



SLT | South Lawrence Trafficway

APPENDIX B: Public Hearing Materials & Public Involvement Materials

FEBRUARY, 2022





SLT South Lawrence Trafficway

APPENDIX B: Public Involvement Materials

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PI Plan

Introduction

The purpose of the stakeholder engagement plan is to outline communication and engagement activities that are taking place for the duration of the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) as well as outline the overall approach for the project communications. This plan outlines objectives and tools we will focus on during the project and continue to refine the approach to stakeholder engagement and communication. The project team worked together to finalize this plan.

Project Description

The SLT SEIS will evaluate the area from just north of Interstate 70 at N 1800 Road/Farmer's Turnpike to just east of the existing K-10/23rd Street system interchange. The corridor evaluation and SEIS will build upon work completed for the EIS reevaluation within the K-10 West Leg South Lawrence Trafficway Concept Study (hereafter referred to as 'Concept Study'), and use the original EIS from 1990, and subsequent EIS completed in 2002, adopted and approved by FHWA in 2007 with ROD issued in May 2008, as a base document for the corridor. The SEIS will include additional analysis of a range of project funding options, including both toll-free and tolled alternatives.

Context of the Project

The SLT project is focused on improving safety and mobility for the SLT Corridor and the surrounding state highway system, and to some extent the local city streets. Preparation of the SEIS will build upon the work performed for the EIS reevaluation within the Concept Study, with additional analysis of a range of project funding options, including both toll-free and tolled alternatives. Public engagement tasks build on the previous public engagement activities from the Concept Study and expand the discussion to include funding alternatives for the project. With the history of public sentiment from an informed and engaged community, which spans a broad spectrum of opposition to approval on this project, it will be imperative that a proactive and methodical approach is used to discuss all the alternatives being considered.

Stakeholder Engagement Goals

The Stakeholder Engagement Plan builds on the following goals.

1. Create a comprehensive and transparent approach to inform and engage project stakeholders and the public in the SEIS process.
2. Enhance the visibility and online presence of the SLT project and ensure key stakeholders and others understand the reasons for each phase, its timing and its potential impact.
3. Interact with the project team, focus groups and advisory group to gather input on transportation needs in the community.
4. Identify, address and mitigate controversial issues early in a collaborative and constructive manner.
5. Ensure the stakeholder involvement process is fair, open and responsive to input of the public and the public knows where and how to locate project information.

Key Goals for Communication

We strive to keep the public and our project stakeholders informed about the alternatives being considered and project decision-making as part of the SEIS. With the history of public sentiment from an informed and engaged community, which spans a spectrum of opposition to approval on this project, it will be imperative that a proactive and methodical approach is used to discuss all alternatives being considered.

Overall our communication goals are to:

- Coordinate with stakeholders to set expectations and create a framework to engage and respond to the public.
- Conduct focus group sessions to discuss SEIS alternatives.
- Identify key stakeholders to create an Advisory Group to discuss alternatives and associated impacts, and gather feedback prior to presenting information to the public.
- Provide opportunities for the public at large to learn about the project and provide input on alternatives.
- Create and support an online presence for the study on Facebook, KDOT webpage and other social media.
- Track and document communications.

Planning Assumptions

The Stakeholder Engagement Plan builds on the following planning assumptions:

- The SEIS will include stakeholder and public engagement activities and is meant to be flexible and allow for adaptation to new and changing needs.
- The project will provide timely and accurate information about the project and opportunities for public input that align with NEPA and SEIS requirements.
- Materials for public distribution or exhibition will incorporate laymen's terms, for both language and graphics, and will be structured such that key information is readily accessible to all members of the public. If applicable, materials will be reused for cost saving and efficiency.

Project Identity and Branding

There is a significant history with the South Lawrence Trafficway and there have been considerations at various times with different projects to rebrand the project name or incorporate K-10 into the name. To tie the project to the original EIS and to maintain continuity, this project will be known as The South Lawrence Trafficway SEIS, or SLT, or SLT SEIS.

Tools and Techniques

While the Stakeholder Engagement Plan is intended to be adaptable to changing circumstances and project developments, the following are the anticipated elements of engagement that will be used to inform and engage the stakeholders and the public during the SEIS process.

