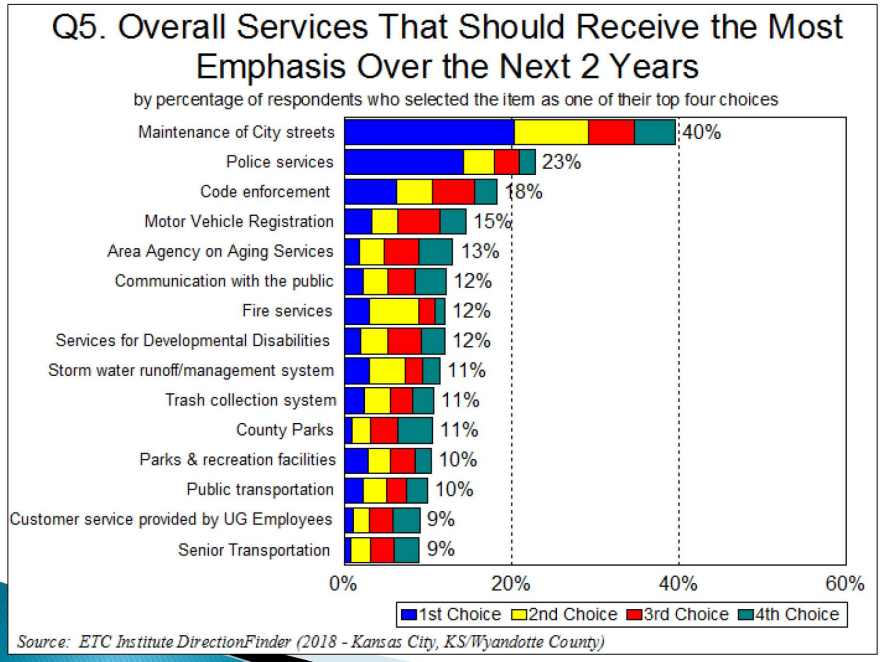
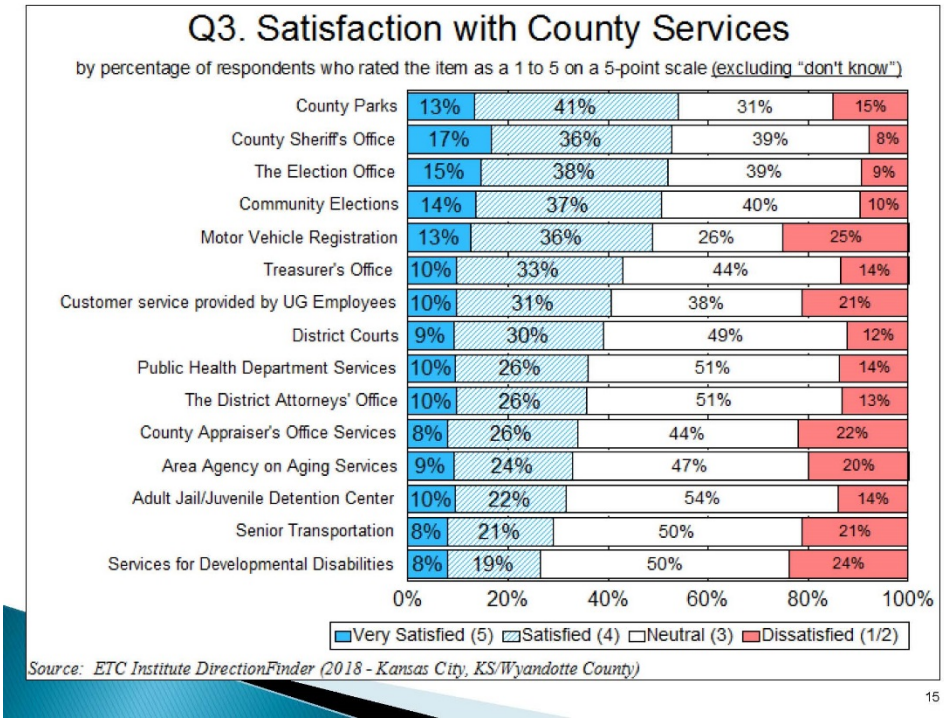


22

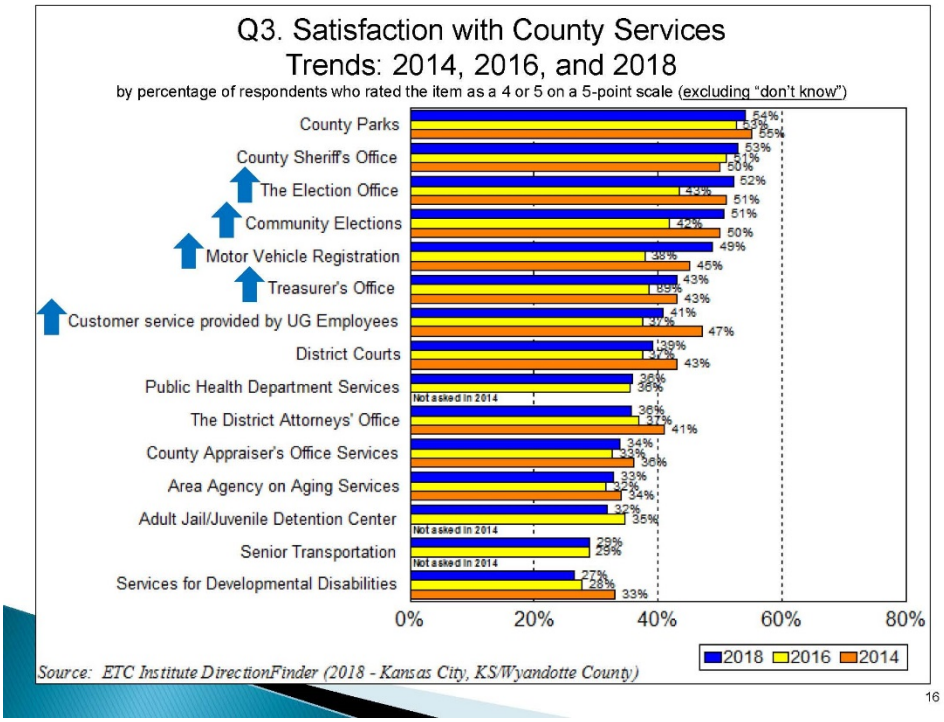
Topic #3: Overall Priorities

21

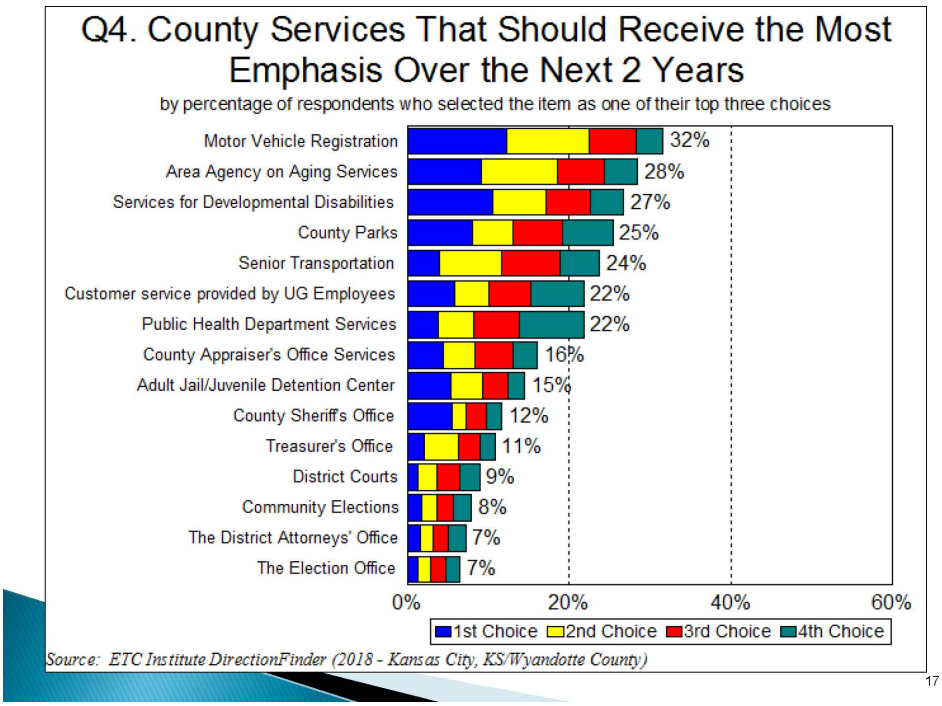
Shifting to County Level Services.



You can see again we have a number of services that were assessed; Parks, Sheriff Office, the Election Office were rated the highest. You can see services for Developmental Disabilities, Transportation, Senior Transportation; a lot of these services people, frankly, are not that familiar with and that's why you tend to see a lot more of the three rating. There's not a lot of dissatisfaction here, but at the same time, people may not know what you're really doing or have a real strong opinion about it which is why you have so many three ratings. You will notice Motor Vehicle Registration 25% and the Customer Service at 21% were two of the areas that had some of the highest levels of dissatisfaction, but what's great is those are two of the areas you've made the most improvement over the last two years.



In fact, when you look at the changes from two years ago or really over the last couple of years, you will see the Election Office is up significantly, the Community Elections is up, Motor Vehicle Registration, which you just saw had some of the highest dissatisfactions, actually made more than a 10% improvement in satisfaction. The Treasurer's Office is up significantly and the Customer Service has also rebounded which is great. There were no significant decreases either. All in all both on the Neighborhood and also on the County Level Services you're definitely moving in the right direction.



When we did the analysis here to identify the top priorities, you'll see the Motor Vehicle Registration is near the top and that's not uncommon to be near the top because it's a service that so many people use and since there is the most dissatisfaction, people are probably paying a little more attention to that, but like I said you're moving in the right direction. Aging Services, Developmental Disabilities, your Parks and Senior Transportation kind of round out the top issues, but there is not just one item that stands head and shoulders above the others like Streets does on the Neighborhood and Community Level Services.

Priorities for Improving County Services by District

Rank	Overall Priorities	# of Districts ranked in top 5	District 1	District 2	District 3	District 4	District 5	District 6	District 7	District 8
1st	Motor Vehicle Registration	6	Area Agency on Aging Services	Services for Developmental Disabilities	Area Agency on Aging Services	Motor Vehicle Registration	Motor Vehicle Registration	Motor Vehicle Registration	Motor Vehicle Registration	Motor Vehicle Registration
2nd	Area Agency on Aging Services	8	Services for Developmental Disabilities	Area Agency on Aging Services	Motor Vehicle Registration	Services for Developmental Disabilities	County Parks	Area Agency on Aging Services	Area Agency on Aging Services	Area Agency on Aging Services
3rd	Services for Developmental Disabilities	7	County Parks	Senior Transportation	Services for Developmental Disabilities	Area Agency on Aging Services	Area Agency on Aging Services	County Appraiser's Office Services	County Parks	Senior Transportation
4th	County Parks	7	Senior Transportation	Public Health Department Services	Senior Transportation	County Parks	Services for Developmental Disabilities	County Parks	Senior Transportation	Services for Developmental Disabilities
5th	Senior Transportation	5	Adult Jail/Juvenile Detention Center	County Parks	County Parks	Public Health Department Services	County Appraiser's Office Services	Services for Developmental Disabilities	Customer Service	Customer Service

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When we look at the priorities, overall you will see number one was Motor Vehicle Registration, but you see in a couple districts Developmental Disabilities or Aging Services rank as number one. You can see Motor Vehicle Registration was in most of the areas, but not all. You can see Parks is fourth overall, but pretty scattered among most of the different areas. Senior Transportation was also scattered but in many of the districts, but you can see there is a little more difference when it comes to County Level Service priorities compared to Neighborhood Level Service priorities where they're generally the same throughout the county.

2018 Importance-Satisfaction Rating

Kansas City, Kansas & Wyandotte County Community Survey

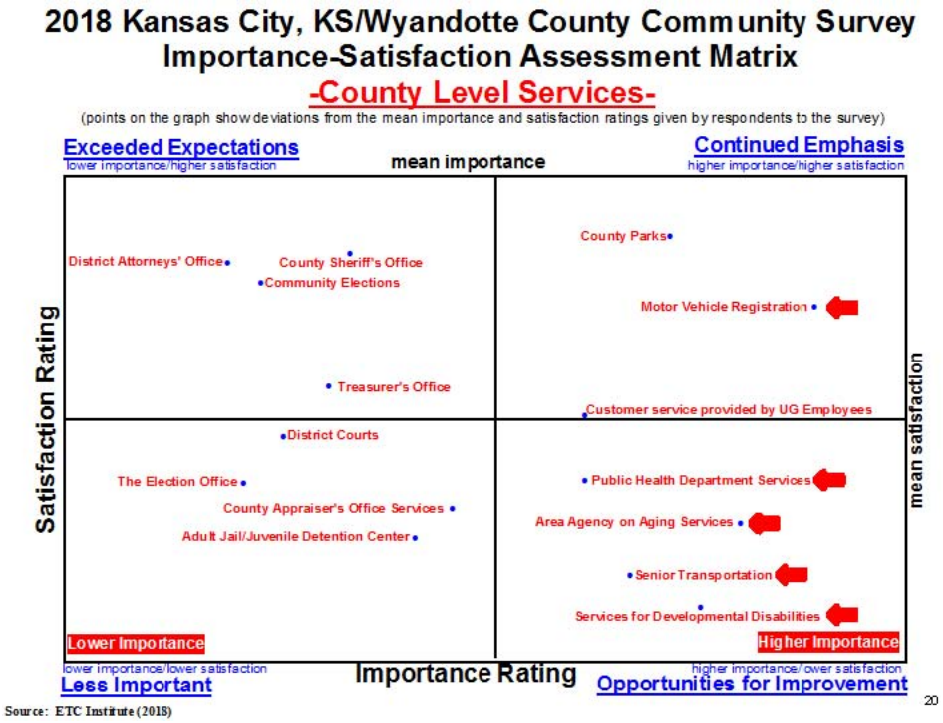
County Level Services

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Services for Developmental Disabilities	27%	3	27%	15	0.1962	1
Area Agency on Aging Services	28%	2	33%	12	0.1908	2
Senior Transportation	24%	5	29%	14	0.1685	3
Motor Vehicle Registration	32%	1	49%	5	0.1618	4
Public Health Department Services	22%	7	36%	9	0.1397	5
Customer service provided by UG Employees	22%	6	41%	7	0.1293	6
County Parks	25%	4	54%	1	0.1166	7
County Appraiser's Office Services	16%	8	34%	11	0.1066	8
Adult Jail/Juvenile Detention Center	15%	9	32%	13	0.0990	9
Treasurer's Office	11%	11	43%	6	0.0617	10
County Sheriff's Office	12%	10	53%	2	0.0552	11
District Courts	9%	12	39%	8	0.0541	12
The District Attorneys' Office	7%	14	36%	10	0.0463	13
Community Elections	8%	13	51%	4	0.0390	14
The Election Office	7%	15	52%	3	0.0311	15

Greatest Opportunities for Improvement:

(I-S Rating Above 0.15)

When did the analysis overall, you'll see services for Developmental Disabilities, Aging Services, Senior Transportation, and Motor Vehicle Registration were at the top of the list. Those are four of the five most important and you can see most of them have lower ratings. The one difference is Motor Vehicle Registration is so important to people that even though you're doing well, people want you to keep focusing on and so there are opportunities to do even better because your satisfaction rating still though has gotten higher it's still at 49% so it can get better.

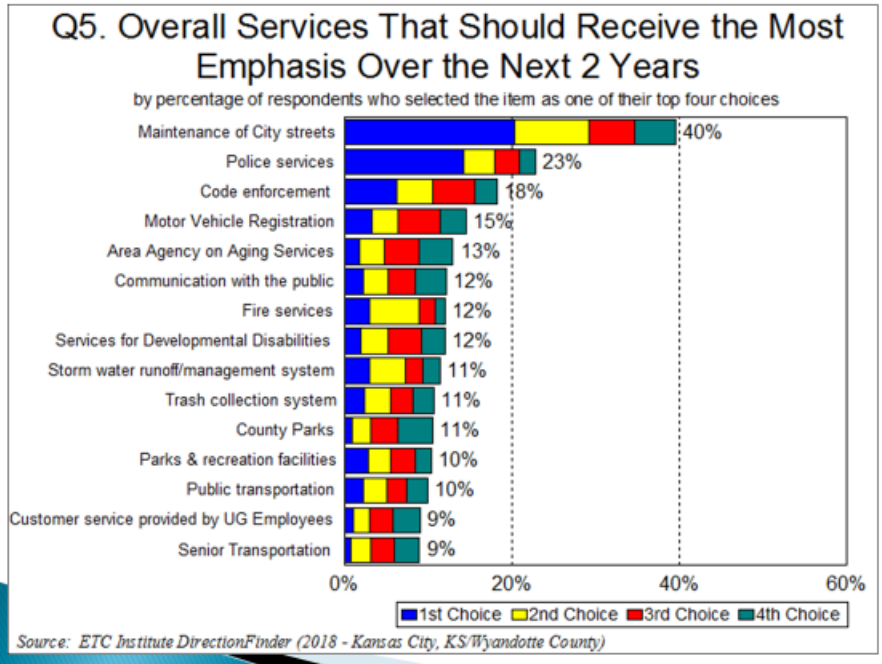


You can see that on this chart. If you're looking at the things in the bottom right, you will see Developmental Disabilities Service, Senior Transportation, Aging Services, and Public Health are on the bottom right and Motor Vehicle Registration is just so important that's one of the reasons it's important to keep focusing on that as you move forward.

Topic #3:
Overall Priorities

21

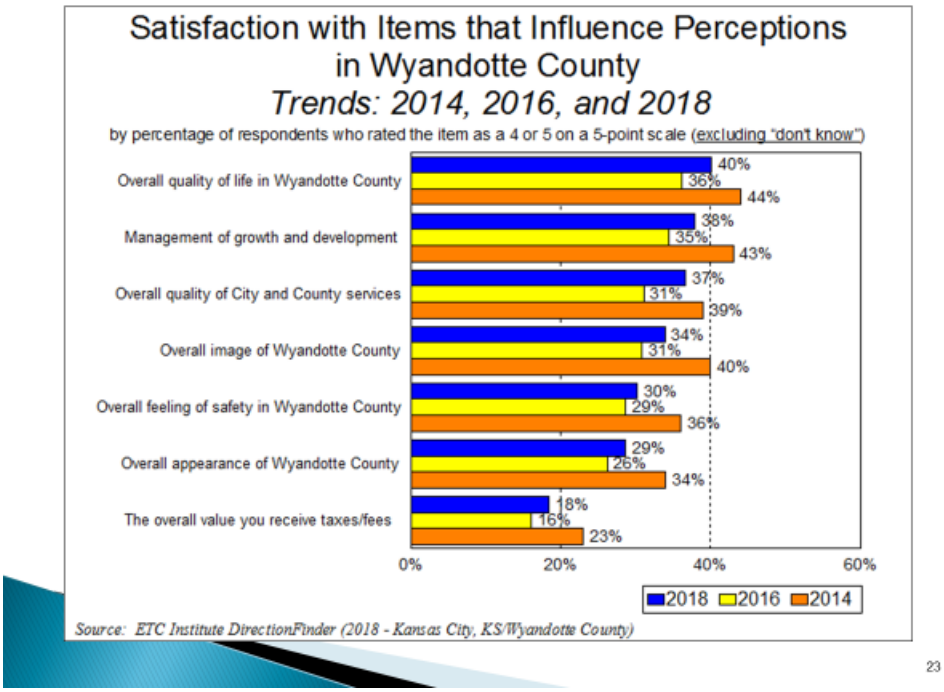
As far as Overall Priorities…



22

Maintenance of Streets, when we said okay, of all the county, all the Neighborhood and Community Services, we then have folks say well which of these are the most important to you

and you will notice that the Neighborhood and Community Services three of the top four are in that area. Streets, Police, and Codes are at the top of the list and then you can see Motor Vehicle Registration is fourth and then you have really almost everything else is more or less statistically equal and so that really depends and shows you how diverse the needs are of the community. Again, the emphasis on Streets is certainly there.

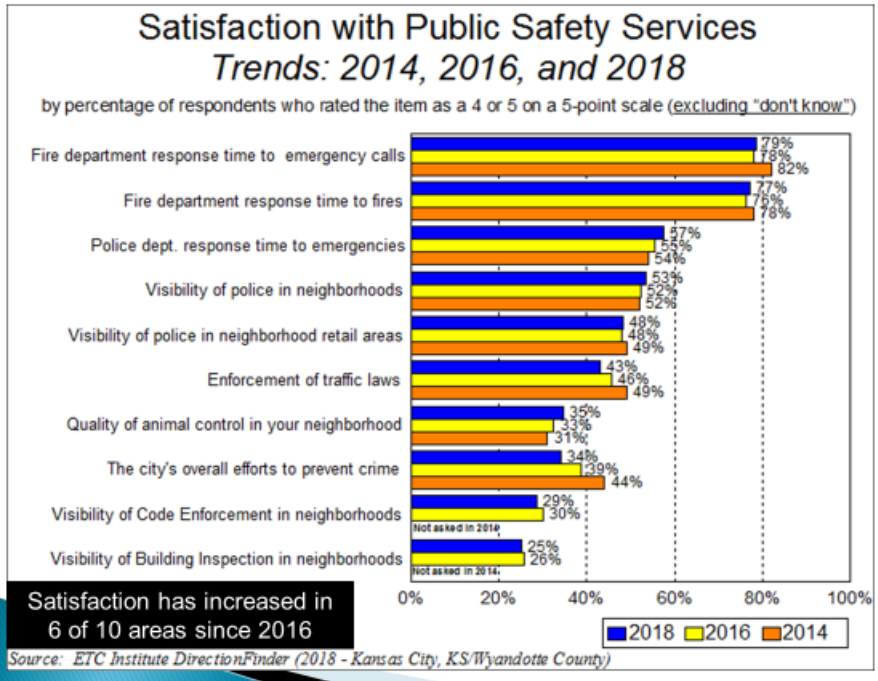


One of the things I thought was great is when I was here last time we had seen decrease in the overall perceptions of the county, but since 2016 we've seen some significant rebounds in several areas. You see Perceptions of Quality of Life is up 4% from 2016. The ways you're managing your growth and development is up 3%. The overall quality of city and county services is actually up 6% compared to two years ago. The image of the county has improvement, feeling of safety is up a little bit, the appearance is up and then the overall value for taxes has also improved and so all in all I know there were some concerns arise here last time that things had decreased, it seems you have turned the corner around and you are back to moving in the right direction.

Topic #4:
Public Safety Ratings and Priorities

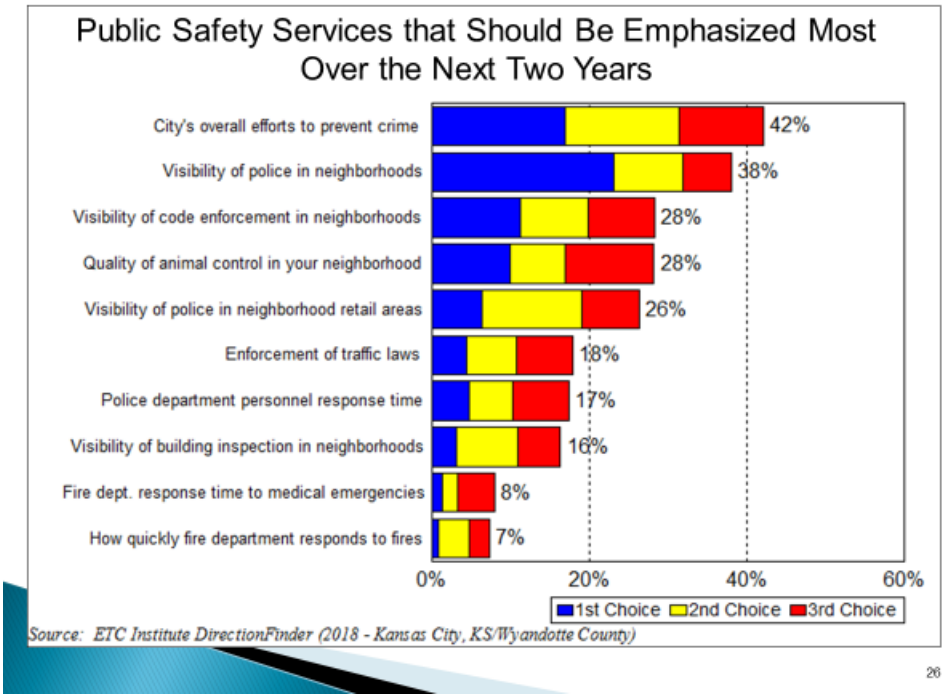
24

As far as some of the specific things we looked at on the survey one was just to drill into Public Safety issues and try to better understand what was going on there.



25

You can see here are the trends over the last three times we've done the survey. Fire Department issues, response times to emergency calls to fires; you can see have not changed a whole lot. In fact, for the most part there haven't been many statistically significant shifts for some of the specific aspects of Public Safety. You can see though that the overall efforts to prevent crime has trended a little bit down and that's usually not a function necessarily of crime itself, it's also perceptions, education. Sometimes what can happen is media stories and things like that can cause people to feel less safe and so sometimes we've found that the strategies to address concerns about crime prevention are actually a public education effort.



When we look at the top priorities, you can see that the efforts to prevent crime is at the top of the list and close second is visibility of police in neighborhoods and you will notice that's the one that has the most first choices. Those are clearly kind of your top two choices followed by the Visibility of Code Enforcement in Neighborhoods, Animal Control and Police in retail areas kind of our second tier of responses.

2018 Importance-Satisfaction Rating

Kansas City, Kansas & Wyandotte County Community Survey

Public Safety Services

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
City's overall efforts to prevent crime	42%	1	34%	8	0.2779	1
Visibility of code enforcement in your neighborhood	28%	3	29%	9	0.2021	2
Quality of animal control in your neighborhood	28%	4	35%	7	0.1841	3
Visibility of police in neighborhoods	38%	2	53%	4	0.1771	4
Visibility of police in neighborhood retail areas	26%	5	48%	5	0.1360	5
Visibility of building inspection in your neighborhood	16%	8	25%	10	0.1221	6
Enforcement of traffic laws	18%	6	43%	6	0.1022	7
How quickly police department personnel respond to emergencies	17%	7	57%	3	0.0741	8
How quickly fire department responds to medical emergency calls	8%	9	79%	1	0.0171	9
How quickly fire department responds to fires	7%	10	77%	2	0.0167	10

Greatest Opportunities for Improvement:

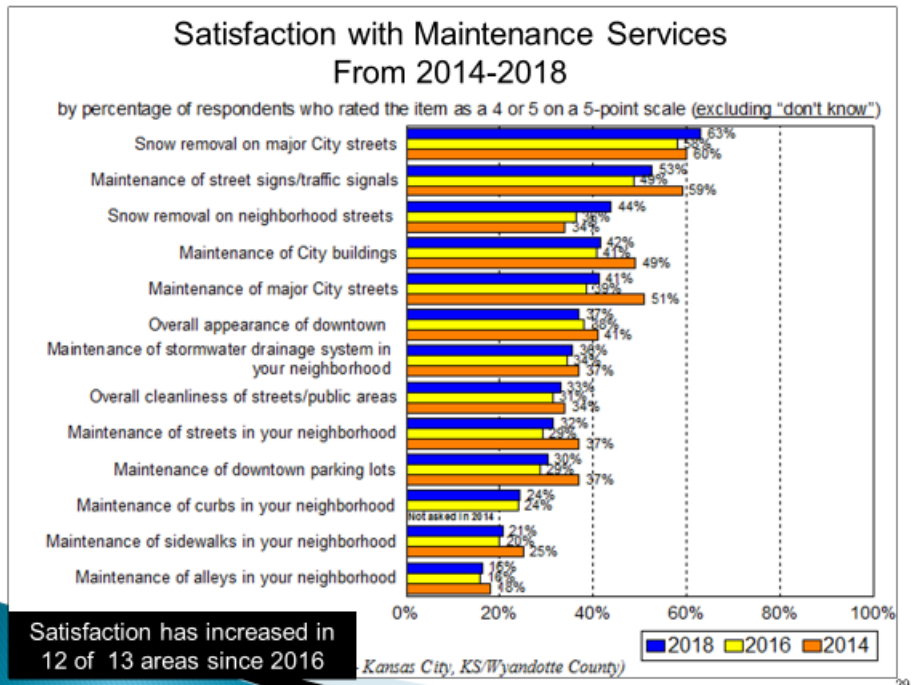
(I-S Rating Above 0.15)

27

When we did the analysis, you can see the top two are the overall efforts to prevent crime and then the visibility of Code Enforcement in neighborhoods followed by Animal Control and visibility. There's not just one thing to do, there are several different things to do and that's where some of the analysis that we're going to provide by neighborhoods may help you target your efforts in different parts of the county to get the most return on your investment.

Topic #5:
Maintenance Ratings and Priorities

28



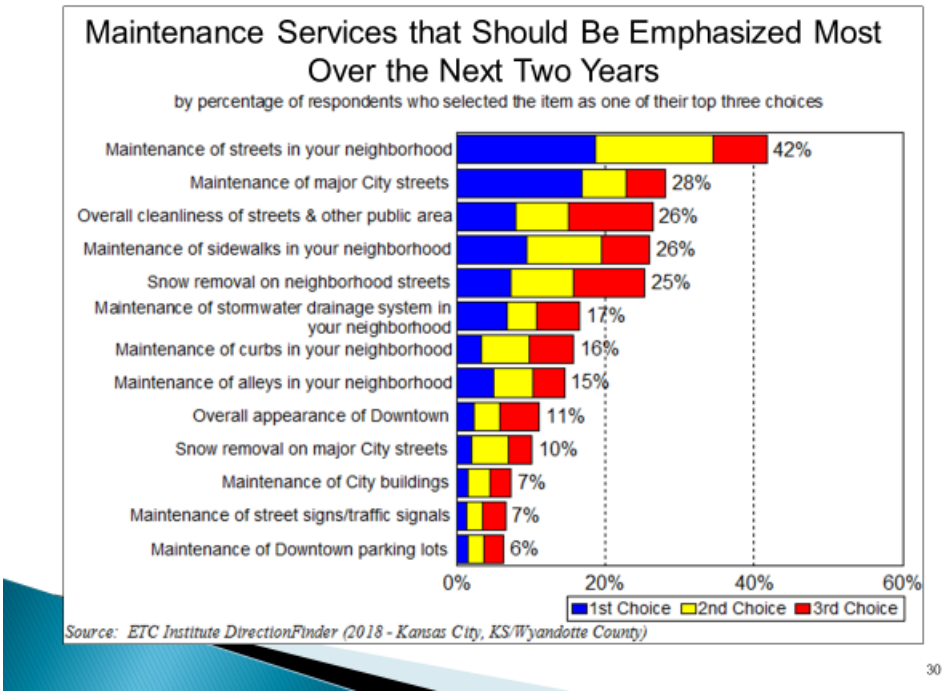
Satisfaction has increased in 12 of 13 areas since 2016

29

When it comes to maintenance issues, you can see here there has been progress in a number of the areas. Snow removal on neighborhood streets, I know we didn't have a whole lot of snow this year, that may have helped a little bit but that's up significantly. More importantly, you can see

the maintenance of street, signs and traffic signals rebounded in a great way. You can see the maintenance of your major streets is up and some of these items take a long time to turn. In fact, I've been in a number of communities where they had maintenance of streets as their top issue and as they invest in the streets sometimes their ratings tend to go down because streets are getting torn up, traffic starts being a problem and so sometimes while you're making the investments you don't initially see all the returns. The fact that we've seen a positive movement pretty much involves areas of maintenance and just that you're doing a good job of managing it. Actually, sometimes when you're really tearing things up it's not even the maintenance itself, it's the impact it has on neighbors.

I know like in the city of Olathe, they've seen their ratings go down sometimes when they do a neighborhood street restoration project and people when it's all done like the street, but they're mad at the company for blocking their driveways and things like that. So, sometimes really understanding where the project went and how people respond and that's where the mapping and the fact that you have such a large sample will probably help you understand some of this detail a little bit more.



You can see it in this case, neighborhood streets is the number one thing at 42%, closely behind that you can see is major streets and that's kind of the cleanliness, sidewalks in neighborhoods,

snow removal are all kind of the second tier, but taking care of neighborhoods is clearly at the top of the list for folks in the county.

2018 Importance-Satisfaction Rating

Kansas City, Kansas & Wyandotte County Community Survey

Maintenance Services

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Maintenance of streets in your neighborhood	42%	1	32%	9	0.2856	1
Maintenance of sidewalks in your neighborhood	26%	4	21%	12	0.2054	2
Overall cleanliness of streets & other public areas	26%	3	33%	8	0.1762	3
Maintenance of major City streets	28%	2	41%	5	0.1652	4
Snow removal on neighborhood streets	25%	5	44%	3	0.1422	5
Maintenance of alleys in your neighborhood	15%	8	16%	13	0.1215	6
Maintenance of curbs in your neighborhood	16%	7	24%	11	0.1187	7
Maintenance of stormwater drainage system in your neighborhood	17%	6	36%	7	0.1063	8
Overall appearance of Downtown	11%	9	37%	6	0.0699	9
Maintenance of Downtown parking lots	6%	13	30%	10	0.0440	10
Maintenance of City buildings	7%	11	42%	4	0.0427	11
Snow removal on major City streets	10%	10	63%	1	0.0374	12
Maintenance of street signs/traffic signals	7%	12	53%	2	0.0308	13

Greatest Opportunities for Improvement:

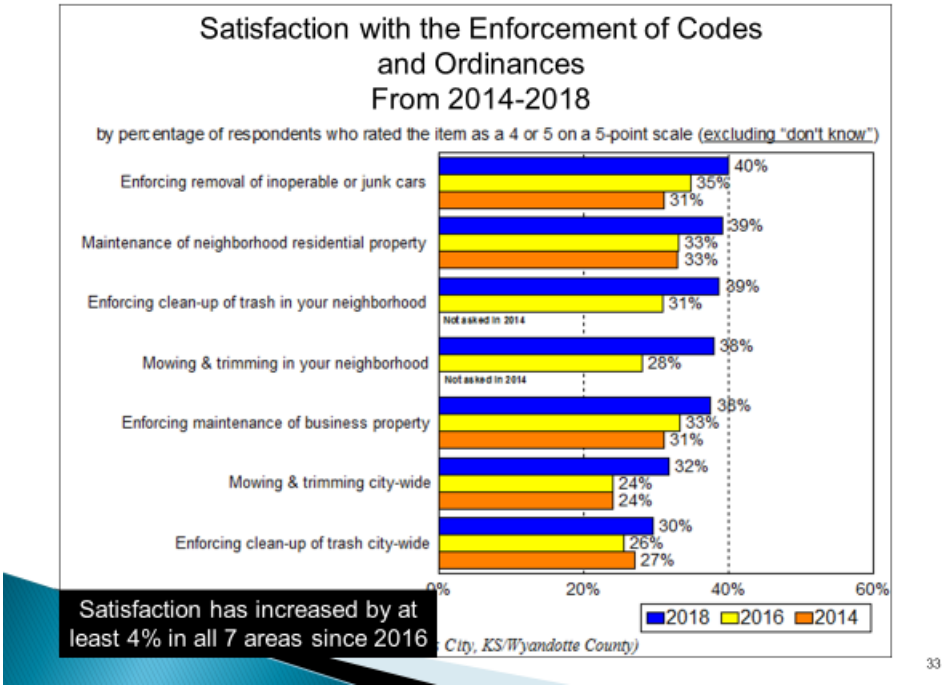
(I-S Rating Above 0.15)

31

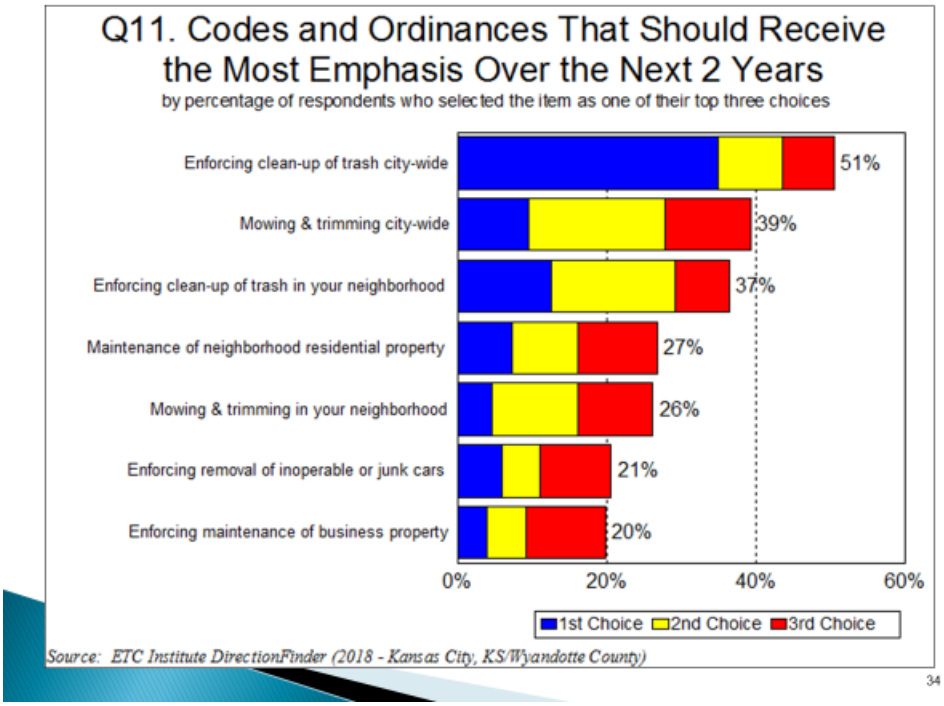
You can see that all of those items I just mentioned are generally in the area that we call either the most significant opportunities for improvement in red, but you will see the maintenance of streets in neighborhoods as the highest important satisfaction rating and so that's probably where you're going to have the greatest return on investment when it comes to street improvements.

Topic #6:
Code Enforcement Ratings and Priorities

On the Code Enforcement side, you might have noticed earlier there wasn't really a dramatic increase overall in Code Enforcement, but I think the specific things you're doing on code enforcement are being noticed. Sometimes it takes a while because people can start using a team of code enforcement just to blame everything that's wrong in the city. They don't really understand what code enforcement is, but that term can be negative.



When we actually looked at the specific things you are doing, you're making really good progress in a number of areas and so it might be you need to link what you're doing with the term code enforcement even how you do your education and the information. Check this out, it could be removal of inoperable and junk cars, that's up 9% just over the last four years. Maintenance of neighborhood residential property is up 6% compared to just two years ago. Enforcement of clean-up of trash in neighborhoods is up 8%, the mowing and trimming of neighborhoods is 12%, enforcement of business property maintenance is up long-term 5% from last time, 7% from four years, mowing and trimming city-wide is up 8% and the clean-up of trash city-wide is up 4% from just two years ago. You have made tremendous improvement in code enforcement so even though the overall rating hasn't changed, I think it shows that the specific efforts you are doing are being noticed and it make take a while before people start really understanding what the general term code enforcement really means doing all of these things so great job in this arena.



Things that people care the most about, cleaning up trash city-wide, 51%. I know some communities have relied on volunteers. This has been a way to reach out to the community sometimes when it's hard to clean-up the whole community, but I know some communities that have had challenges with the trash effort have reached out to the volunteer groups and things like that in the community to assist with this to help move it forward. Whatever you're doing, you come back here, 8% in just two years. You're definitely doing something right when it comes to the clean-up of trash and things like that.