1. **Advisory Group** – KDOT and HNTB will meet with identified stakeholders to present information on alternatives and associated impacts to gather feedback prior to presenting information at public meetings. Up to four (4) Advisory Group meetings will be held. General meeting topics include, but aren't limited to the following:
 - a. **Meeting 1:** Project Initiation and Purpose and Need—Introduce the SEIS Purpose and Need, review history and alternatives being considered. The first meeting would occur prior to the public information open house #1.
 - b. **Meeting 2:** Reasonable Alternatives—present alternatives and discuss potential funding options. The meeting would occur prior to the public information open house #2.
 - c. **Meeting 3:** Discuss Screening of Alternatives—show screening process and how the preferred alternative will be selected and discuss public feedback on funding options and alternatives. This meeting would occur approximately 4-6 months after public information open house #2.
 - d. **Meeting 4:** Present Preferred Alternative—Share the identified preferred alternative to be presented at the Public Hearing and what would be included as part of the Draft SEIS document and gather feedback.

2. **Elected Official Coordination** – Up to four (4) presentations will be given to Elected and Public Officials on the status of the project during the study. The project team will work with the city and county staff to discuss concerns related to the SLT SEIS. The presentations will serve as an opportunity to share study progress and understand the public official's concerns. Presentations and meetings would follow a similar schedule as the Advisory Group, unless circumstances warrant presentations at different intervals.
 - a. **Presentation 1:** Project Initiation and Purpose and Need—Review the project purpose and SEIS process. The meeting would occur prior to public information open house #1 in the first 90 days of the study.
 - b. **Presentation 2:** Reasonable Alternatives—present the proposed alternatives and discuss funding options. The meeting would occur prior to the public information open house #2.
 - c. **Presentation 3:** Discuss Screening of Alternatives—show screening process and how the preferred alternative will be selected and discuss public feedback on funding options and alternatives. This meeting would occur approximately 4-6 months after public information open house #2.
 - d. **Presentation 4:** Present Preferred Alternative—Share the identified preferred alternative to be presented at the Public Hearing and what would be included as part of the Draft SEIS document and gather feedback. This meeting would occur shortly before the Public Hearing.

3. **Stakeholder Meetings** – Individual meetings will be held with stakeholders specifically impacted or concerned about the SEIS process, alignment alternatives or project impacts to discuss concerns and clarify issues. Up to 20 meetings are assumed during the project to adequately address citizen and community concerns.

4. **Public Meeting** - Plan and conduct up to three (3) public meetings, generally in an open house format unless otherwise warranted by the information presented, except for the formal public hearing process required for comments on the Draft SEIS. Meetings will occur at key project milestones according to the technical information available to present and where public input could best be used.
 - a. **Public Information Open House 1:** Purpose and Need/Initial Alternatives—review purpose and need of Supplemental EIS, identify range of alternatives being considered and any new alternatives for discussion and introduce funding options for discussion. Share all options.
 - b. **Public Information Open House 2:** Reasonable Alternatives—show screening process and how alternatives were narrowed down to the No Build and three proposed Build alternatives.
 - c. **Public Hearing:** Preferred Alternative—share the identified preferred alternative and how the alternative was selected. This hearing is for the Draft SEIS document. A formal public hearing transcript will be prepared to document public comments at this meeting.

All meetings can be converted to an online meeting format for additional public input opportunities.

5. **Focus Groups**— One (1) round of focus groups will be conducted by HNTB's subconsultant, ETC. A round of focus groups consists of approximately 7 groups of 8-12 participants totaling about 70 total participants. Focus groups will be conducted over 2-3 days. Each group will be asked the same questions and will discuss SEIS alternatives to gauge perceptions of alternatives, knowledge gaps and messaging opportunities. Information from the focus groups will help inform other aspects of the study as well as how information is developed and presented.
6. **Community Presentations** – Presentations and listening sessions on the status of the project will be conducted with civic and community groups such as Rotary Clubs, Kiwanis, Chamber of Commerce, Home Owners Associations, Business Groups and Churches. Up to eight (8) presentations could be done over the course of the study. These presentations could serve as an opportunity to reach a broader spectrum of people to gather input and allow the project team to hear various points of view throughout the study. It is anticipated that nearly half of the presentations occur within the first six months of the study to build awareness to encourage public input.
7. **Audio/Web Meeting** – A conference call or web “town hall” meeting will be coordinated and recorded to allow a large number of participants to listen and ask questions at a designated time, and then available for playback later. This event would be geared towards commuters and regional stakeholders that may find it challenging to attend in-person meetings and events, but still have an interest in the project. The timing of this meeting is flexible, but is currently planned for the same time as the Public Hearing to allow for participants to have input during the Draft SEIS document phase.
8. **Drop-In Center** – Develop kiosks or community display boards at two (2) key milestones to convey alternative options at public events or community venues, such as super markets, libraries, banks or City Hall. The displays would be transitioned between two to three community locations to maximize exposure. The displays will be left for a week or two in