2018 Importance-Satisfaction Rating
Kansas City, Kansas & Wyandotte County Community Survey

Codes and Ordinances

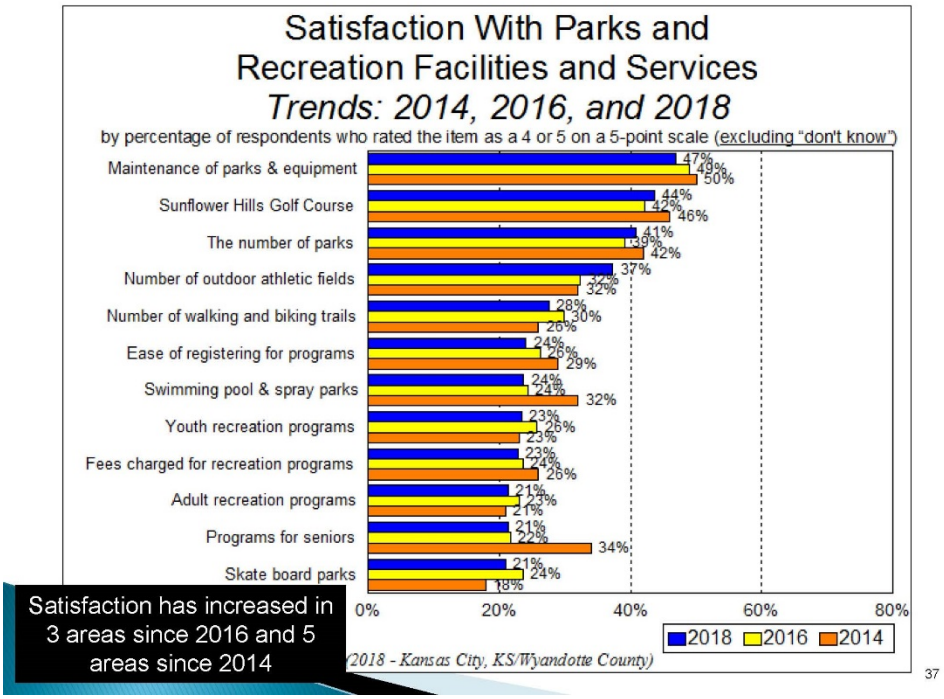
Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Enforcing clean-up of junk, trash, & debris (blight) City-wide	51%	1	30%	7	0.3555	1
Enforcing mowing & trimming of weeds on private and/or vacant property City-wide	39%	2	32%	6	0.2684	2
Enforcing clean-up of junk, trash, & debris (blight), in your neighborhood	37%	3	39%	3	0.2237	3
Enforcing maintenance of residential property (houses) in your neighborhood	27%	4	39%	2	0.1629	4
Enforcing mowing & trimming of weeds on private and/or vacant property in your neighborhood	26%	5	38%	4	0.1627	5
Enforcing maintenance of business property	20%	7	38%	5	0.1238	6
Enforcing removal of inoperable or junk cars in your neighborhood	21%	6	40%	1	0.1236	7

Greatest Opportunities for Improvement:
(I-S Rating Above 0.15)

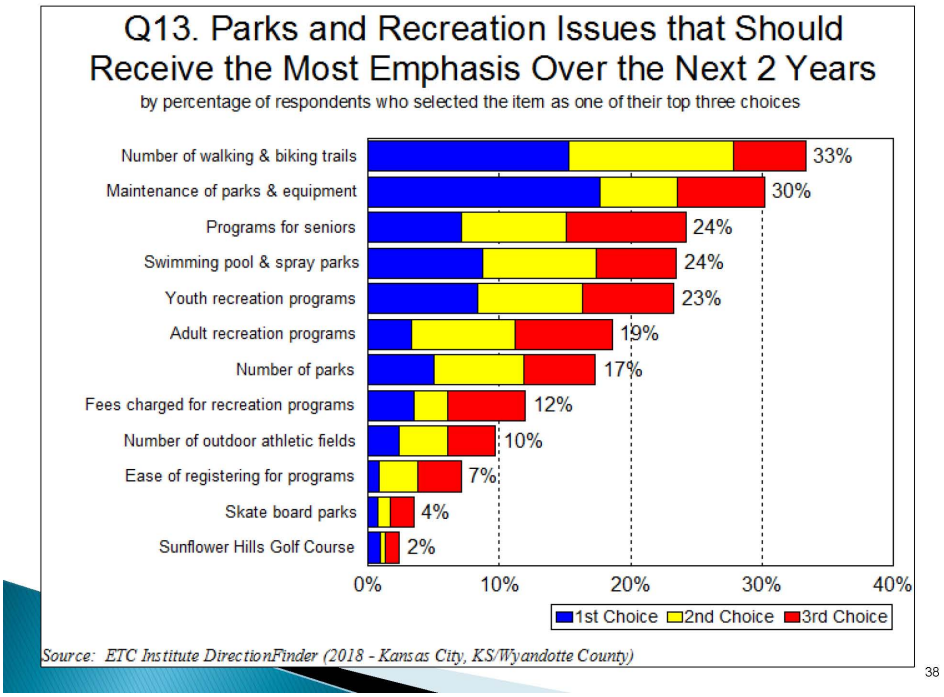
Overall you can see you still need to work in all the areas so you're moving in the right direction, but you can see in most cases there are still opportunities to do better given that the satisfaction ratings in most areas are below 50%. In fact, they're all below 50%, so that's one of the reasons you see so much red on this. Code Enforcement, you're moving in the right direction but still opportunities to do better.

Topic #7:
Parks & Recreation Ratings and Priorities

36



On the Parks and Recreation side, you can see, again, here not a lot of significant changes from two years ago. There have been some decreases if you look back to 2014. Programs for seniors has dropped from where it was at 34%. It has been the same from 2016. Swimming pools, you can see dropped from 32 to 24, but we've also seen as far as the number of outdoor athletic fields that's up actually 5% over the last four years and most of the other items are statistically about the same as where they were before.



When it comes to opportunities to do better, the number one thing that people care about are your biking and walking trails at 33% followed by taking care of your parks and equipment at 30%. Again, there's not just one item. You can see if you look at the percentages between 23 and 33, you've got five different things and so that means having a diverse response, there's not just one simple thing to do.

2018 Importance-Satisfaction Rating

Kansas City, Kansas & Wyandotte County Community Survey

Parks and Recreation

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Number of walking & biking trails	33%	1	28%	5	0.2411	1
Programs for seniors	24%	3	21%	11	0.1905	2
Swimming pool & spray parks	24%	4	24%	7	0.1793	3
Youth recreation programs	23%	5	23%	8	0.1785	4
Maintenance of parks & equipment	30%	2	47%	1	0.1604	5
Adult recreation programs	19%	6	21%	10	0.1462	6
Number of parks	17%	7	41%	3	0.1024	7
Fees charged for recreation programs	12%	8	23%	9	0.0925	8
Number of outdoor athletic fields	10%	9	37%	4	0.0608	9
Ease of registering for programs	7%	10	24%	6	0.0539	10
Skate board parks	4%	11	21%	12	0.0277	11
Sunflower Hills Golf Course	2%	12	44%	2	0.0135	12

Greatest Opportunities for Improvement:

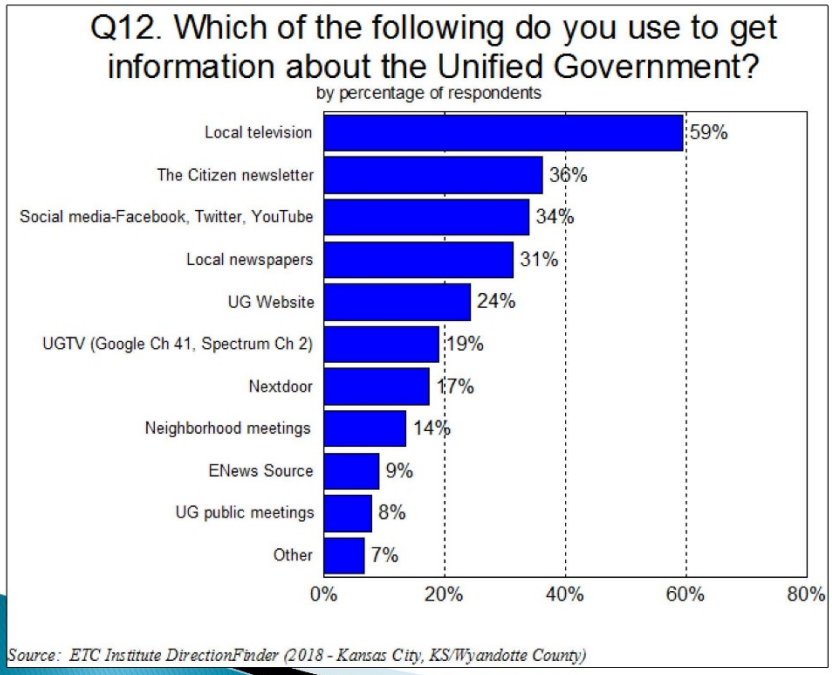
(I-S Rating Above 0.15)

39

When we did do the analysis the places you will get some of the biggest returns as far as infrastructure on Parks & Recreation will be from your walking and biking trails and your pools and also continued maintenance of your parks and equipment. On the programming side, it's going to be youth programs and senior programs are the two areas to take a look at.

Topic #9:
Other Findings

40

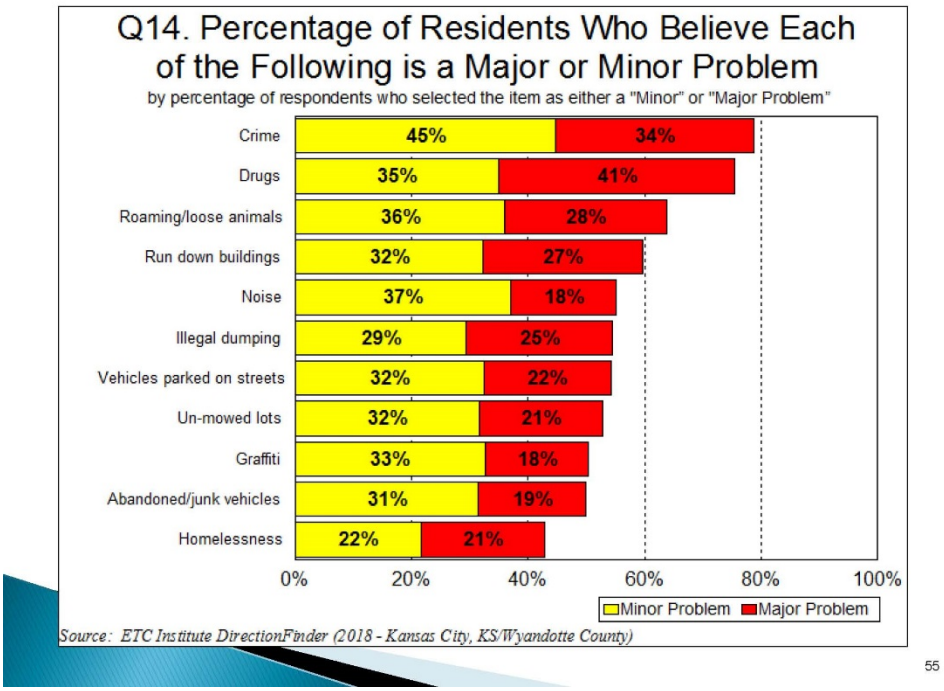


55

Some of the other things that we took a look at in the survey just to let you know, and these aren't necessarily your performance questions, but they're some of the attitudes about issues you're looking at. One is just how people get information. You can see local television at 59%, the top

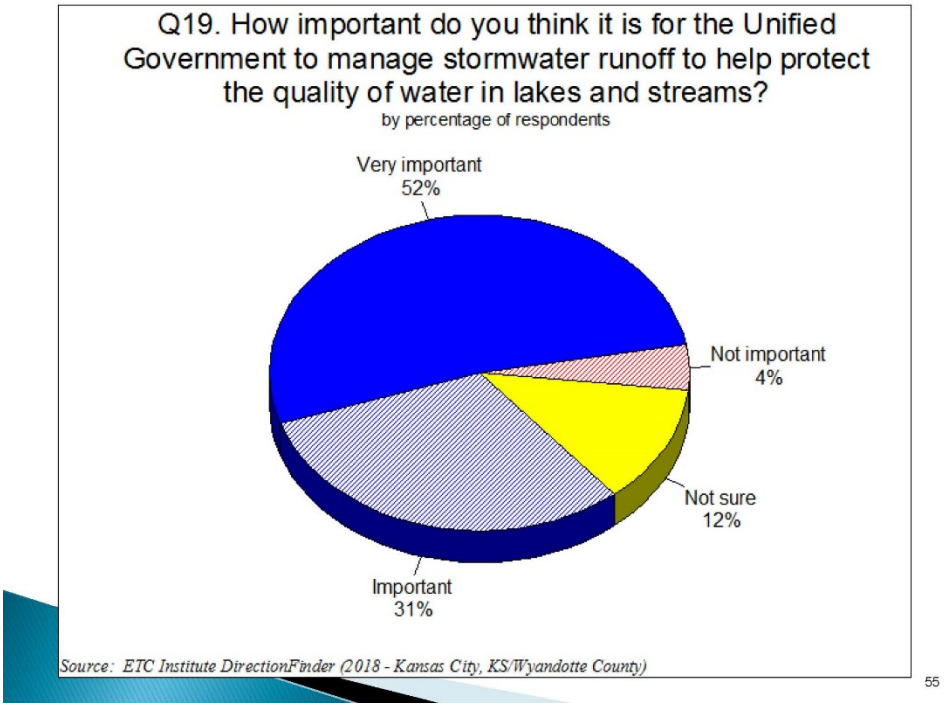
story unfortunately. That means you're responding to 15 second stories about sensational things and that's why sometimes something like crime prevention can be such a concern for folks because they're getting a lot of information from the media that's on tv. Your *Citizen* Newsletter, take advantage of that. That's actually the number two source of information, social media-Facebook is third, local newspapers is fourth and the UG website has about 24% which is good, but anymore most communities are having about a third of their residents rely on their website so there are opportunities to do better. That could even be the demographics of the community that are driving it being slightly lower usage given the demographics that exist here.

Commissioner Philbrook said on that local television question, how was that worded? **Mr. Tatum** said it just says local television. **Commissioner Philbrook** said it just says local television so that's not very helpful because we have UGTV. **Mr. Tatum** said we have that separate, 19%. **Commissioner Philbrook** said if you have it separated, okay, so UGTV is separate about halfway down, channel 2. Only 19%, darn, it seems like there are more patients coming in than that watching it.

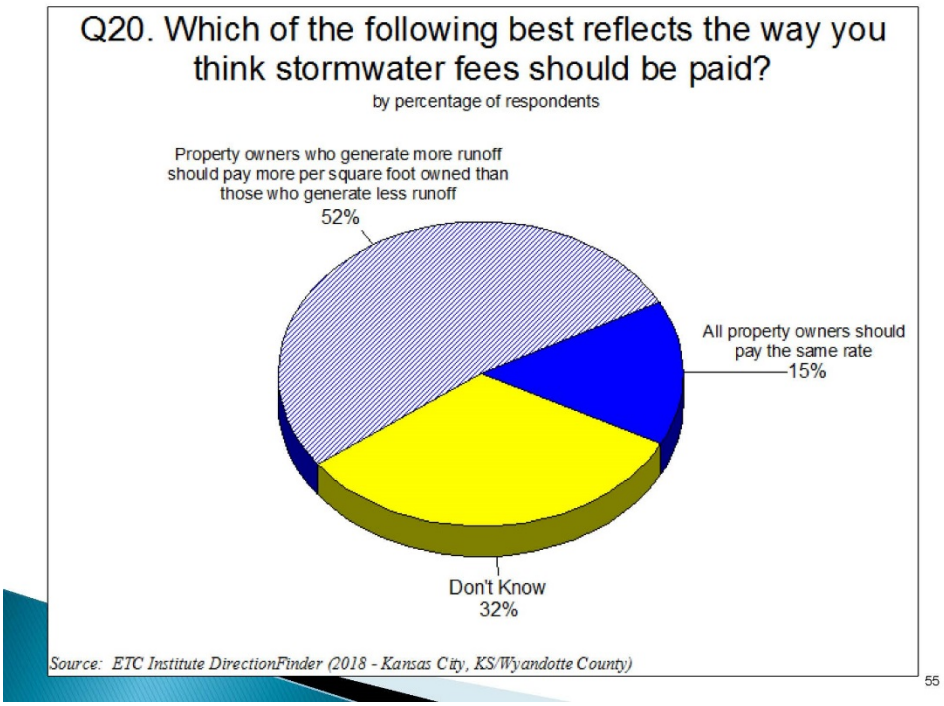


Another thing we're tracking, we will actually prepare some maps so you can see where the greatest concerns exists. We actually ask people whether something was a major or a minor

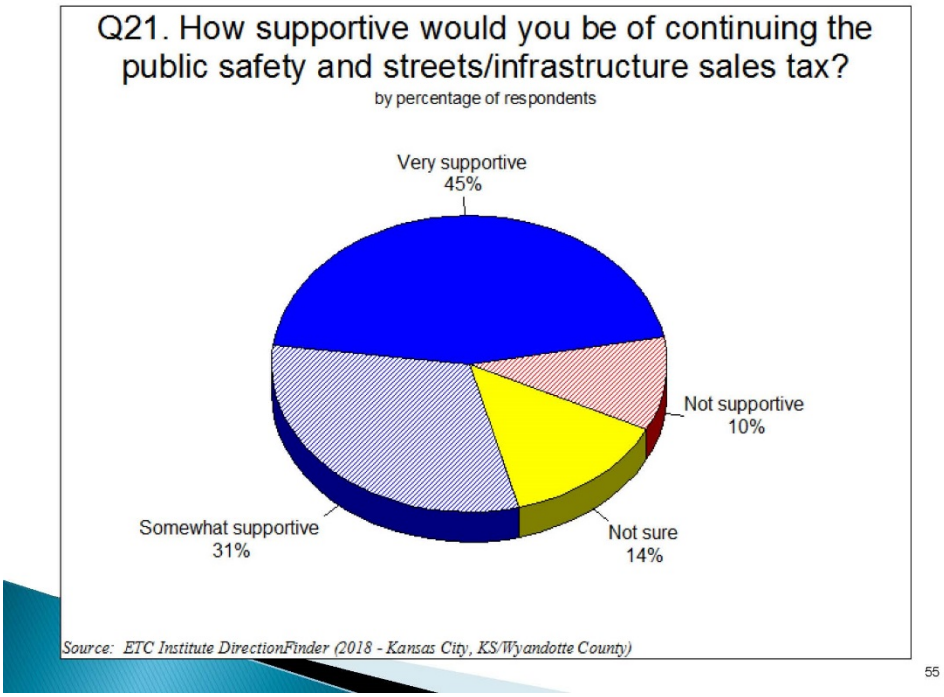
problem in the area where they live. You can see crime, drugs, the percentage reporting it as a problem is rather significant so you do have a number. You have 34% identified crime as a major problem, 41% said drugs were a major problem so these are things that hopefully the mapping that we do will help you pinpoint to see where they are, but you can see there are a significant number of folks in the county that are reporting different issues or concerns.



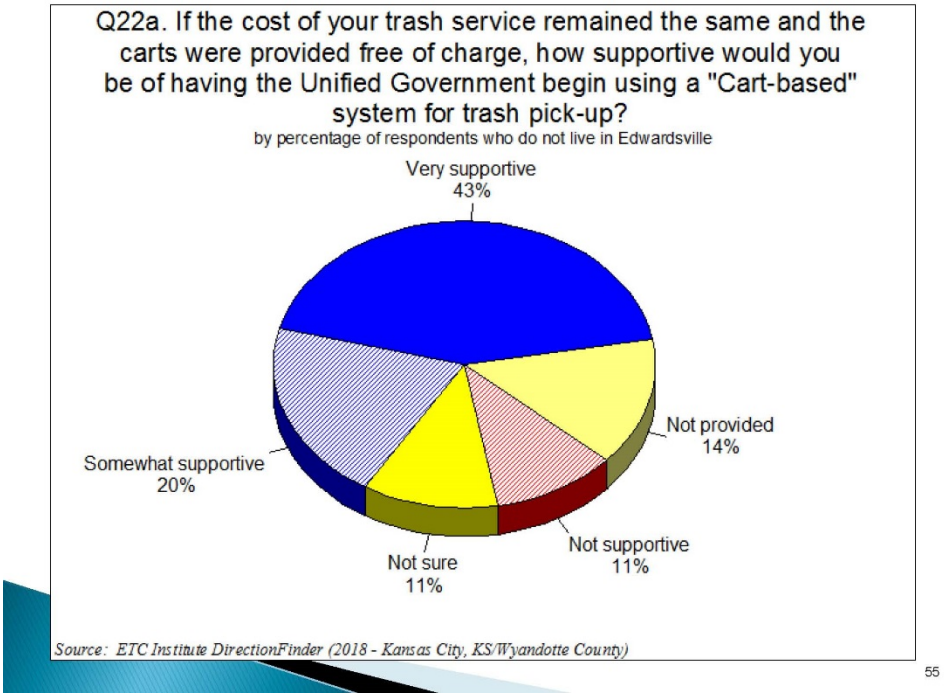
The nice thing is we asked folks a stormwater question. I know one of the things you're trying to assess do people actually think it's important to do this. Well, without a doubt, they do. We asked people how important they think it is to manage stormwater runoff to protect the quality of water in lakes and streams. A whopping 52% didn't just say it's important, but said it's very important and that's an intense positive response to that. If you add on the other 31%, you've got 83 or more out of the 8 or 10 folks that think this is important. Only 4% said it's not important so it's a 20:1 ratio that thinks this is something important to do.



We then asked folks how you should pay for stormwater fees. You see over half thought the people who generate more should pay more. You can see everybody paying the same was at 15% and 32% had no idea what that really means, but you can see a majority at least thought those who generate more should pay more.



We also asked people how supportive they would be of continuing the Public Safety and Streets and Infrastructure Tax and very strong support here, 45% very supportive; just 10% not supportive so you've already got those groups tend to be solid in their answers so you have a very good opportunity here picking the right projects and things like that, that this would be reapproved or continued by the voters at 45%. You can't count on the 31% that are somewhat. I've done enough of these survey's, what that means you don't have to win a lot of the somewhat supporters to move it forward so you can pretty much bank on most of the very supportive folks to actually go to the polls and vote yes.



We also asked questions about if the cost of trash service remained the same and carts were provided, how supportive would you use a cart-based system. You will see 63% said they would be very or somewhat supportive. Only 11% said not supportive. We did this with Olathe a few years ago and all 11% of the people who didn't like it showed up to every single meeting. Since Olathe went to the cart service, they have seen a 20% improvement in satisfaction because at the end of the day some nice people are used to what they have and they don't like change, but it's actually improved their satisfaction to being among the very best in the nation as a result of the change.

That's a lot of information I know I have dumped on you in a half hour. I know there is some time for questions so I wanted to make sure you had time to ask them.

Summary of Trends

- **Since 2000, Overall Satisfaction Has Improved in Most Areas**
- **There have been notable improvements in many areas since 2016**

Notable Increases from 2016

- Satisfaction with the maintenance of City streets
- Satisfaction with City communication with the public
- Satisfaction with motor vehicle registration
- Satisfaction with the election office and community elections
- Satisfaction with maintenance of street signs and traffic signals
- Satisfaction with number of outdoor athletic fields
- Overall image of Wyandotte County
- A 4% or more increase in all Code Enforcement areas

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Just to kind of summarize things, overall the last few years, you're definitely moving in the right direction. You have a lot to be proud of as a county especially when you look back to 2000, but just in the last two years we've seen significant improvements in many areas; your Streets, Code Enforcement and Communication which really your top issues last time have all improved significantly. That shows me that you're paying attention to resident concerns. You're investing in communicating what residents need to know and the things they care the most about. Some of the most notable are listed there. I won't read the whole list to you, but you can see you've got a lot of things that have improved and really not many significant decreases. The only areas I flagged for you from last time were related to your solid waste, recycling, and trash services.

Summary of Priorities

- Opportunities for Improving Neighborhood/Community Services
  - Quality of maintenance of City streets #1
  - Quality of City Code Enforcement
  - Quality of communication with the public
  - Quality of stormwater runoff/management system
  - Quality of public transportation
- Opportunities for Improving County Services
  - Quality of services for developmental disabilities- #1
  - Quality services from the Area Agency on Aging
  - Quality of senior transportation
  - Quality of motor vehicle registration
  - Public health department services

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What it looks for priorities; Streets is number one overall, Code Enforcement, Communication; continue to be in the top list. Then, you can see for County services, Development Disabilities, Aging, Senior Transportation, Motor Vehicle Registration, and Health Department services kind of round those out. Overall, the top three are Streets, Codes, and Public Safety issues.

Summary

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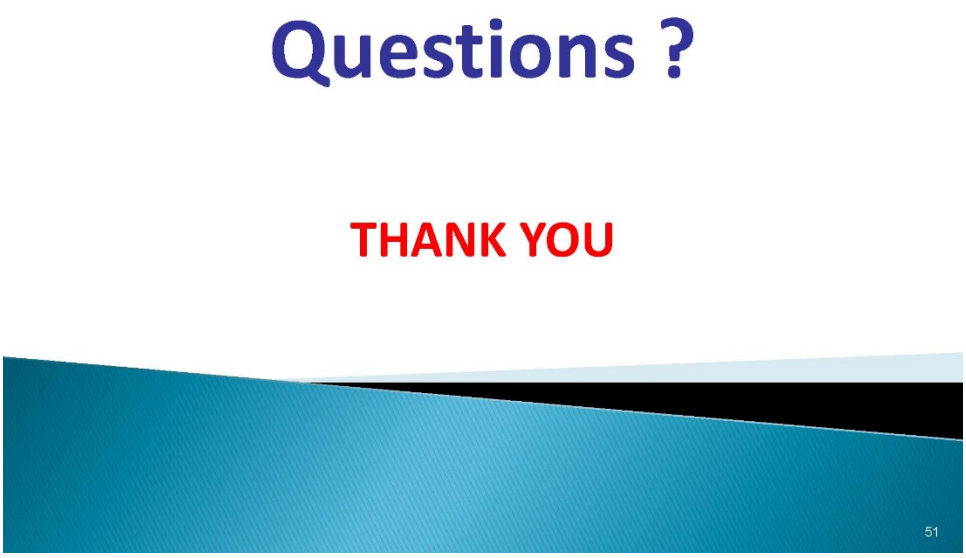
When it comes to next steps, we should be finishing up the survey really in the next few days. We plan to have all the surveys done next week. We will have the draft report to the County leadership probably within a couple of weeks and from there we will develop individual reports that shows the results for each of your districts so you can actually see how the residents that you're serving and accountable to actually think about the priorities overall.



With that, I don't know if there are any questions or anything, but I've tried to leave some time so you could ask some if you have any.

Commissioner Bynum asked did the respondents of the survey tell you their age and if they did, do you have that breakdown. **Mr. Tatum** said I didn't present it tonight, but it's about 20% and it's nicely distributed, but we have about a fifth that's over 65, a fifth who 55 to 64, a fifth who are 45 to 54, a fifth who are 35 to 44, and about a fifth who are 18 to 34. It's nicely distributed.

Mayor Alvey said if we could go to Topic 2, County Level Services, Question 3-Satisfaction with County Services. I notice that if we start let's say at the District Attorney's Office, County Appraisers Office, Services, Area Agency on Aging, etc.; it would seem to me for those who are accessing those services they would tend to be very high need. It would seem to me that you would

expect those to be rated lower because the need is so great. Is that a consistent—is that accurate and does that tend to drive those lower? **Mr. Tatum** said sometimes it can, but you'll see in Senior Transportation and Developmental Disabilities were also really important so a lot of people pick those whether or not there's that many people using Developmental Disabilities, I doubt that's one of your widest used services. Sometimes it's a matter of people being aware of what's out there, what they talk to. I do know that oftentimes the District Attorney's Office is used by fewer folks, but what can happen with the District Attorney's Office is just depending on where you are. Sometimes the District Attorney's Office is very visible to folks and people have lots of opinions about it. The fact that you see a lot of neutral on here are okay, it means people aren't having really great experiences, but they're not upset about it either. That's an okay place to be. You know you obviously want to increase the overall satisfaction, but what's nice here is if you look at the ratio satisfaction to dissatisfaction, across the board in most cases you have more satisfaction than dissatisfaction. In a lot of cases it's 2:1 or greater being satisfied so you lean favorably in all of these, but as I pointed out Motor Vehicle Registration and Customer Service, which were two of the areas rated with the highest dissatisfaction, you actually made some of the greatest improvements. You will see Motor Vehicle Registration was up 11 points and Customer Service is up 4 points from the last survey, so you're definitely doing some things right.

Mayor Alvey said I will ask you, compared to other municipalities that you would ask the similar questions, would these results be consistent? **Mr. Tatum** said as far as the distribution of having more neutrals, they're definitely similar as far as—if you look at Johnson County, you will have more people giving ratings of three for some of these services than you will things like libraries or county parks because people tend to be more opinionated about those because they tend to use them. You can see even those you will have in the thirties, but across the board as you work your way down, a lot of times it is a function of usage that impacts peoples' perceptions.

Commissioner Burroughs said we have a 311 system, does any of the information corollate or tie into our 311? **Mr. Tatum** asked in what regard. **Commissioner Burroughs** said utilizing information that comes into 311, community needs, to report issues within their neighborhoods and countywide. Is there a cross marriage in any of that information at all? **Mr. Tatum** said we haven't done that. One of the things we could take a look at, we will have the address of respondents so it's possible that we could take a look if any of the respondents have used it, that

sort of thing. We didn't use 311 data though to pull our sample, if that's what you're asking. **Commissioner Burroughs** said I'm new to the Commission so I don't know how long our 311 has been out there, but I would think the reporting process of 311 identifies specifically what the issues are and be able to follow-up with those individuals to determine the level of service or satisfaction might help even shed a little more light moving forward. **Mr. Tatum** said it's not uncommon when you do have some of those to do perhaps a post-contact survey with folks immediately after they interact with you. Sometimes that's the next stage and that will help you get more feedback from folks about how they were treated for—a good example is the metropolitan St. Louis Sewer District. They have been doing it for almost 20 years, a follow-up survey, they just contact 100 people who contact them every month and then they asked them what they thought about it and then they tie all the information about what was the work order, what was the project, where was it, and then they actually even know who talked to them on the phone. They use that to basically assess the customer service and understand are people more upset when there is a sinkhole somewhere or is it when they have backups in their home and that sometimes help you understand the customer service ratings are good or bad, are they tied to certain types of interactions that people might have, but we don't have that from this data. It's not that specific.

Commissioner Burroughs said I think it gives us an opportunity to reflect back to the public customer service aspect and the impression they get from their government, their local government, in the communication and the concern of satisfaction with not only being heard, but the issue being addressed. It might help us correlate those numbers a little even, even to a higher percentage of satisfaction.

Commissioner McKiernan said I want to go back real briefly to the Code Enforcement. I have always appreciated these data's and of course I will look at these in much greater detail when we get the full report, but I think this is a lesson for all of us exactly to say that in the area of Code Enforcement, although we are far from where we want to be, we have made the demonstrable progress. I think that's a lesson for all us that when we identify a priority and when we assign specific and thoughtful funding to it and when our staff embraces that priority as they have done in the SOAR initiative, we can absolutely make positive improvements and progress on issues that are of great importance to our citizens. I think we should take some measure of satisfaction although we're not where we want to be, we are making progress and it has been systematic and

methodical on the part of mainly our staff in embracing SOAR and going after this. So, I think that is a wonderful testament to what we can do.

Commissioner Markley said we were just having that same side conversation over here. You know 4% doesn't seem like a lot, but the fact that we're seeing consistent increase in all of these areas shows it isn't just some weird statistical anomaly, this is real progress and if we could keep up this level of progress year over year on our priority areas, that' s pretty incredible.

Mr. Tatum said what I like to do is put in measure, sometimes when you look at these in percentages you think of the population of the county, if you go up 8,000 and you have 150,000, that's 12,000 more people that are satisfied that weren't satisfied just two years ago. It doesn't seem like big numbers, but it's lots of people.

North Loop Linkages Study by MARC

Doug Bach, County Administrator, said this is a topic that we have had some discussion with the Commission as we've had the opportunity to allow MARC to continue their study where they're looking at changing the highway structure and such as it moves through downtown Kansas City, MO. They finished up some of their work earlier this week and they are here this evening. I'm going to turn this over to Rob Richardson, Director of Planning, who has been on point in

working with them as they have been going through this process, to introduce it and then go from there.

Rob Richardson, Director of Planning, said with me tonight is Ron Shockovich, Burns & McDonnell. They are the consultant working for the Mid-America Regional Council on this project. It's considering alternatives for how to address I-70 & 670 as they go through downtown Kansas City, MO and the impacts they have well beyond that area. Obviously, it's a very important corridor. I'm going to turn it over to Ron to let him go through the presentation and at the end he has some simulation models that kind of show you how the traffic would move under certain circumstances in the future. After the presentation, if you have comments beyond what you would say here, if you would give those to Mr. Bach so we can get those into the process with the Study team and then there will be some public meeting opportunities for the public coming up. Those meeting dates are not set, but we will have them out in ENews when they are available.

Ron Shockovich, Burns & McDonnell, said on behalf of the Mid-America Regional Council, Missouri Department of Transportation, and Kansas City, MO with our partners from the Unified Government and KDOT, we have been working on this Planning and Environmental Linkages Study since fall of 2016 with the intention of having this thing wrapped-up around early to mid-May. The focus of this study actually started several years ago with the need for the replacement of the current—with Broadway Bridge or the Buck O'Neil Bridge, and basically, this project has been expanded to make sure that whatever is plan can work in the long run with long-term plans for the North Loop Kansas City, MO.

Agenda

- **Study Overview**
- **Review of Strategies**
- **Traffic Update**
- **Evaluation Matrix Criteria**
- **Public Meetings**
- **Next Steps**

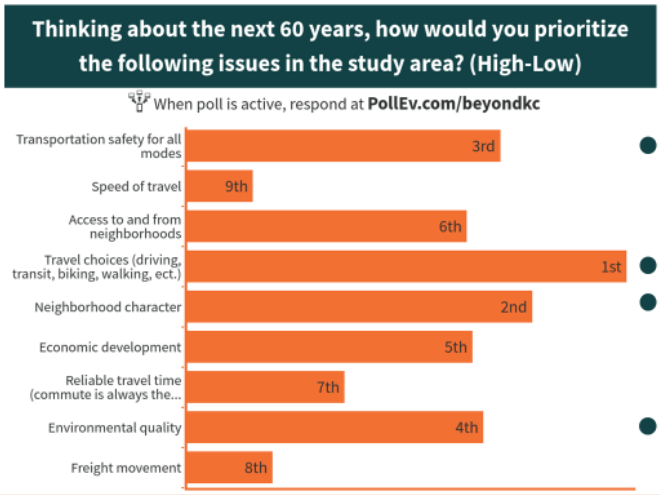
What I want to do is kind of do a very brief study overview, review of the strategies developed to date and will be presented in a couple of weeks in a public meeting. I will give you all an update on where we are with regard to the traffic relating to some of the strategies that we're looking at, how we're evaluating these different strategies, the public meetings coming up, and then the next steps to complete the study.

Last year we invoked and did what's called a Visioning Study where we brought in people from all over the region.

What will our region look like 60 years from now?

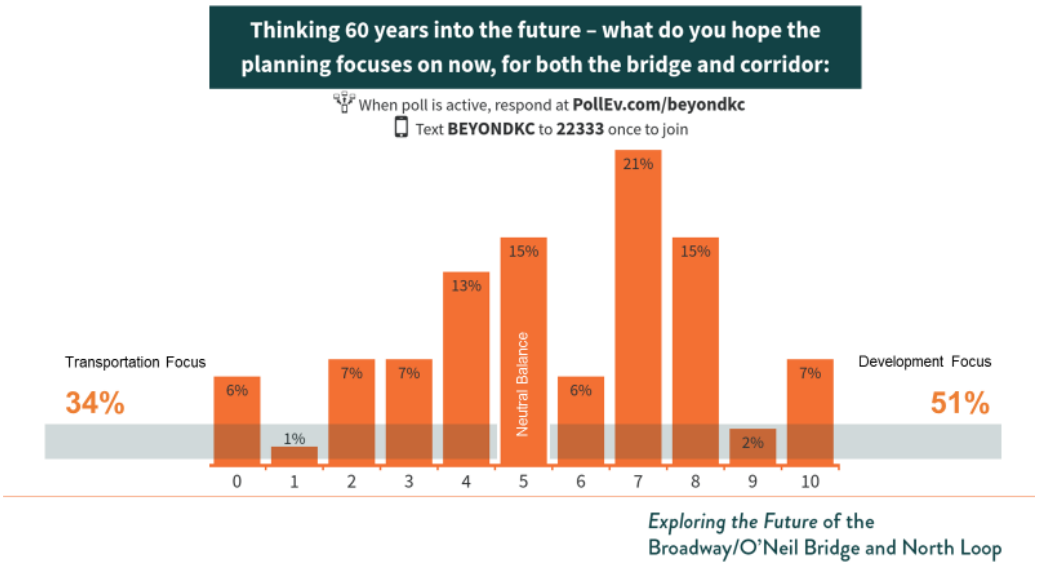
Exploring the Future of the
Broadway/O'Neil Bridge and North Loop

We basically asked the simple question, what do you think the region should look like in about 60 years from now. We're trying to get our arms around long-term visions for downtown and that's strictly from a transportation standpoint, from a land use standpoint, from a quality of life standpoint.



Exploring the Future of the
Broadway/O'Neil Bridge and North Loop

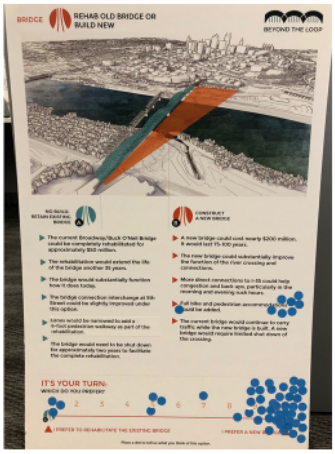
We surveyed a whole bunch of questions, but the bottom line was we actually saw the number one the number one response to the public that was there was choice in travel, neighborhood character, and transportation safety for all modes was the top three that came out of that visioning.



We also kind of looked at a focus between transportation on the left side and development on the right side. The highest percentage in the number seven meeting was leaning toward the development side with regard to transportation.

Mayor Alvey asked was there a particular question or impediment to asking the question? Was there a desire or a need to reclaim the space that is currently occupied by I-70 as it goes to the north? **Mr. Shockovich** said not to that level of detail with this initial visioning, no. A lot of people that had participated in this knew that this was not a new concept with regard to that. At the time when we did this visioning, this initial visioning, there were no concepts, there was no strategies; it was just a big picture of what's your vision of downtown. With that said, I'm sure there were members of the audience that were aware of previous studies that were done way back, probably over 20 years, when this idea was first floated and by no means is that the focus of the study, but it is certainly one of the strategies and we will get into that.

After that, we went through a series of development of some strategies pretty farfetched, everywhere from making the loop a one-way circulation to a series of collector distributor roadways to strategies that modified the north side of the loop. Strategies that might have done things with the Lewis & Clark Viaduct.



Exploring the Future of the
Broadway/O'Neil Bridge and North Loop

We basically narrowed the strategies down through a series of more in sync strategies that were based on the ideas of meeting the needs and the goals that we had established for this study that will be carried forward and NEPA the studies that requires a Statement of Purpose and Need. **Mr**. **Richardson** said you might explain NEPA. **Mr**. **Shockovich** said Environmental Impact

Statement or Environmental Assessments or categorical exclusions and those are the studies that would happen subsequent to this study being completed.

To back-up a little bit, when we complete this Planning and Environmental Linkages Study, there will be no selected strategies that will be advanced. It was just a series of strategies that could be advanced for subsequent studies. The only study that is going to be advanced for sure is the Environmental Assessment for the new 1-69 Bridge and MDOT is in the process right now working on that. All the other strategies in the areas that we looked at will basically be limited to just a series of possibilities and high-level evaluation of what they could be, but no selection will be made.