each location. The Consultant will develop displays (up to two per milestone) and will move displays around during the specific time frame. The Consultant will also identify regional functions occurring at the Rock Chalk Park, Sports Pavilion, Clinton Lake, Youth Sports Complex or other community festivals that would draw more regional traffic and would work to set up a display and staff (assume one (1) person per event) at those events (assume two (2) events) to gather additional information from regional users. The purpose of the displays is to build awareness of the SEIS so the public can provide input.

9. **Survey**—Two online surveys, with approximately 20 questions each, would be conducted to gather additional feedback on project alternatives and funding options at key milestones. Surveys provide the opportunity to gauge public response and reaction on specific issues or concerns. Through various survey opportunities we will be able to understand public perception and adjust our engagement or informational approach as appropriate. Surveys would focus on topics such as potential project-specific funding options, as well as other issues/interest areas such as access. Surveys would be sent out electronically and made available through our website. It is anticipated surveys would occur at the reasonable alternatives stage of the project and in the screening of the alternatives phase prior to the Draft SEIS being distributed.
10. **Informational Fliers**— A series of up to four (4) fliers will be created to discuss tolling and other potential project-specific funding options in a systematic way. Topics for the informational flyers are anticipated to be:
 - a. Introduce SEIS study, goals and process for public engagement.
 - b. Transportation funding options to be explored in the SEIS document
 - c. Project alternatives considered
 - d. Summarize recommended preferred alternative, final conclusions from Record of Decision and next steps.
11. **Informational Maps and Graphics**— Create and develop, either electronically or for printed use, up to three (3) additional maps or displays for use throughout the study.
12. **Social Media**— Create and support an online presence for the SLT SEIS by providing materials, static or video, to be uploaded on KDOT’s appropriate social media platforms and to the project website to share SLT dedicated materials and for other electronic media requirements.
13. **Project Website**— The South Lawrence Trafficway website will help KDOT inform and educate stakeholders and the public about the project. The website will be mobile compatible and ADA compliant. The site will provide a location to share project documents and allow interaction and dialogue to occur between the public and the project team. This opportunity will allow for transparency in the project and in the NEPA Process while creating more opportunities for public interaction with a wider, more diverse audience. The website will be linked to KDOT’s main website and will include project specific information. The project website address is www.SLT-KS.org and the domain and hosting have been secured for three years.
14. **PIMA Implementation** - The Public Involvement Management Application will track and help manage stakeholder engagement through this technology tool using GIS elements. The application will be linked to the project website for integration and will create online meeting

forums and the ability to interact with the public and stakeholders. Comments can be entered, tracked and responses drafted using PIMA to allow easy documentation.

15. **Public Engagement Report/Log** - Key messages, activities, comments and public sentiment will be documented to show a thorough approach toward providing information and gathering public comment. The Final Public Engagement Report/Log will be developed to meet Title VI requirements.
16. **Dedicated Email Address** – A dedicated email address will be created for specific use during the project. This will allow a project identity to be promoted, and responses to stakeholder questions to be easily forwarded and responded to as needed throughout the SEIS. *The email address will be: info@SLT-KS.org.*

Project Interest Groups and Stakeholders

Feedback from Lawrence area citizens is critical to the success of the SLT corridor. Various stakeholders will be engaged throughout the project to gather input and provide information. Their involvement will be tracked and managed through the Public Involvement Management Application (PIMA). These groups include but are not limited to:

- City of Lawrence
- City of Lecompton
- City of Perry
- Douglas County
- Jefferson County
- University of Kansas
- Haskell Nation Indian University
- Property Owners and HOAs
- Business Representatives
- Emergency Services/Police
- Local Chambers of Commerce/EDC
- Area Public School Districts
- Douglas County Residents
- Lawrence-Douglas County Metropolitan Planning Organization

Communications Protocol

Media Communications

All media inquiries should be directed to the KDOT Public Affairs Director or the KDOT Project Manager unless otherwise discussed.