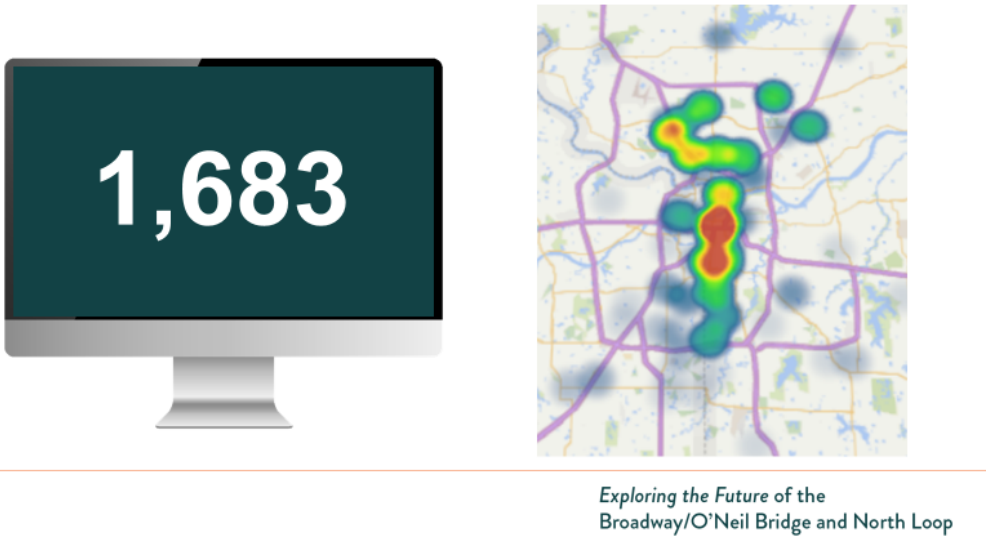
Going back to the purpose and need of what will be established as part of this—all the strategy that we're looking at, are the needs to improve physical condition of the infrastructure. That means, are we maintaining old roadways, do we have to replace roadways. We want to optimize system performance and that's predominately from a traffic and safety standpoint and also basically improve safety and overall security to the area. We also have goals that we would like to look at as far evaluating these strategies and those relate to our transportation choices, economic vitality, and basic overall sustainability. I know those are hard to read but that information is availability throughout documents that we provided on the website as well as throughout the rest of this study. Those are basically the benchmarks that we're using for establishing these criteria.

Ina Anderson • Jonathan Arnold • Suzie Aron • Bobbi Baker-Hughes • Susan Barry • Nick Benjamin • Bob Bennett • Rosie Privera Biondo • George Birt •Eric Bosch • David Brain • Scott Brown • Jared Campbell • Lynn Carlton • Jean-Paul Chaurand • Scott Christen • Deb Churchill • Melissa Clark • Chris Cline • Michael Collins • Melissa Cooper • Jon Copaken • Tim Cowden • Evie Craig • Bruce Cramer • Megan Crigger • Pam Curtis • Michael DeBacker • Peter DeVeau • Bill Dietrich • Kyle Elliott • John Fairfield • Cathleen Floury • Ed Ford • Steve Foutch • Michelle Freed • Dana Gibson • Mike Gootman • Leonard Graham • Chris Handle • Evelyn Hornaday • Mayor Sylvester "Sly" James • Russ Johnson • Dean Johnson • David Johnson • Crosby Kemper • Johnathan Kemper • Gib Kerr • Brian Kidwell • Vladimir Krstic • Chris Lee • Frank Lenk • David Macoubrie • Kevin McGinnis • John McGurk • Mark McHenry • Edward Meeriman • Charlie Miller • Steve Miller • Wes Minder • Thomas Morefield • Daniel Musser • Sean O'Bryrne • Andrea Repinsky • Martin Rivaola • Danny Rotert • Tim Saxe • Chuck Schlittler • Katheryn Shields • Paul Shofer • Kite Singleton • Craig Slawson • Cathy Smith • Matt Staub • Doug Stockman • Steve Swanson • Jason Swords • Jim Thomas • Matt Webster • Buzz Willard • Gerald "Bo" Williams • Jeff Williams • Debbie Williams • Erik Wullschleger

ULI Urban Land Institute

Exploring the Future of the Broadway/O'Neil Bridge and North Loop

Back in September, you all may recall the Urban Land Institute was convened, a National Advisory Panel, a Technical Advisory Panel came in and kind of looked at the North Loop and they did look at opportunities for development there with the strategies of either modifying I-70 or the strategy of possibly removing I-70. A very high-level and it was done from an economic development standpoint and from a land use standpoint and some of the data points that came out of there we used to kind of form our development of the strategies that we worked on to date. There were some consistencies in what we had worked on up until that time and basically with some conformation of the work that they did.

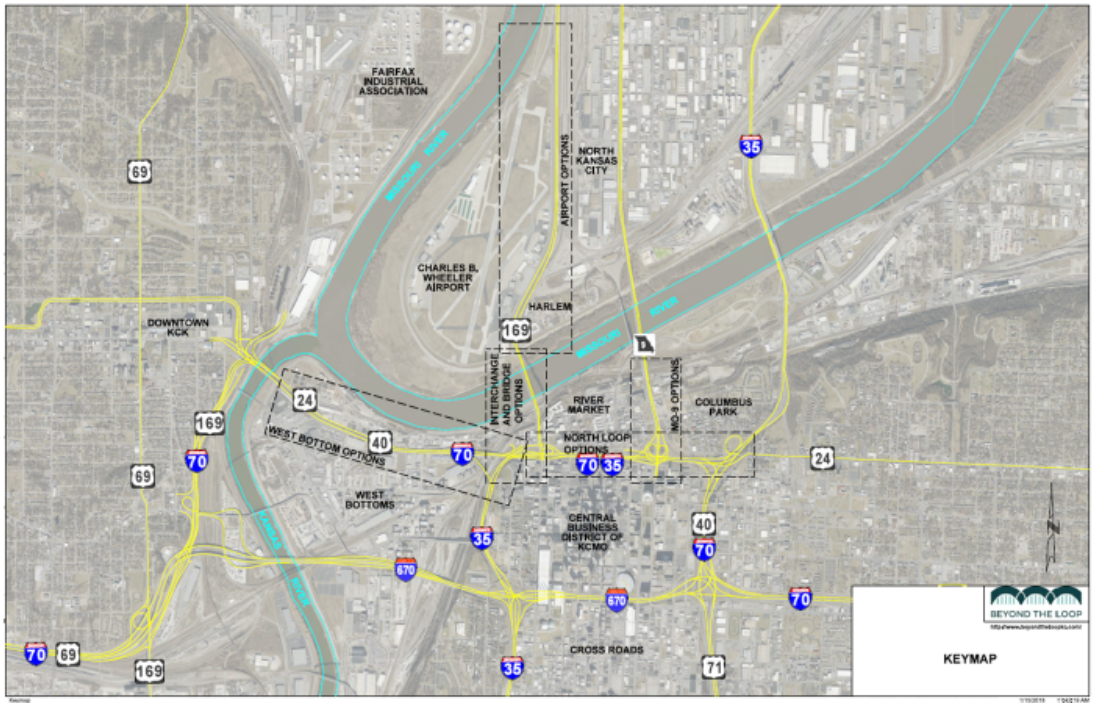


Up until about two months ago we had about 1,700 responses online from our survey from when we did our first initial visioning and did the initial narrowing. These are 1,700 responses to the first set of strategies that we had rolled out and we basically saw varying degrees of acceptance for certain things and promotions of others. We will kind of go into the results of that. The point being made there is that we have got quite a bit of input and we're still soliciting input and it's rather consistent.

(This graphic was not available to copy and paste).

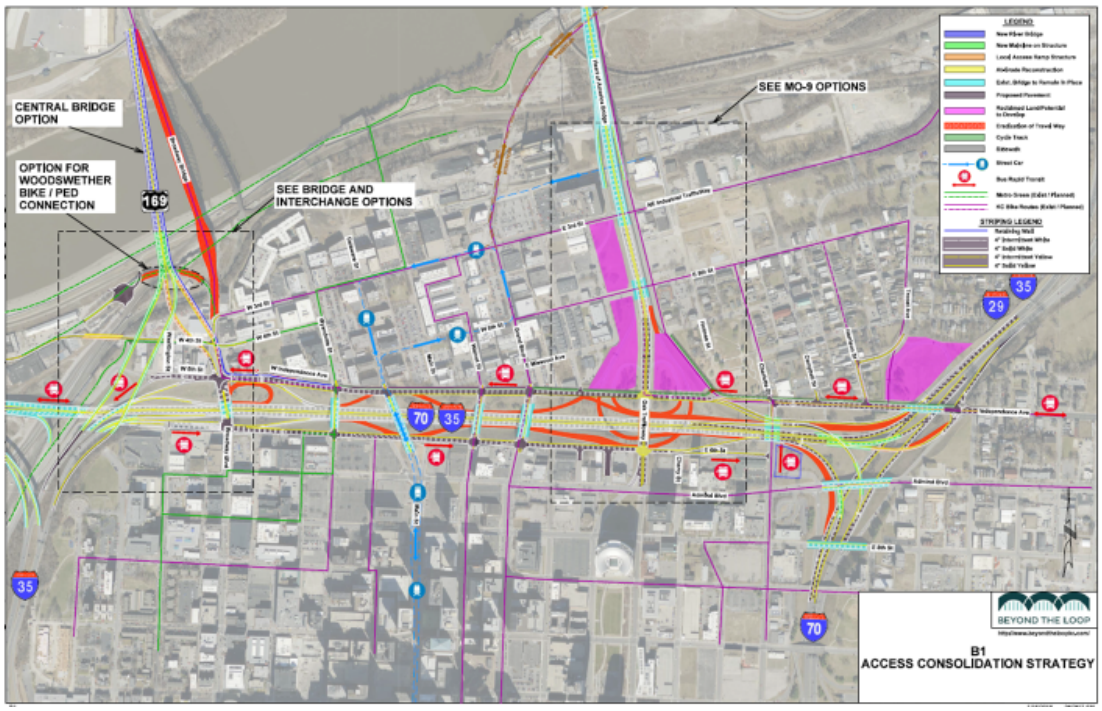
This graphic that you have before you, we're going to revisit it again and the purpose of this is once again to reemphasize how we evaluate it and the strategies from the three needs that I mentioned and the three goals that I mentioned. These are very qualitative assessments and very

draft and we're still in the process of refining this. The point of this is, the needs and goals that are being used to assess these and not necessarily the grading and scoring because we're still in the process of finalizing that particularly with input from the public coming up in the next couple of weeks.



Into the bones of the study itself, we've basically taken the study area and have broken it into five different segment of area that are kind of independent from each other. The one that we're going to be speaking about most today that's going to have the biggest impact is that with regard to the North Loop options. We did look at some options along the Lewis & Clark Viaduct. We revisited some options that were looked at several years ago when the current Lewis & Clark Viaduct Study was done while regarding access into the West Bottoms, but also how access could be affected by removal of the Woodsweather Viaduct that may have to happen to build the bridge in some of the locations that we're looking at.

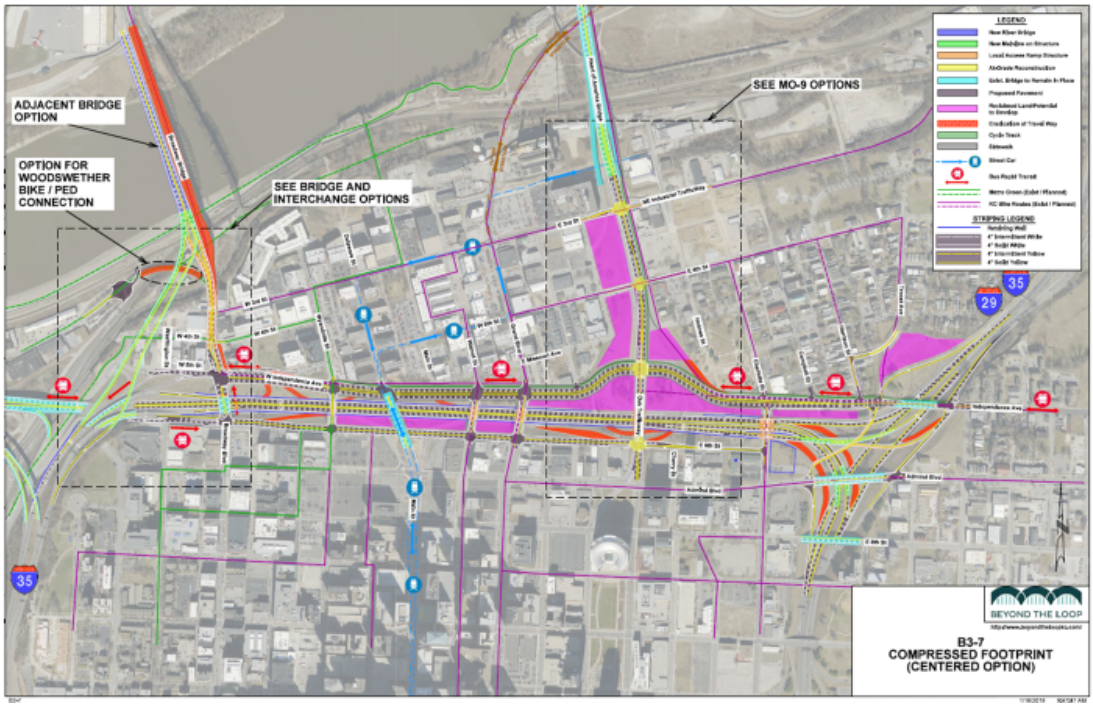
We've looked strategies in the North Loop area, we've looked at strategies in the West Bottoms, we've also looked at different options for the bridge, and then north of the bridge we've looked at options for how to make better connections into the airport off of the bridge. Each of those five segments are independent of each other. Once again, we're focusing this study on the North Loop.



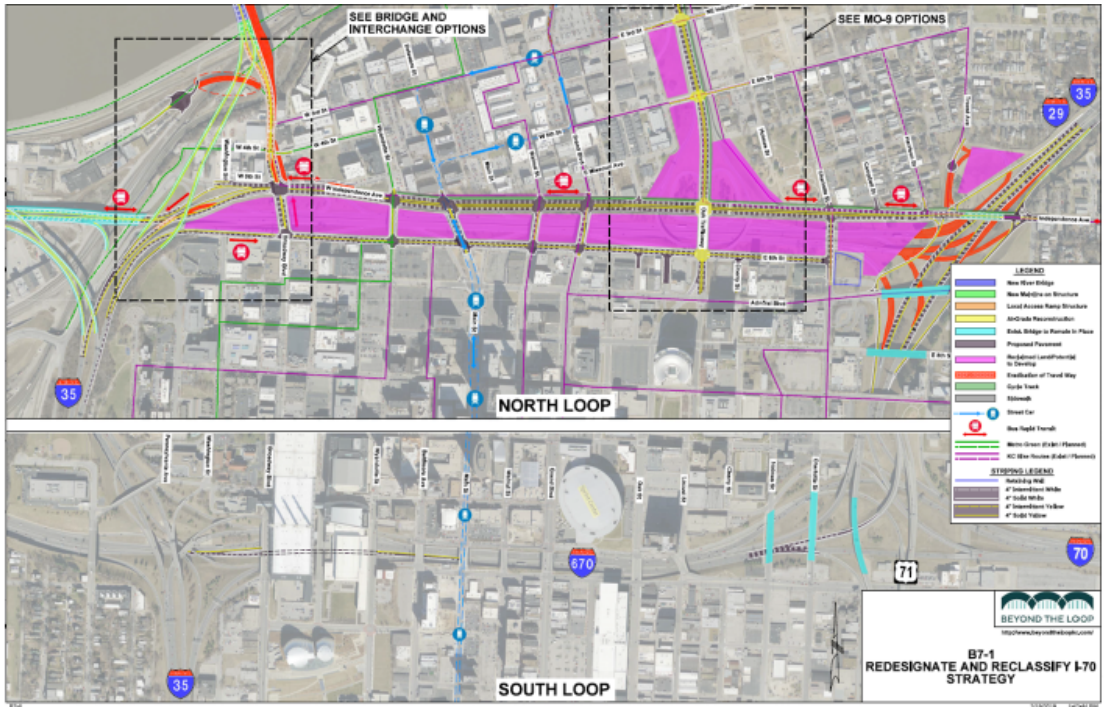
What we have before you here is one of three of the basic strategy types for the North Loop itself. The first one is what we're calling the Access Consolidation Strategy. All the red ramps that you see are the existing ramps that are there today that would be removed to maintain better through movement of I-70 on the North Loop. Today, we see a lot of congestion through there because of all of on ramps and off ramps moving through each other. This also brings Route 9 down to grade and extends Independence Avenue, basically between Grand Blvd. and Charlotte, to maintain a continuous connection on the north side. This basic strategy was the concept that was actually floated and approved about 12 or 13 years ago when the Environmental Impact Statement was done for the Bond Bridge that was built. There were questions about how diversion of traffic to the Bond Bridge with a new facility would impact the North Loop and as a result a possible traffic diversion onto I-70. This concept was developed in case traffic got so bad they had to do something to mitigate it so this was actually a concept that was floated and approved about 15 years ago.

The access point to Broadway at the west end off ramp to Broadway going westbound and the on ramp from Broadway going eastbound is still maintained in here, but all the other access points would be from the east side of the loop. A point to note, when we did traffic on this, about 40% of the traffic on the North Loop is either destined to or originating from those ramps into

downtown Kansas City, MO. The other 60% is through traffic and it's actually pretty heavy volume of traffic.



The second strategy that we looked at was kind of similar to the first one except we removed that ramp on the east side of Broadway and this is the beginning of starting to possibly reclaim some land. We actually compressed the footprint of I-70 and kind of built it in a similar fashion conceptually to what 670 is today with some walls and then reclaiming the land on either side of it between 6th Street and between Independence Ave. on the north. Those areas in purple are possible areas for reclaimed land. We looked at this strategy from three different perspectives. One and the one you see before you which is on the existing alignment of the roadway, but we also looked at it is pushing it to the south and also looked at pushing it to the north. One of the changes in this one from the previous one that we just mentioned was that on this we're actually using Independence Avenue and converting it to a two-way arterial, a boulevard on the north side and 6th Street on the south side is converted to a two-way arterial also, so that provides better access back and forth along both sides of the interstate with the removal of all the ramps and the connections. That's what we're calling the Compressed Footprint Strategy.



The third strategy and the one that seems to have gotten the most attention from a concerned standpoint is what we call the Redesignate and Reclassification Strategy. This is a strategy that would remove the North Loop, would maintain Independence Ave. on the north and 6th Street on the south as two-way boulevards for maintaining local traffic. Under this strategy the south loop would be designated as 35 and as I-70 and along the west side of the loop 670 would basically be routed up the west side and then the Lewis & Clark Viaduct would be designated as 670 back down to where it connects back to 70. From a designation standpoint, under this strategy, 70 would basically be connected from one end to the other as a straight shot straight across. The Lewis & Clark Viaduct would still be maintained as 670 as an interstate on the interstate system.

The purple area is that area that would be reclaimed for possible redevelopment and Route 9 is brought down to grade as a full boulevard with full intersections at places where it's now grade separated. The advantage to this from a land use standpoint besides available development space, is also the reconnection of Columbus Park to the east with the River Market to the west. When they built Route 9 20 or 30 years ago that kind of severed that neighborhood so this idea kind of brings that neighborhood back together, but also the removal of the interstate kind of brings the grid back together from the Central Business District back up to the River Market area.

Commissioner McKiernan said I'll just go back on record with major concern. This is a neat idea on the north side of the loop, but for those people who are eastbound on I-70 where the traffic at the southwest corner of the loop already backs up two or three miles on a good day, this would just really throw a whole monkey wrench into eastbound I-70 traffic. **Mr. Richardson** said there is a fourth strategy that is the No-Build strategy where we do nothing and so from this point forward in the presentation we're really evaluating this alternative against the No-Build because the other two strategies, the access control and the compressed footprint are really neutral to Kansas City, Kansas and the Unified Government. In fact, under a couple of those it gets a little bit better for us as far as traveling through downtown, but as you noted, this is the area of concern. The rest of the presentation up here will focus on the difference between the No-Build strategy and this strategy and the impacts and we will address that southwest corner in a few minutes.

Mr. Shockovich said as a matter of fact, when we did run the traffic model on this, what we did we started—and we will have some stimulations, and we use these models for trends. It's like flying an airplane and instruments as best you have and we rely on that for trends, not for hard numbers. The first thing we try to do is duplicate the trend that we see today and if we can duplicate the trend we see today gives us some credibility and some confidence that we can somewhat project what we think is going to happen. When we ran the trends, exactly what you said Commissioner, when we routed that extra traffic down there from the No-Build condition, in 2040 as well as 2016 we certainly saw that backup. What we did is we actually have a couple—a part of this is to widen locally 670 underneath Bartle Hall and we will get into details of that. You kind of see some lines dashed through there and we've modeled that. We actually worked with MODOT on that.

Another source of the backup, what we found out was 670, I'm getting ahead of myself, but you brought the question up, so be careful what you ask for, I like to say. 670 itself isn't the issue from a capacity standpoint, the first problem is exactly what you said. The second problem is far to the east where all the traffic is shifting over to go I-35 to the north or making the decision to go to 71 to the south and all the weaving and the shifting exactly. We also looked at some opportunities to reconfigure the lanes in there without spending half billion dollars on weeds and making ourselves look like the Great Way Project. We actually reviewed this with MARC traffic people as well as MODOT traffic people for concurrence with them and at first blush we look like we got some things that help. As I said, the end of this study we're not going to be making any recommendations for anything and before anything ever happens there is going to be some

technology and some things in place that are going to inform a data point at that point. With that said, you led right into the traffic which is the rest of this presentation.

Traffic Model Results

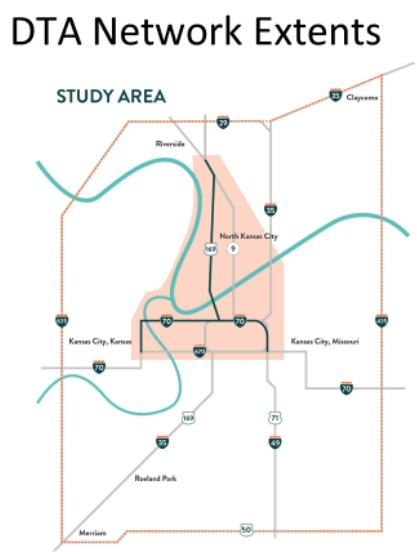
- **Baseline 2016 Conditions**
- **Future Year 2040 No-Build Conditions**
- **Future Year 2040 N-B with Autonomous/Connected Vehicle Technology**
- **Future Year 2040 Under Strategy Build Conditions**
- **Future Year 2040 with Autonomous/Connected Vehicle Technology**

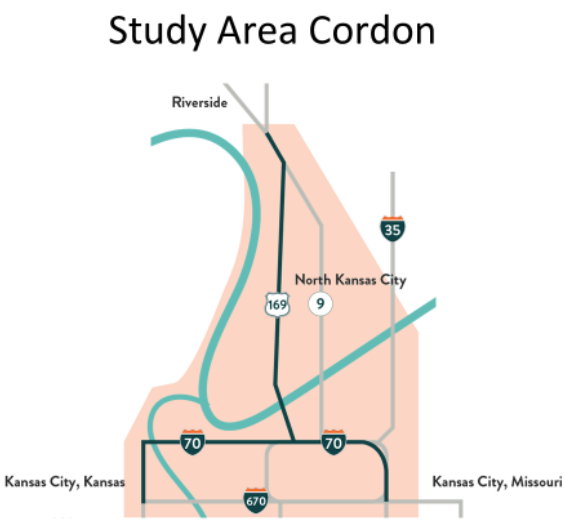
The first thing we look at is baseline 2016 conditions. We also look at the future 20-year—2040 baseline conditions of what things are going to look at and this is based on everything that's programmed in the long-range plan for 2040. Then we looked at—**Mr. Richardson** said there is one addition to that, on the base No-Build there are some improvements they had to make just to make 2040 work and those are included in the—there are a couple land additions we had to make in the loop to make 2040 by itself. It's 2040 No-Build, plus program, plus the absolute minimum you had to do to keep it from blowing up in 2040. **Mr. Shockovich** said specifically I-35 coming into and out of the loop, on 2040 right now with the programmed improvements traffic is pretty bad on 35 because of certain constrictions to the point that it was diverting traffic totally away—unrealistically. We actually had to make some assumptions and work with MARC on what looked like a reasonable assumption with regard to additional capacity on 35 above and beyond what's currently programmed in the long-range plan so good point Rob.

Something else we looked at as part of this study, and I think everyone around here at the table can appreciate this, and that is we are at that cutting edge of technology where we are actually seeing the effects of the economist and connected vehicle technology and how do we account for that in the planning in the long-range plans. We're already seeing people driving hands free to certain extent, we're seeing platooning of cars, what's the fleet going to look like in 2040, we really don't know; but we have a better idea now than we did say 10 years ago so we made

some assumptions with regard to how—I'll use the term ABCD technology we'll have on capacity and how we will plan traffic to make sure we don't overbuild or plan on overbuilding our infrastructure in the future.

We've also looked at 2040 No-Build with that technology in place and we looked at 2040 with the strategies that we just put before you and then how 2040 with the ABCD technology could possibly affect how operations are. We did look at the ABCD technology impacts at a much more regional holistic level matrixs there without really diving into too much detail of it because it is such an unknown, but we could look at least at the regional level.





To do this study effectively we created what's called a Dynamic Traffic Assignment model. Without getting into too much technicality, MARC has always had a regional Travel Demand model that's always used for its long-range transportation plan. It's used for a long-term plan for its facilities, air quality and testing of major strategies, but for the purposes of this study because we're looking at such possible drastic shifts in diversion in traffic, particularly for the reclassification one, we developed a very robust, dynamic traffic assignment model that is built at the link level to really better evaluate how traffic will respond to some of the changes in these strategies that we looked at. So, we took metrics at the regional level, but we also developed metrics at that study area level as well because just looking at metrics at the regional level sometimes we saw, what I would say diluted affects, because it is weighted and I-35 and 635 and 435 that's part of the DTA network, we didn't want the effects of those of the travel volumes on

that to affect how we look at the metrics with regard to the city study area so we kind of measured in two ways.

2040 Traffic Analysis Summary of Conclusions

- Access Consolidation (AC) appears to improve conditions all around, especially north/south across the river.
- Compressed Footprint (CF) appears to also improve conditions in many areas, especially north/south across the river, but does have some challenges.
- Redesignate and Reclassify (RR) appears to also improve conditions north/south across the river, but diverts traffic to I-670 which results in increased congestion requiring capacity mitigation.
- Mitigations were analyzed and added to incrementally improve performance in the loop area.
- Congested conditions and delays are limited to peak hours.
- In year 2040, operation of Connected and Autonomous Vehicles (CV/AV) on the freeway system alone can potentially offset and reverse the resulting incremental traffic delays related to the strategies.

In conclusion, and we will go over the details of this shortly, but in conclusion the access consolidation strategy appears to improve conditions all around. All of these improve north/south across the river because they all include a new Missouri River bridge on US 169 so all the strategies include a new bridge with an improved connection to the west loop as well as improved connection to downtown so that's a given.

The Compressed Footprint also improves conditions, but because we've eliminated that connection at Broadway, we started to see a shift in traffic to 670 and other locations so that has some of its challenges as you can imagine. Then, of course, the Redesignate and Reclassify it also has the same north/south improvements across the river, but the diversion does result to increase congestion and that does require capacity mitigation as was pointed out.

We did look at some of these mitigations and I will share those with you and they did incrementally improve performance in the loop area. Our congested conditions are limited to the peak hours. We actually looked at congestion over a 3-3.5-hour period actually in the morning. We actually did a three-hour period in the afternoon, a 4-hour period, and what we saw was the beginning and ending of those periods the congestion kind of dissolved itself and we still had a half-hour, one-hour peak. Kansas City, in a recent study, is 74th in the nation for congestion in urban areas during peak hours. We do have an issue during peak, wait 45 minutes, and it seems to go away. Being conservative we still looked at everything at a peak hour condition.

We did find out in 2040 that the CV/AV technology on the freeway system alone can offset some of these incremental traffic delays and we will go over some of the numbers on that. Once again, we looked at that technology, we applied it only on the freeway system and we looked at the metrics of how it could affect the overall system and that was really at the individual link level.

Base Year 2016 vs 2040 Full Network Statistics (*Morning Peak Period*)

AM Peak Period (6-9AM)	Vehicle Miles Travelled			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	1,381,960	128,822	574,171	2,084,952
No Build 2040	1,580,254	138,616	601,108	2,319,979
Change vs Existing Conditions				
No Build 2040	14.3%	7.6%	4.7%	11.3%

AM Peak Period (6-9AM)	Vehicle Hours Travelled			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	25,537	4,101	25,987	55,625
No Build 2040	30,042	4,424	30,387	64,853
Change vs Existing Conditions				
No Build 2040	17.6%	7.9%	16.9%	16.6%

AM Peak Period (6-9AM)	Vehicle Hours of Delay			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	1,867	567	7,838	10,273
No Build 2040	3,035	652	11,418	15,105
Change vs Existing Conditions				
No Build 2040	62.6%	15.0%	45.7%	47.0%

AM Peak Period (6-9AM)	Average Harmonic Speed			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	54	31	22	37
No Build 2040	53	31	20	36
Change vs Existing Conditions				
No Build 2040	-1.9%	0.0%	-9.1%	-2.7%

Some of the numbers to share with you. This is how we're growing from 2016 to 2040 and this is before we do any of the strategies. This basically comes directly from the MARC Travel Demand model and then the trips it generated in the MARC model were assigned to this Dynamic Traffic Assignment model so we can measure things like vehicle miles traveled, delay, and metrics of what we call average harmonic speed. The one I want to concentrate on is the third section down and that's the vehicle hours of delay. We're seeing in the morning that a systemwide total delay for the entire DTA network is anticipated to go up almost 50% between 2016 and 2040 and over 60% strictly on the freeways itself. That's pretty significant and that is before we do any of the strategies that we're talking about. That's right out of the MARC baseline projections.

Base Year 2016 vs 2040 Full Network Statistics (*Evening Peak Period*)

PM Peak Period (3-7PM)	Vehicle Miles Travelled			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	1,950,179	190,480	983,511	3,124,170
No Build 2040	2,247,398	205,661	1,041,454	3,494,513
Change vs Existing Conditions				
No Build 2040	15.2%	8.0%	5.9%	11.9%

PM Peak Period (3-7PM)	Vehicle Hours Travelled			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	37,398	6,349	53,611	97,357
No Build 2040	45,429	7,160	63,342	115,931
Change vs Existing Conditions				
No Build 2040	21.5%	12.8%	18.2%	19.1%

PM Peak Period (3-7PM)	Vehicle Hours of Delay			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	3,993	1,099	22,223	27,314
No Build 2040	7,076	1,528	30,149	38,753
Change vs Existing Conditions				
No Build 2040	77.2%	39.0%	35.7%	41.9%

PM Peak Period (3-7PM)	Average Harmonic Speed			
	Freeway & Expressway	All Ramps	Arterials	System Total
Existing 2016	52	30	18	32
No Build 2040	49	29	16	30
Change vs Existing Conditions				
No Build 2040	-5.8%	-3.3%	-11.1%	-6.3%

In the afternoon, similar characteristics, 42% increase in delay and this is in the entire three to seven-hour period that these are measured from. System total, over 40% and close to 80% of delay on the freeways with regard to total system delay. That's our benchmark that we're starting from with regard to growth from 2016 to 2040

CV/AV Considerations

Assumptions

- Increase Capacity on Freeways and Expressways
- Matches Approach Used for Los Angeles Study

Findings

- Significant Reduction in Delay on Freeway System
- Reduces total growth of system delay in morning peak for 2016 to 2040 from 47% to 11%
- Reduces total growth of system delay in evening peak for 2016 to 2040 from 42% to 15%
- Approach is Conservative and Additional Benefit is Likely

When we looked at the connected vehicle and automatous vehicle, we took an approach with our consultant that did the DK modeling, Cambridge Systematics, a global firm that does this work and they're actually looking at an application of this technology in Los Angeles and other major

urban areas. What we did was we took the approach of adding 20% of the capacity on existing freeway systems today so if a freeway system has say a typical number of about 2,000 cars per hour per lane under free condition, we basically added 20% of that under the presumption that the technology will allow cars to platoon and drive closer to each other and be able to drive in a much efficient manner, but strictly on the freeways. We took the technology and did not apply that basically to the arterial system so we basically assumed that once you get to the arterial system, you're going on your hands as well as going to the ramps. It's a conservative approach, but we wanted to see what those effects would be. We did see a delay on the freeway system from the 47% number down to 11% and total growth in the evening period from 42 down to about 15%. I think this is a conservative approach and is probably an additional benefit is likely. This is kind of the important information that MARC would use moving forward as its developed its LRTP. Once again, this is before we do anything with the strategies. **Mr. Richardson** said that's the Mid-America Regional Council Long-Range Transportation Plan.

2040 No-Build VS RR Build Strategy
Study Area – PM Peak Period (With & Without AV/CV)

Total Vehicle Hours of Delay - Study Area

Evening Peak Period (3 pm - 7 pm)	Freeways and Expressways	All Ramps	Arterials	System Total
No-Build 2040	1,129	370	4,189	5,689
Reclassify and Redesignate Strategy 2040	1,949	805	6,767	9,521
Reclassify and Redesignate Strategy 2040 with AV/CV	989	526	4,787	6,302
Change from 2040 No-Build				
Reclassify and Redesignate Strategy 2040	72.6%	117.6%	61.5%	67.4%
Reclassify and Redesignate Strategy 2040 with AV/CV	-12.4%	42.2%	14.3%	10.8%

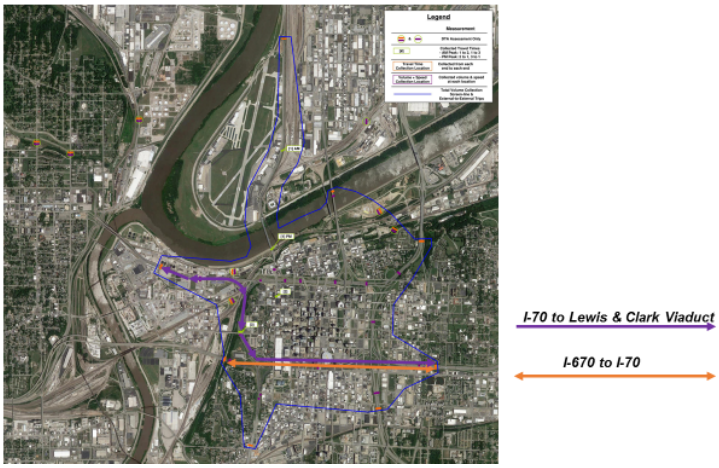
What we did was because of the concerns regarding that reclassification and redesignated strategy, we kind of focused our analysis in this presentation because we knew that was kind of the one that had the most concern for you. When you see the term RR, that's is the strategy of removal and redesignation of the interstate system. This is the impact in that smaller study area and we looked at just the afternoon period.

We looked at morning, but afternoon was the worse one so I'm just reporting that. What we have actually found in the 2040 that 72% increase that I told you earlier, goes to actually a 12% reduction in comparison with the No-Build. This is 2040 No-Build to 2040 Build with the removal of the interstate system. Systemwide total, we're still showing a net increase of about 11% in delay, but in comparison with 67% under 2040. Now we're looking at what the impacts of delay are in the study area in 2040 for removal versus the No-Build condition so we're definitely seeing significant increase in congestion of about 67%, but reduced to about 11% with the CV/AC technology applied to the freeway system.

Mr. Richardson said you'll note that on the previous slide where you looked at PMP with the blue slides, the No-Build was 77.2% right there and then if you go back over here to this slide, you see that the remove and reclassify without CV/AV is almost exactly the same as the No-Build and that includes the mitigation strategy. This shows that if they were to remove the North Loop, the delay to those of us that drive through downtown would be the same as it would be under the No-Build strategy. Then, if you apply AV/CV to it, it gets better.

Mr. Shockovich said however, you said it correctly, but these are regionwide metrics. It still doesn't—we haven't answered the question yet about spot specific locations where congestion occurs. This is at the study area metric level. We did not apply—what I'm going to show in a little while with regard to some of the mitigation strategies does not account for the CV/AV technology. I think that's a little too much detail to try to project that level of detail that we do the modeling on. From a trend standpoint, we definitely see some advantages of the CV/AV technology and this makes a certain assumption of infiltration of the fleets and switchover of the fleets from current fleet to what's going to be happening in 2040 with regard to technology.

Gate-to-Gate Travel Speeds



The next thing we looked at was, and this is probably one of the most telling impacts with regard to downtown traffic into Kansas City, Kansas, we looked at a series of what we call Gate-to-Gate Travel Speeds and for the purpose of reporting here, I've got two to share. The purple line is basically I-70 to the Lewis & Clark Viaduct and then we also have the orange line which is I-670 to I-70, those two connections there.

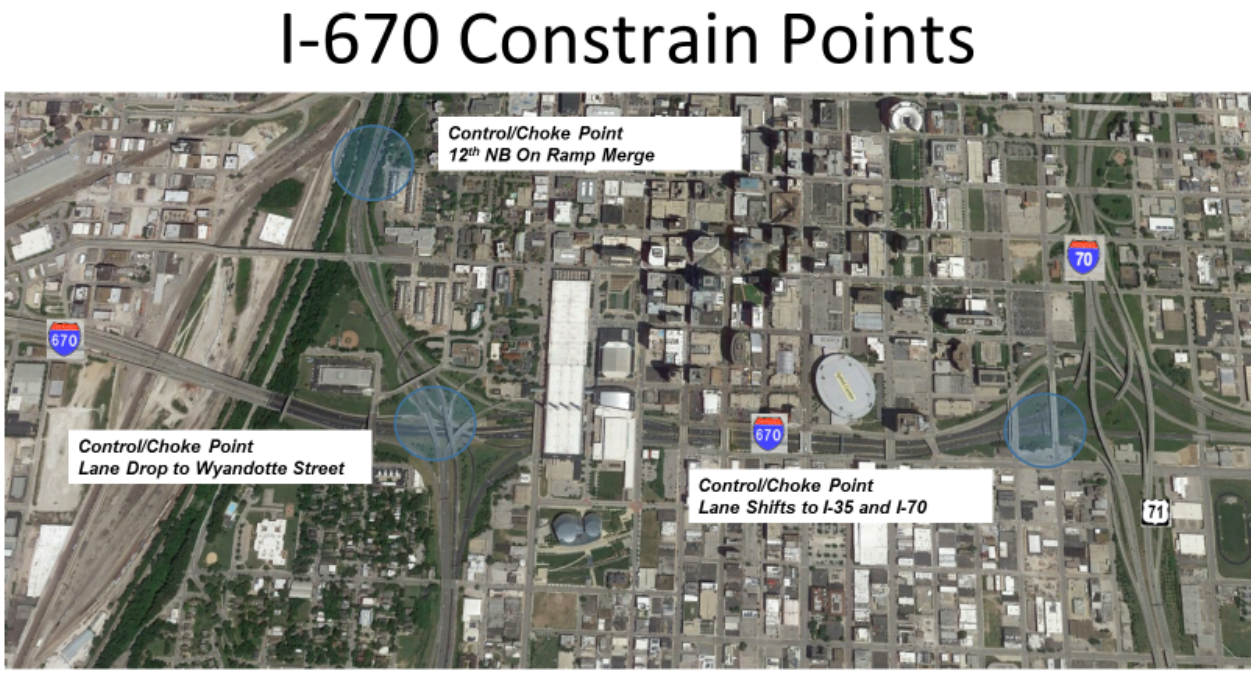
2040 Gate-to-Gate Travel Times
I-70 and I-670 Connections

Movement	2040 Base		Access Consolidated		Compressed Footprint		Redesignated Reclassified	
	AM	PM	AM	PM	AM	PM	AM	PM
WB I70_East to WB LCViaduct	04:35	04:15	05:42	04:12	04:22	04:05	06:22	05:42
EB LCViaduct to EB I70_East	04:22	04:46	04:12	04:30	04:06	04:51	05:20	09:53
EB I670_West to EB I70_East	02:49	06:14	02:43	09:04	02:56	06:36	04:52	10:06
WB I70_East to WB I670_West	03:20	02:35	03:41	02:38	03:43	02:33	04:30	02:45

The results that we have, this is before we did any type of mitigation. This is raw data out of the traffic assignment model and what we'll do is kind of look at 2040 as a base condition, what I

would call the No-Build and the reclassification. Probably one of the biggest impacts that we're seeing is I-670 eastbound to I-70 eastbound, the third line down, in the afternoon. Today's time to make that trip is about 6 minutes and 14 seconds and we're seeing that going by almost 4 minutes in delay, 10 minutes and 6 seconds as a result of the phenomena of basically forcing all that traffic on through Bartle Hall, underneath Bartle Hall, and that piece there. That's a very telling piece of information there.