External Communications Protocol

The external communications protocol establishes how public responses are handled, by whom and in what time frame.

- Time frame for response - Questions submitted via the website or email address will receive an automated response acknowledging receipt of the comment. Other inquiries, received in writing should receive a response within one (1) business day acknowledging receipt of the comment with an estimated time for a response from the project team, if appropriate. Not all comments will require a response. Comments via social media should receive a timely response, as appropriate.

Review/Approval Process

The Stakeholder and Public Engagement Materials review & approval process is described below.

Initial Review – Assuming technical content is available, materials for public distribution or display will be provided to the client in a draft stage for review and comments well in advance of intended use. Generally, five (5) working days will be provided for review and comment. The client will be notified when circumstances prevent meeting this review period.

Reviewers for all materials include:

- KDOT Study Team
 - Aaron Frits
 - Kris Norton
 - Steve Baalman
 - Laurie Arellano
 - Other KDOT resources as needed*

- HNTB Corporation Project Study Team
 - Greg Weatherd, Project Manager
 - Gretchen Ivy/Kyle Kroner—NEPA Project Manager(s)

Final Review – A final draft, including graphics and layouts will be provided to the above team, no later than three (3) days prior to the final date before the production and printing deadline.

Schedule

Below is the general schedule for activities as we have identified them at this point. We will update schedule if there are significant changes.

South Lawrence Trafficway Public Outreach Schedule



	2018		2019				2020				2021			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Create Stakeholder Engagement Plan	⊙													
KDOT & FHWA Review Meeting of Stakeholder Engagement plan	⊙													
Stakeholder Coordination														
Advisory Group														
Elected Official Coordination														
Stakeholder Meetings														
Focus Groups														
Public Coordination														
Public Meetings														
Community Presentations														
Audio/Web Meeting*														
Kiosks or Community Displays at Community Events*														
Surveys														
Project Website Launch														
Informational Fliers Distributed*														
Compile Final Public Engagement Report/Log														

Legend

- ⊙ Initial Start-up Activity
- Event / Activity
- ▲ Meeting
- Presentation

*Dates for these activities are subject to change.

Project Contacts

The consultant project contacts for Public Engagement are:

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Information Handouts

Pictured below: An example of All-Electronic Tolling



Tolling As A Delivery Option

When considering tolling for the SLT, the concept would be all electronic: no stopping, no tickets and no toll booths that you might be used to experiencing. All-Electronic Tolling is part of the future vision for tolling across the country, and if implemented, is a method of collecting tolls using electronic transponders (K-TAGs) or license plate images. Sensors monitor vehicles passing through toll points at highway speeds and automatically debit travelers for the correct toll or take a license plate image to generate a bill that is sent to them for payment.

Project Contacts

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Aaron Frits, P.E.

KDOT Project Manager
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To request a presentation or to provide project comments, please email info@slt-ks.org

To learn more about the SEIS and its progress, please visit www.slt-ks.org



FALL 2018

Evaluating Funding Options as Part of the South Lawrence Trafficway

The SLT Project

A Supplemental Environmental Impact Statement (SEIS) has been initiated by KDOT and FHWA to evaluate the benefits and impacts of needed improvements for the SLT. The SEIS is scheduled to be completed in 2021. It will examine the benefits and impacts of improving the SLT from just north of Interstate 70 at North 1800 Road/Farmer's Turnpike to just east of the existing K-10/23rd Street system interchange and will select the preferred alternative for improving the Corridor and identify a funding plan.

For the West Leg from I-70 to U.S. 59, the SEIS will evaluate alternatives to upgrade the corridor to a freeway and widen to four lanes with grade separated interchanges. For the East Leg from U.S. 59 to K-10/23rd Street, the SEIS will only evaluate the impacts of funding options and it is not anticipated there will be any physical improvements or modifications that will require additional right-of-way. The East Leg is being evaluated in this study because it is a key component of the SLT corridor from I-70 to 23rd Street and it provides sustainable funds for operation, maintenance and future SLT improvements.



The Funding Challenge

In recent years, funding for Kansas transportation projects has been limited and many priority projects have been on hold awaiting funding. Currently, there continues to be no increased funding sources available for major transportation improvements like the South Lawrence Trafficway (SLT).