We also saw that the eastbound Lewis & Clark Viaduct to eastbound I-70 in the afternoon goes from 4 minutes and 46 to 9 minutes and 53 seconds so there are a couple of big delays there. The one in the morning—well morning and afternoon, there's two sources of delay. The source of delay from eastbound 670 to eastbound 70, it has to go through both of the two chokepoints. We have a chokepoint at the east end as well as a chokepoint at the west end. You can see there are definitely some trends there where traffic is being affected.



There's three basic constraints that we found we saw relief. I will concentrate on two of them. The first one is at that choke point underneath Bartle Hall where there are basically three lanes on I-670 eastbound. A fourth lane comes up from the Wyoming Interchange. That lane is committed to I-35. The third lane is also committed to I-35. The second lane is the only lane that goes through from I-670 and then the fourth lane on the inside—or the first lane, is actually committed to go up

Central Avenue and that's a choke point because what's happening is you have a lot of weaving and movements of folks coming up from the right and you have a lot of folks on the left side that are trying to avoid that, but they get to that point where they eventually have to move over or they get stuck going up Central Avenue. That's the first choke point we looked at.

The other choke point is at the east end where there is an interior lane on the left that is shared to go up I-35 to the north and a lane on the exterior where Grand Blvd. actually comes in eastbound onto 670 and it goes down to 71 Highway so those folks have a very short distance to merge over to get onto 70 and as many as three lanes if those folks want to go up to I-35. Those two choke points together is what contributes to a lot of the delay, not the fact that there's not enough lanes on 670 itself.

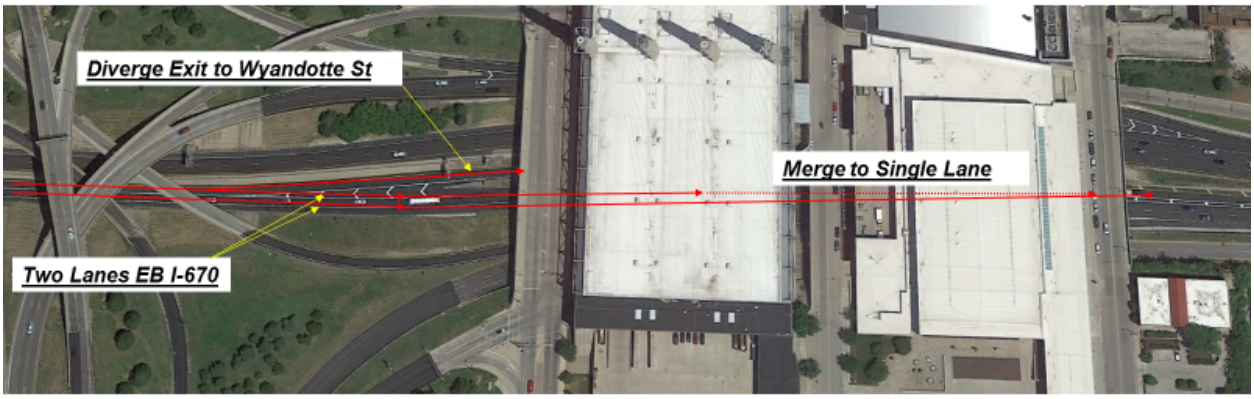
We also found a choke point on northbound on I-35 where when we look at some of the strategies to get up to the new bridge extension of the northbound on-ramp from 12th Street gave us a lot of relief with regard to that movement, but it really didn't do that much with regard to that movement going continuously to the Lewis & Clark Viaduct. But, nonetheless, it was still a strategy in the overall scheme of things that we've incorporated.

EB I-670 Approaching Bartle Hall (SW Quadrant)

That basically explains the existing condition that we have today.

Do you want to do simulations now or wait until the end? **Mr**. **Robinson** said at the end.

EB I-670 Approaching Bartle Hall (SW Quadrant) With Widening Under Bartle



What we've proposed here and we cleared this with MODOT and we talked to the Federal Highway Administration and we definitely need some design exceptions to do this with regard to shoulder and clearence widths, but basically keep that inside lane as a through lane up underneath Bartle Hall and we still have the merge to make, but that merge will be occurring well downstream of where the merging happens upstream at I-35. We would still pull a diversant lane directly right off to go to—I call it Wyandotte, but that's actually Central, so pardon the typo there. That movement is still there, but you're not trapped in that lane. You just have to be in that lane and you splitoff to do that. So, that's the first mitigation point and we will show the affects of the traffic on that and how it affects the eastbound 670.

Mitigation – Eastbound I-670 Under Bartle Hall

When we modeled it up, that's basically how we put it in the travel demand model so that green in the traffic operations model is an extension of that lane up underneath Bartle Hall.

EB I-670 at Southeast Quadrant (Existing Lane Configuration)

The other point that I mentioned was at the east end that, I will go from the bottom up, that bottom lane goes Grand, it goes directly to 71 Highway, those folks have to move over at least one lane to

stay on 70. The two lanes after that are 670 to 70 and then the third lane on the top is committed to 35 northbound or I-70 eastbound. Here's where the plot thickens. If under the strategy for the removal, I-35 would be designated on the southside of the loop as would I-70. All I-35 northbound traffic would have to shift over at least two lanes of traffic to make that move to get all the way over there to I-35 and that's an issue.

We looked at some reconfigurations of the lanes. What we did was going from the south up, we took the lane coming off of Grand and made that what we call a decision lane to either stay on 70 or to go 71 southbound so those folks don't have to move over if they want to stay on 70. The next lane is still committed to 70. The third lane is 35 to 70 as a decision lane and then that fourth lane is also 35 in and of itself a committed lane. Under this strategy folks coming up 35 from Johnson County that want to continue up north only have to move over one lane to get onto I-35 and make that movement. Conversely, folks coming in on the left lane that merged in underneath Bartle Hall on 670, they still have to move over one lane to stay on 70. So, there is still one lane shift requirement, but it beats the heck out of what's out there today. From a lane continuity standpoint, it's not perfect, but we've demonstrated solid traffic or improved traffic improvements under this.

The other option is to build what's called structured grated ramps which would cost—**Mr**. **Richardson** said there's not room. **Mr**. **Shockovich** said it would be a very expensive and unreasonable application of funds and we will go over the results of this. **Mr. Richardson** said the other possibility there is they are talking about closing the on-ramp from Grand which would make that better as well. **Mr. Shockovich** said we could actually close the Grand Ave. on-ramp, but that's the only way out to eastbound 70 or 35 out of Crown—folks from Crown Center come up that way, the Crossroads District, even folks out in the northside of the loop actually crossover to Truman and they get on that way. If we were to close that, because Truman is a six-lane road, it would send folks up to Paseo and then folks that want to go 35 north would have to go to Paseo and up north or to go south going 71 Highway. It is an option. There is plenty of capacity on Truman. It was actually MODOT that made that suggestion as a possibility. We did not test it, but it's a secondary possibility that could happen in other studies. That's basically how we showed in our model and we will go over the simulation.

2040 Gate-to-Gate Travel Times
I-70 and I-670 Connections with Mitigation

Movement	2040 Base		Access Consolidated		Compressed Footprint		Redesignated Reclassified		Redesignated Reclassified - Mitigated	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
WB I70_East to WB LCViaduct	04:35	04:15	05:42	04:12	04:22	04:05	06:22	05:42		5:41 ***
EB LCViaduct to EB I70_East	04:22	04:46	04:12	04:30	04:06	04:51	05:20	09:53		7:51 **
EB I670_West to EB I70_East	02:49	06:14	02:43	09:04	02:56	06:36	04:52	10:06	4:24 *	7:17 **
WB I70_East to WB I670_West	03:20	02:35	03:41	02:38	03:43	02:33	04:30	02:45		

* Mitigation for EB I-670 (Under Bartle Hall)
** Mitigation for EB I-670 (SE Corner)
*** Mitigation for NB I-35 (NW Corner)

So, the results of that it did not bring us back to the No-Build condition, but we definitely saw improvement. The biggest piece of improvement in the afternoon at that 670 one that I just showed you, we went from 10 minutes and 6 seconds from 6:14 to 10:06 so about a four-minute delay. We cut into that to decrease that delay from 6:14 to about 7:17 or about one minute. We did show

a definite marked improvement there. We also dropped a couple of minutes on the eastbound Lewis & Clark Viaduct down to eastbound I-70 and, once again, that's because of that southeast corner mitigation that we did. We take that from 9:53 down to 7:51; now granted, it's still three minutes more delay, but we've cut into it quite a bit, but this does not account for, like I said, the possibility of continuous vehicle and autonomous vehicle technology. We have demonstrated a significant amount of improvement on that when we ran the traffic models on it and we think these are actually pretty conservative numbers. There is a good chance they would be better than that.

Coming out of the study, we're not make any recommendations. This is just a data point with regard to this. Because we did see what I call the bang for our buck on these, both of these strategies at both ends is about a million dollars each by the time we do an overlay, restripe and some overheads signage that would have to be done, but for the benefits of it we actually included that as part of the strategy, the removal strategy.

Evaluation / Screening Materials

- Detailed Evaluation Matrix
- Summarized Material for Presentation Boards
- Contains measures for all project needs and goals for each of the five segments
- Contains all major elements considered as part of the study
- Attempts to provide quantitative measures, where reasonable.
- Qualitative measures should be used for relative comparisons of strategies

Moving into the completion of the study we developed a very detailed evaluation matrix and that matrix, the traffic that I showed before you is only one piece of that matrix. The traffic is part of the need to optimize system performance, but we are also looking at other things regarding infrastructure, land use, quality of life, sustainability, transportation choices, and we broke our matrix into each of the five segments. We have quantitative measures where we can measure stuff, costs, traffic, safety from a standpoint of removal of connections and what I call conflict points and then in other places we have quantitative measures where we kind of did a subjective view of

opinion of what we think one is better than the other with regard to meeting a specific need or goal and it's just for comparison.

North Loop Evaluation Matrix

I-70 PEL North Loop Strategy Evaluation Matrix											
			Measures	Units	No-Build	B1 Access Consolidation	B3-6a Compressed Footprint (South)	B3-6b Compressed Footprint (North)	B3-7 Compressed Footprint (Existing)	B7-1 Reclassify I-70 Independently (Ave. Parkway)
NEEDS	IMPROVE PHYSICAL CONDITIONS	INFRASTRUCTURE	POTENTIAL TO IMPROVE USEFUL LIFE OF FACILITY	Acres (SF)	0	55,000	107,500			111,500
				Acres (SF)	111,000	55,000	68,500			0
			Maintenance Cost for Existing Bridges Left in Place to 2040	Dollars	20,000,000	20,000,000	21,000,000			20
			Area of New Bridges Being Built	Acres (SF)	0	55,000	39,500	115,500	110,500	0
			Maintenance Cost for Existing Roadways Left in Place to 2040	Dollars	110,500,000	50,000,000		50		50
			Area of Existing Roadway Being Removed or Replaced	Acres (SF)	0	104,500		213,500		213,500
		GEOMETRY	POTENTIAL TO IMPROVE SUB-STANDARD GEOMETRY	Count	0	10		18		30
			Number of Existing Substandard Geometric Features Removed or Improved (Total)	Count	0	10		16		30
	OPTIMIZE SYSTEM PERFORMANCE	MOBILITY CONDITIONS	CONNECTIONS MOST SENSITIVE TO STRATEGIES ARE LISTED HERE - See "Travel Time" Items from RTD Per Sub Study	Travel Time Origin: I-70 EB (NE Corner) Dest: I-25 NB (SW Corner)	AM (Min.)	4.37	4.33	4.33		4.37
					PM (Min.)	5.25	5.15	5.17		5.00
				Travel Time Origin: I-70 NB (SE Corner) Dest: I-25 SB (NW Corner)	AM (Min.)	6.07	6.05	6.10		6.13
					PM (Min.)	4.50	4.45	4.47		4.47
				Travel Time Origin: I-25 SB (NW Corner) Dest: I-70 EB (SE Corner)	AM (Min.)	4.53	4.35	4.37		4.32
					PM (Min.)	3.58	3.55	3.45		3.55
				Travel Time Origin: I-25 NB (SW Corner) Dest: I-70 WB (NE Corner)	AM (Min.)	4.20	3.50	3.50		4.10
					PM (Min.)	3.56	3.52	3.50		3.52
				Travel Time Origin: I-70 EB (SW Corner) Dest: I-25 NB (SE Corner)	AM (Min.)	3.07	2.58	2.41		3.17
					PM (Min.)	3.05	3.08	4.00		3.17
				Travel Time Origin: I-70 WB (NE Corner) Dest: I-25 SB (SW Corner)	AM (Min.)	3.00	0.50	0.50		0.50
					PM (Min.)	3.00	0.50	0.50		0.50
		DOWNTOWN LOOP	MAINLINE TRAFFIC SPEED	Average Peak Hour Travel Speed on I-70 EB	AM (MP / PM)	46.5 / 47.8	47.5 / 47.7	46.2 / 46.9		47.2 / 47.5
				Average Peak Hour Travel Speed on I-70 WB	AM (MP / PM)	45.9 / 43.8	45.5 / 41.7	43.5 / 40.6		46.2 / 45.5
				Average Peak Hour Travel Speed on I-25 EB	AM (MP / PM)	42.5 / 39.3	43.3 / 40.7	43.2 / 39.0		39.2 / 39.8
				Average Peak Hour Travel Speed on I-25 WB	AM (MP / PM)	45.7 / 50.2	43.3 / 50.1	45.2 / 50.4		45.2 / 49.5
				Average Peak Hour Travel Speed on I-70 EB	AM (MP / PM)	44.7 / 44.3	43.3 / 45.4	45.3 / 44.9		45.3 / 47.0
				Average Peak Hour Travel Speed on I-70 WB	AM (MP / PM)	45.7 / 47.7	45.3 / 47.5	45.3 / 47.8		45.3 / 47.8
		SYSTEM-WIDE	TRAFFIC CONGESTION	Total Peak Hour Delay (RTD System Total Estimate)	AM (Veh.-Hrs.)	51,204	50,540	48,000		50,590
					PM (Veh.-Hrs.)	33,308	23,192	20,290		26,890
				Total Peak Hour Delay (RTD System within corridor limit)	AM (Veh.-Hrs.)	(Provided)	(Provided)	(Provided)		(Provided)
					PM (Veh.-Hrs.)	(Provided)	(Provided)	(Provided)		(Provided)
			TOTAL TRAVEL	Total Travel Time - Vehicle Hours Traveled (RTD System Total)	AM (Hrs.)	55,610	55,076	55,114		55,243
					PM (Hrs.)	44,160	43,173	40,494		46,240
				Total Daily Travel Distance (RTD System Total)	AM (MPT)	3,136,000	3,131,000	3,135,000		3,135,000
					PM (MPT)	3,136,000	3,131,000	3,135,000		3,135,000
		IMPLEMENTATION OF AVAILABLE TRAFFIC CONGESTION MANAGEMENT TOOLBOX STRATEGIES	ACCESS MANAGEMENT STRATEGIES	Examples: Left Turn Restrictions, Minimum Intersection Spacing, Roundabouts, Frontage Roads, etc.	0-1 (Implemented)	0.5	1.0	1.0		1.0
			ACTIVE TRANSPORTATION STRATEGIES	Examples: Designated Bike Lanes, Exclusive Non-Motorized ROW, etc.	0-1 (Implemented)	0	1.25	1.25		1.25
			MIDPOINT STRATEGIES	Examples: Geometric Improvements, HOV Lanes, Acceleration/Deceleration Lanes, etc.	0-1 (Implemented)	0	0.00	0.00		0.00
			TRANSIT STRATEGIES	Examples: Bus and BRT On Transit	0-1 (Implemented)	0	0	0		0
			TRANSPORTATION OPERATIONS & SYSTEM MANAGEMENT	Examples: Revisable Traffic Lanes, Turn Restrictions, etc.	0-1 (Implemented)	0	0	0		0
	IMPROVE SAFETY AND MOBILITY	DRIVER SAFETY	DRIVER DEFICITS	Average Driver Age (yrs)	Average yrs	35	0	0		0
			CONFLICT POINTS	Number of Conflict Points	Count	204	100	100		100
			INTERRUPTED TRAFFIC	Potential for Stress/Fatal Crash Reduction	1-4 (Best to Worst)	4	3	3		3
			FATAL ROAD EXPOSE	Potential for Fatal Crash Reduction	1-4 (Best to Worst)	4	3	3		3
		MOBILITY	SYSTEM MOBILITY	Potential for Total Peak Hour Delay (Vehicle-Hrs) Reduction	Rank Order (Best)	3	2	1		4
				Potential for Long Improvements to Existing RTD/Rail Facilities	1-4 (Best to Worst)	4	3	3		3
		BIKE/PEDESTRIAN	PEDESTRIAN SAFETY	Highway Access from RTD Station 37 (NE 37 Miscount Ave)	1-4 (Best to Worst)	4	3	2		3
GOALS	IMPROVE TRANSPORTATION CHOICES	CONFORMS TO DEVELOPMENT GROWTH OF REGIONAL MOBILITY PLAN		Potential for expansion of existing RTD/Rail Facilities	1-4 (Best to Worst)	4	3	2		3
		ACCOMMODATE EXISTING AND FUTURE TRANSIT		Potential for independence BRT integration	1-4 (Best to Worst)	4	3	3		3
				Potential for transit integration	1-4 (Best to Worst)	4	3	3		3
	IMPROVE ECONOMIC VITALITY AND PLACEMAKING	REVITALIZATION AREAS		Potential Open Space Available for Commercial/Recreational Development	Acres (Acres)	0.0	0.0	11.3	7.3	9.0	13.3
				Potential Open Space Available for Commercial/Recreational Development	Land Value ($)	$0	$0	$10,000,000	$14,000,000	$10,000,000	$10,000,000
		TRANSIT REGIONAL PROJECTS	WEST OF DENVER BOTTLENECK	Close Gap of existing right-of-way to be released	1-4 (Best to Worst)	N/A	N/A	3	3	4	3
			AURORA	Connectivity to Highway System	1-4 (Best to Worst)	3	2		2		2
				Connectivity to Highway System	1-4 (Best to Worst)	3	2		2		2
			DOWNTOWN AIRPORT	Connectivity to Highway System	1-4 (Best to Worst)	4	3		2		3
		PROMOTE QUALITY PLACES		Visual Character and Aesthetics	1-4 (Best to Worst)	4	3		2		3
	IMPROVE LIVEABILITY	COMMUNITY IMPACTS	NOISE IMPACTS	Residential	Acres (Acres)	0	0		0		0
				Commercial	Acres (Acres)	0	0		0		0
				Residential	Number of Residences	0	0		0		0
			ELDER POPULATIONS DISPLACED	Commercial	Number of Businesses	0	0		0		0
		PROTECT CULTURAL/NATURAL RESOURCES	CULTURAL RESOURCES	4(f) Resources Impacted	Count	0	0		0		0
				106 Resources Impacted	Count	0	0		0		0
				Historic Sites Impacted	Count	0	0		0		0
			NATURAL RESOURCES	Impacted Hydrologic Water Quality and Wetlands	1-4 (Best to Worst)		3	2	3	2	3
				Public Impacted	Acres (Acres)	0	0		0		0
				Wetlands Impacted	Acres (Acres)	0	0		0		0
		PUBLIC HEALTH	AIR QUALITY	Overall Conformity Analysis of Regional Pollutants	Pass/Fail	(Pending)	(Pending)	(Pending)	(Pending)	(Pending)	(Pending)
	FEASIBILITY	ROW COSTS		Number of Acres with Anticipated Right-of-Way Acquisition Challenges	Count	0	0	0	0	0	0
		TOTAL COST		Planning Level Estimates Per Alternate	Dollars	TBD	$93,000,000	$113,000,000	$137,000,000	$137,000,000	$93,000,000

The intention here is not to read that. Don't even try, but the point being—what we have are the needs so we have our three basic needs that I went over and our three goals and we actually have feasibility costs and for each of the needs and for each of the goals, we actually have subsets in that. We've gone through a very comprehensive scoring of this and these are not weighted. We did not weight anything. We just kind of did the numbers as they are. The little beige areas are those measures that we saw would differentiate one particular strategy from another because some of these are a wash. We kind of picked out those that kind of differentiate it. The intent was to basically take that and to kind of roll it up into what we call a Harvey Ball quantitative moreless measure with regard to how these strategies measured up to each other in relative comparison.

We as a team and the Study Management Team just reviewed this earlier this week. It's still a work in progress. These values are by no means final. We will give the public an opportunity to provide their input because, like I said, these are quantitative, and these are based on no weighting so depending on how you weight any particular sub strategy, you can certainly come up with different values of this. We are by no means married to these. **Mr. Richardson** said I suggested a few ways that might be modified already. **Mr. Shockovich** said right, we're taking

input on this right now. There are positives for some, there's negatives for some. If we saw that a particular strategy had absolutely no redeeming features with regard to meeting goals or meeting needs, we screened them out and we did that in a preliminary screening several months ago. These are kind of the remaining ones that are in there.

At the end of this study this is all that's going to be a part of the Planning Environment Linkages and we will complete one of these for each of the five segments that I reviewed. This is only the North Loop that we're looking at right now. We've also done one for the bridge, we're doing one for the West Bottoms access, we're doing one for the different ways of connecting up to Route 9 as well as the different interchange strategies to connect into the downtown airport. This study covers a lot of area but the focus of this presentation.

Mr. **Richardson** said I would say related to the screening out process, the decision point for us is whether or not we would ask them to screen out, remove the North Loop option and that would be where I see we have a decision that is potentially detrimental to us if the CV/AV doesn't come through.

Mayor Alvey said to that point, Rob, it seems to me what I understand of traffic studies that have been done, it's usually trying to find ways to reduce the delays and to handle increased volume of traffic rather than to examine options that, from what I can tell, except for No-Build and improvement with connected and autonomous vehicles, that's the only one that actually will reduce that unless we did some other major changes. I guess I'm coming back to the original question, what else is generating this because it doesn't seem to me this is actually improving traffic flow. **Mr. Shockovich** said that's why this study is different. When we first started this study with the Mid-America Regional Council and we did our very first traffic review, one of the first comments we got from the traffic people at Mid-America Regional Council was, well, for except for the access consolidation strategy, none of these do anything to improve traffic from what we have. Given the nature, I think we're starting to learn that building ourselves out of congestion and moreless kind of learning and living with technology and different lifestyles in different places of how we live and commute, traffic is but one need or, if you will, of this without a need of improving what's out there today. That was an objective that was basically part of kind of the ground rules that we set with the Mid-America Regional Council set with MODOT and with KCMO when we started doing this. The fact that we're not improving what's out there today is

not necessarily total detriment to a strategy. It used to be we would just build our way out and we looked for level service D and that was it and if we didn't accomplish that, so this is a different study in that respect.

To your point and to Rob's point, before any of these strategies would garner your support or KDOT support because KDOT and Federal Highway Administration have expressed similar concerns. Secondary impacts and other impacts would have to be considered before anything would be advanced any further and those studies would be done as part of what we call NEMI, the Environmental Assessment or the Environmental Impact because we did see spots in traffic that kind of backed up areas. We saw what I call hot spots and those are secondary impacts on traffic and those would certainly have to be addressed in much more detail than the high-level that we did for this Planning and Environmental Linkages Study. Until Kansas City, MO or MODOT decides to do something significant with the interstate system, those studies will happen then. This study could be reopened and revisited or depending on where we are with regard to implementation of the long-range plan and technology and traffic, they could use part of this study, they could use quite a bit of this study, they could start all over again. This basically sets the framework for future studies.

Mayor Alvey said to kind of come back, since the purpose of the study is not trying to find ways to elevate traffic congestion or build our way out, it means there's another set of values that's at work here and based upon this third slide, thinking about the next 60 years, how would you prioritize the following issues in the study area. Number one was travel choices that is driving transient, biking, walking. Second is neighborhood character and third is transportation, safety for all modes, but it seems to me those first two are really more about how do you build a walkable city. That seems to be the value that is driving this study and this study then is presenting options to how to accommodate that goal. Is that accurate? **Mr. Shockovich** said very well said. One thing that I did not mention and we can go back to the strategies, you made a great point, and this is a different setting. I'm a traffic guy, I'm a transportation guy, so it took my awhile to get my arms around the fact that we're not seeing significant improvements in traffic.

As a matter of fact, we're looking at communities right now in Rochester and in parts of Detroit where they're actually taking the interstate out. They are doing the same thing in Seattle right now with the Alaskan Viaduct. People are figuring out where to go. On the other hand, the

idea here isn't just closing the North Loop and then let people figure it out. There still has to be some mitigation without a doubt.

On this strategy, one thing that you see on here, just north of Independence Extension is a two-way cycle track and that two-way cycle track connects up to a cycle track that's actually on the east side of Route 9 and Route 9 goes up to the existing Heart of America—right now has a trail on it and North Kansas City is developing a plan to give Burlington a road dive from six lanes to four lanes counting on the diversion of traffic from Burlington to the new bridge. They are going to use that space to build a cycle track there. The other thing that is being planned right now, the little red icons to the north, right now the ATA is planning a Rapid Bus Transit on Independence Avenue serving basically to the east of the loop and the reconnection of the grid and extension of Independence and converting it to two-way provides that expansion of the ATA system as well. That plays to your point there. **Mayor Alvey** said so, you just said it in a different way that what we're really talking about is for the folks who live in that locality in those neighborhoods, what was taken from them when I-70 was built, North Loop, is the attempt to restore that so we now have a neighborhood again.

Mr. Richardson said I think it's beyond that. I mean there is a lot of economic development opportunity. They want to connect downtown to the River Market—**Mayor Alvey** said well sure, but I mean it is still about how those people who live there experience that area and how they experience it now is they've got this canyon running through that is not accessible easily by walking, it's not easily accessible by biking, and even with the street car and some other options, this is really another grand attempt then to address that. **Mr**. **Shockovich** said however—**Mayor Alvey** said I'm not opposed to that. **Mr. Shockovich** said oh no, no, it's funny being me devil's advocate here because usually Rob is my devil advocate and we've had a great relationship. **Mr. Robinson** said he would never understand that would happen with me. **Mayor Alvey** said do you think we could take a vote on that? **Mr. Shockovich** said we temper each other.

If the closure of the loop from a traffic standpoint is really not determined to be feasible and this study doesn't determine what is and isn't truly technically feasible. Right now, we're just kind of dreaming. What we call the Compressed Footprint Strategy is kind of the next best thing. We still have space available, we still reconnect the grid. One thing that came out of this study was just reconnecting Columbus Park to the east with the River Market and bringing Route 9 down to grade. That, plus the space available for that, that in and of itself could be incorporated. That

actually could be incorporated with very simply under this strategy which is the Access Consolidation. So, actually if we build the bridge first, we collectively as a community, build the bridge first; we live with that and the next step could be going to this Access Consolidation and bringing Route 9 down. We've demonstrated how we can reconnect the grid. Yes, the convenience of being able to get right off the interstate into the River Market, you might have to drive a mile on an arterial system to get there, but people do that. So, from a phasing standpoint we could go from bridge to this to possibly either this or this, but from a phase implementation standpoint we're just kind of setting the stage for what could happen.

In the design of the bridge, if I may, the design of the bridge that's going to be started in the next couple of years, MODOT is in the process right now soliciting consultants with the Environmental Assessment, they want to make sure that whatever interchange design for the bridge coming into downtown doesn't preclude any of these opportunities. They are not going to set the stage for a particular one, but they're not going to preclude any of them as well.

Mr. Richardson said I think it would be a mistake to assume that even on the Kansas City, MO side there aren't any concerns because this dumps a lot of traffic onto the arterial street system which might require them to rebuild a tremendous number of traffic signals at great cost that's not federally eligible. There is a lot of concern about the remove and replace all around, but it also has a lot of interesting advantages. The decision to screen it out now is kind of an important one if you do or you don't.

I would say given our time if there are we ought to probably—after this question, maybe the simulation so you can kind of see how the traffic really works at those chokepoints.

Commissioner McKiernan said this is really somewhat rhetorical, but does KDOT and MODOT ever talk to each other? **Mr**. **Richardson** said yes. **Commissioner McKiernan** said because KDOT embarks on this multiyear plan for Lewis & Clark which results in a multiyear multi-million-dollar plan and then it appears from the outside that MODOT shows up and goes no, that's okay, we're closing the north side of the loop anyway. It appears from the outside to someone who doesn't do these studies and study this stuff that there is no communication, that we're not planning together around this north/south thing call the State Line. **Mr. Richardson** said Mr. Shockovich is retiring in a month**.** I'm going to let him answer that one. **Mr. Shockovich** said I can say anything now. What are you going to do, fire me? No, I appreciate that. Actually, they

communicate a lot more than meets the eye and you're not the first person I've heard say that and MODOT and KDOT have both heard it. When you say KDOT embarked on this plan to reconstruct the Lewis & Clark Viaduct and then MODOT is going to say that's okay, we're going to close. First of all, they're not going to close the north side of the loop. What we're seeing here is the possibility of closing the north side of loop, if it would come to fruition, would be well beyond 10 years in the future at least. That's after the subsequent studies and planning and everything is done. I know they had talked quite a bit during the planning of the Lewis & Clark Viaduct along with Kansas City, MO because a lot of the detour routes that's being used to rebuild the Lewis & Clark Viaduct is on their system and they work very closely together with each other.

It's my understanding on Lewis & Clark that was a strictly structural situation on that, the bridge from a structural standpoint just had to be taken down now. To digress a little bit, when we first started this study there was a rumor that was circulated that this study was going to recommend dropping the Lewis & Clark Viaduct to grade as well and it was just going to turn into an arterial on the street with bikes and things on it. That was a rumor that was started that was never ever part of this study. Lewis & Clark was always to be maintained as part of the interstate system. As a matter of fact, under the strategy of the removal, it's that much more important that it has to still stay to maintain interstate access into downtown, but designated as 70, instead it will be swapped out. Those type of rumors are out there too that first we're going to drop the north side of the loop and then we're going to drop the Lewis & Clark Viaduct and that was just never ever part of the study as well. **Mr. Richardson** said it wasn't part of the study, but it was definitely on plans that I've seen that we're not part of the study. **Mr. Shockovich** said but not part of this study. It got tied to this study initially and we dissuaded that.

Mayor Alvey said we should probably run the stimulations.

(There were no PowerPoint slides for the stimulations. This was a video)

Mr. Shockovich said everything you're going to see is based on 2040 projections of traffic. Fortunately, the difference between 2016 and 2040, in the immediate area of the loop the growth isn't huge. It's significant, it's probably 20-25% but it's not like the explosion of growth that we're seeing in Johnson County, but nonetheless this is still all 2040 traffic.

This is No-Build at the Bartle Hall area in 2040 and that's pretty close to what we see today. This is in the morning so this stimulation—the morning is actually worse than the evening from what we saw incrementally. One thing that's absent from this simulation just from a budgeting and from a time standpoint is that we do not have the traffic coming up out of Wyoming that's merging over there and going down into 35. That kind of adds to this a little bit. What we concentrated on here was the folks that are coming in on 670 and those folks that are in the left lane to get tracked and have to get over to maintain their movement underneath Bartle Hall and then merge the rest of the 35 traffic that's coming in. The focus of this is where that backup occurs almost to the end of the bluffs there. I think we've kind of reconciled that. Now, day to day it varies. I drive the loop a different way depending on what lane I'm in when I get there. I mean there is so much redundancy in the system, but generally speaking this is a pretty good replication.

Now, let's create Armageddon. Now, to your point Commissioner, we've routed all that traffic from the Lewis & Clark Viaduct that would have normally gone up and come down, now they're going straight across. The folks that would have typically gone on I-70—typically the folks that were on I-70 are still here, the majority of this diversion of traffic are the folks that would have probably gone to 35 because the folks that would go up and go eastbound on I-70 and then come back down again, they're probably going to come across 670 anyway. The biggest diversion here is the folks that would have gone up 35 and now you can see that traffic really backing up. **Mr. Richardson** said it backs up past Genessee. **Mr. Shockovich** said this is a video. When we actually ran the one-hour simulation of this we had times where it almost backed up to Central. It kind of ebbs and flows just like real traffic. We just did a 60 second screen capture here. Once again, you can kind of see that traffic and, once again, that Genessee coming in would only make this even worse. We play the game of adding those lanes, like I mentioned, underneath Bartle Hall and as I explained to Rob we did not do anything except add the lanes in here. We did not change any of the perimeters. Our credibility is traffic engineers and professionals. You know we could change this thing and make it do whatever we want, but that's not what the intention of this is.

By adding a simple lane through there, we still get the occasional folks stopping and if you look, you'll see occasionally someone gets stuck in that lane, in the right lane, that wants to go to the left, but we really open that up quite a bit so this is under 2040 traffic. We're still showing time delays overall from the model but you know we look at this and you say there shouldn't be any delay at all. Realistically, there's still going to be other delays from other factors besides this

location here. The sum total of that four-minute delay that I showed you, this is just one component of it and this component drops maybe up to two minutes. That's the first mitigation.

The other one we looked at for the purpose of this is this is at the southeast corner, this is at 670, that's No-Build so you kind of see the folks coming out right there southwest of the Sprint Center. That's the ramp from Grand that's kind of dumping all the people on and every now and then you will get someone that will go to the—if your eyes are good enough, you can actually watch and every now and then someone will stop there and jump across three lanes of traffic. What we do is when we develop these models we want to calibrate them to real life conditions and we can actually change the perimeters because if I put this traffic, let's say in Los Angeles or Boston, where more aggressive drivers are, we wouldn't see this phenomena so we actually have factors in there that reflect the type of drivers that we have in the Midwest. The type of folks, I'm going to go to the end and then cut people off or I'm going to merge back here so there is a lot of thought that goes into these modeling's and also how the signage is. How much advance signage have we've given folks with regard to information and then how they process that information, that all goes into these models.

This is kind of what we're seeing in the afternoon, would one agree. Then, we close the north loop and routed traffic all through it. So now this is all that traffic that is on 35 that normally would have gone up the west side of the loop and gone over to the north side of the loop and gone to 35. Now, all these folks coming in from Johnson County and coming from the southwest side of the loop have to jump over two lanes of traffic to make that move and to get to that one lane to go up I-35. It's even worse. Now, I think you can kind of appreciate the idea of closing that ramp and sending folks out on Independence Avenue possibly, and granted, for those folks it would be some inconvenience. We had not evaluated that as part of this strategy, but it is a secondary strategy that could be considered beyond this study.

Going back to that reconfiguration of the lanes such that now we took the left lane and made it a committed lane to 35, but the lane next to that we made what we call a shared lane so now it's a double lane that's going around now so I've got two lanes coming around 35 and merging to one. If the north loop is removed, we would actually have space on that ramp to merge that traffic because we don't have to worry about the lanes coming around to the north side of the loop. We also committed this lane on the outside to not just go down 71, but to also be able to

make the decision to go to 70 so there is a lot less lane shifts in doing this. Once again, we're seeing under 2040 traffic and the diversion we're seeing much better traffic operations.

Once again, I'm not sitting here blowing sunshine saying this is the catchall fix all, but in sharing this with MODOT, both of these are strategies that they could implement next week with funding, money and time of course that they would get an immediate benefit from. Like I said, the intention is well. We could do this and shutdown the north side of the loop. That is not what we're trying to say here, but we do have some ideas of what to mitigate. There are traffic spots, if you will look at our results of the metrics that into KCK we're moving some of the traffic that we're seeing right now that's happening because of the westbound Lewis & Clark Viaduct. There is some mitigation that would still have to happen above and beyond this to basically satisfy everybody.

Mr. Richardson said one of things that this doesn't show, if you drive eastbound on I-70 very much, you know there's a lot of traffic coming from the north that's coming I-70 this way and there's a double merge over here from 35, 29 coming to I-70 eastbound and so that merge out here that actually slows down out here at Paseo would actually be mitigated by this as well. You might be a little more choked here, but you're going to get relief on this side a little bit that you don't have today that's not shown on this. **Mr. Shockovich** said to that point, that outside lane on 70 does drop at Paseo so it's a trap lane so there is a little more congestion that's happening on the east side here, but that congestion doesn't really spill back into this area of influence here. **Mr. Richardson** said it does that today. That's still a trap lane today and so is Cleveland. **Mr. Shockovich** said right and so there is some lane usage that—the point of this is by reconfiguring some lanes and not by just widening 670, we feel comfortable saying there is a measurable amount of mitigation that would occur. Nothing sets this back to the No Build condition, but as we said as part of this study this is not strictly to mitigate and improve conditions we have. This project is not to fix the whims of the world, but basically to look at a lot of facts with regard to Kansas City, the north loop and how it relates to possibilities with the Broadway Bridge in long-term plans.

Mr. Richardson said one last thing I would say that needs to be considered with these strategies, we all know if there is an accident on the southside, we all go around the northside or if there is an accident on the northside, we come around the southside. That option goes away when you take the north loop out so if there are accidents, we have to be better about clearing them and getting

people out of the way, but we are also reducing weaves and things that cause accidents in some of these as well. When we're considering whether or not we ask them to screen or not screen this alternative out from our community standpoint—I think Ron has covered everything except that one part about there's not an alternative way through.

Next Steps

- On-Going Stakeholder Meetings and Presentations
- Public Meetings/Charrettes (Neighborhood and Commuter) – March 15-22
- Complete PEL Including Segments for Independent Utility – May 2018
- Environmental Assessment (EA) for new Buck O'Neil Bridge – May 2018 thru Fall 201
- Buck O'Neil Bridge Construction Complete (Tentative) – 2022
- Independence Avenue Extension and Route 9 to Grade Advanced NEPA Studies – ??
- North Loop Advanced NEPA Studies – ??

Mr. Shockovich said let me wrap up the presentation with the final slide. We are moving toward the end of this study. The month of March we have a whole bunch of ongoing stakeholder meetings, presentations. As a matter of fact, I'm presenting next week to the Fairfax Industrial Association at their lunch. The week of March 15-22 we are planning a series of public charrettes, public meetings. You are certainly welcome to come to participate. We will be planning on completing this study by early to mid-May and that includes defining what we call Segments for Independent Utility. Different segments that independence studies could be done and of course that first one is ongoing right now and that's the Buck O'Neil Bridge. The timeline for that is tentatively 2022 timeframe, a very aggressive schedule on that. As you know, MODOT is going to be starting a project this summer to do about a five-year rehabilitation on that bridge to get five more years of life out of it while the proposal to design and build a bridge takes place. The next thing that could possibly happen after that is maybe the extension of Independence Avenue and that Route 9, you know the implementation of that. We don't know when that's going to happen

as we don't know when the North Loop and the Advanced NEPA Study for that is going to happen. That's the timeline of things that are going on.

MAYOR ALVEY ADJOURNED
THE MEETING AT 6:45 p.m.

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Bridgette D. Cobbins
Unified Government Clerk

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