Therefore, the question is how best to fund the SLT to deliver its needed safety and capacity improvements quickly and efficiently.

Preliminary estimates indicate as much as \$250 to 300 million in today's dollars would be needed to widen and upgrade SLT to a freeway with improved access. This is a daunting figure when factored against other needed transportation improvements across the state.

One thing is certain, safety and congestion needs continue to grow on SLT, from maintenance of the existing system to improvements through an expanded system. That is why the Kansas Department of Transportation (KDOT) is exploring a variety of revenue sources, including toll and toll-free funding, to potentially pay for improvements to SLT within, the south and west limits of the City of Lawrence.



KDOT # 10-23 KA-3634-01

Funding SLT Improvements

The Kansas Department of Transportation is exploring a variety of revenue sources to potentially pay for improvements to K-10/ South Lawrence Trafficway (SLT) within the south and west limits of the City of Lawrence.

KDOT is looking at the impacts and benefits of different funding approaches as part of an extensive study into how best improve a 19-mile section of the SLT to more safely and efficiently meet the transportation needs of this growing area of the region.

The study – known as a Supplemental Environmental Impact Statement (SEIS) – has been initiated by KDOT and scheduled to be completed in 2021. It will examine the benefits and impacts of improving the SLT from just north of Interstate 70 at North 1800 Road/Farmer’s Turnpike to just east of the existing K-10/23rd Street system interchange.

A key issue to be explored in the SEIS will be the role that funding methods can play in advancing the project and what impact, if any, each funding method will have on the improvements’ ability to meet the project’s purpose and need.

Note:
No decision has been made by KDOT regarding how to specifically pay for any needed SLT improvements. The SEIS will evaluate a broad range of funding sources based on their potential feasibility, revenue generation capacity and other social, economic and environmental impacts and benefits. All sources discussed in this fact sheet require legislative approval.

Funding/Financing Source*	Predictability	Benefits	Impacts
Bonding <i>Bond purchasers give a government unit money in return for a legally binding commitment to repay the funds on a definite schedule and usually at a fixed rate. Must be authorized by legislature if it exceeds approved KDOT bonding levels.</i>	Available funding and borrowing costs are dependent upon the creditworthiness of a state or agency. Market appetite for bonds may fluctuate depending upon economic conditions.	Bonding can accelerate design and construction of a project.	Increases cost of project. Does not account for inflation, reducing buying power over time.
Fuel Tax <i>User fee levied at the pump on the number of gallons of fuel sold.</i>	Fuel-efficient and non-gasoline driven vehicles erode revenue over time by reducing the amount of fuel sold.	Easily implemented. Directly related to actual highway use or benefit; non-local users help pay for facility.	Has outsized impact on individuals who drive older, less fuel-efficient vehicles or who must travel farther than normal for jobs or other opportunities. Does not account for inflation, reducing buying power over time.
Sales Tax on Fuel <i>Sales tax levied on the wholesale price of fuel sold.</i>	Fuel-efficient and non-gasoline driven vehicles such as hybrids and electric, erode revenue over time by reducing the amount of fuel sold.	Directly related to actual highway use or benefit; non-local users help pay for facility. Revenues would track with inflation as fuel prices increase.	Revenues dependent on high and low fluctuation of fuel prices.
Sales Tax <i>A charge levied on the sale of products at the point of sale expressed as a percentage of the total sale price.</i>	Changing economic conditions may increase or decrease available funds due to changes in economic activity.	Tax impact spread over large number of items/people, including non-local goods and users. Can be focused on a specific project.	Revenues are not directly related to actual highway use or benefit. Revenues may be diverted to other uses.
State General Funds <i>A highway project could be paid for by appropriating money from the state’s general funds. Legislative approval required, with each new or improved facility competing against all other funding requests of any kind.</i>	Funds may be appropriated only for a portion of a project at a time, making long-term planning and budgeting difficult.	Funded projects likely enjoy support among users and/or key stakeholders.	Securing full funding in timely fashion may be difficult due to changing financial or political conditions, driving up costs. Appropriations typically specify how money is spent, limiting ability to respond to changing traveler or project needs.
Tolling <i>A direct user fee that a driver pays to gain access to new or improved transportation facilities, such as roadways, bridges and tunnels. The toll rate charged can vary based on factors such as vehicle classification (e.g., passenger car versus truck), length of trip, method of payment (e.g., cash, toll tag or license plate video toll), frequency of use, and, in some instances, time of day.</i>	Rates can be set to accurately reflect costs associated with actual highway use and vehicle classification. Revenues generated may vary from projections due to traffic diversions to toll-free routes or fluctuations in economic conditions.	Fee charged is directly related to actual roadway use or benefit; state residents and taxpayers that do not use the roadway do not pay for its improvements. Revenues generated by the facility are directly used to operate, maintain and improve the facility over the long-term.	Fees charged may be higher than other funding methods since directly related to actual roadway use. Travel diversions to alternate toll-free routes may reduce traffic and revenues along a specific facility, raising less revenue than projected.
Special Purpose District <i>A special district is created by local governmental entities for a specific geographic area to fund and provide services such as utilities, hospitals, water conservation, fire control, new development and transportation facilities. Depending on their purpose, these districts can levy property tax, sales tax or other user fees within the district, and may issue debt to generate revenue to fund improvements. Examples of special purpose districts are transportation development districts (TDDs) and transportation corporations (TCs).</i>	Fees or tax rates can be set by enabling legislation and/or vote of district’s landowners. Revenues generated may vary from funding projections due to fluctuations in property values or sales of goods and services within district.	Tax or fee charged is directly related to actual roadway use or benefit; Landowners and/or users within the district area that directly benefit from the project pay for the improvements. Broad local/regional authority and flexibility can be provided to achieve funding for improvements.	Growth may not occur in special district as planned or revenues may fluctuate due to economic conditions. Can be more cumbersome to form and administer special district. With some types of fees or taxes, burden is on local landowners and non-local users may not pay for use of facility and improvements.
Road User Charge/Vehicle Miles Traveled Pricing <i>Per-mile charge levied on vehicle owner based on vehicle usage.</i>	Rates can be set to accurately reflect costs associated with actual highway use.	Revenues directly related to actual roadway use or benefit.	May impact those who must travel farther than normal for jobs or other opportunities. Collection costs may be higher than for taxes. Privacy concerns.

All sources discussed above require legislative approval.

TOLLING AS A FUNDING OPTION FOR KANSAS

In recent years, funding for Kansas transportation projects has been limited and many important projects have been on hold awaiting funding. There are more transportation needs than available funding. The Kansas Department of Transportation must look at a variety of ways to fund projects and KDOT needs the tools necessary to do so.

The tolling legislation, recently signed by Governor Kelly, provides greater opportunity for collaboration between KTA, KDOT and local government. As competition for federal funds intensifies, having tools like tolling allows Kansas grant applications more opportunities to succeed.

If the State does not have enough funding to pay for an expansion project that the local community wants within their desired time frame, the community could request KDOT partner with them to conduct a feasibility study.

Who and what would be tolled

- No existing lane of any state highway could be tolled.
- Only new lanes could be tolled. A new lane added on an existing four lane highway could be tolled as a 'hot lane' to allow traffic willing to pay the toll to use the lane for a more premium service. There would still be two additional lanes in each direction available without a toll.
- All classes of vehicles using the new capacity improvements would be tolled.
- Toll revenue collected from a specific road would only be used on that road.
- The new legislation would allow toll revenue to cover a portion of the project costs. It no longer is required to cover 100 percent of the design, construction and maintenance of a road.



If tolling were implemented it would be All Electronic Tolling, which requires no stopping, no tickets and no toll booths that you may experience on other toll roads. It would look and feel like a typical freeway. All-Electronic Tolling is part of the future vision for tolling across the country, and if implemented, is a method of collecting tolls using electronic transponders (K-TAGs) or license plate images.

Steps of a toll feasibility study

- Traffic counts would be evaluated to determine if a more detailed study makes sense.
- If so, KDOT would first determine how many vehicles would choose to use a tolled road and how many would divert and choose an alternative route.
- The feasibility study would also include a public involvement process to determine public support for implementing a toll.
- At the end of the study, the community and KDOT could submit a joint proposal supporting tolling to the KTA Board.
- If the KTA Board approves the project, the proposal could be provided to the State Finance Council for consideration.

TOLLING THE SOUTH LAWRENCE TRAFFICWAY

KDOT has not made any decisions on how to pay for any improvements to the SLT. The SEIS will evaluate a broad range of funding sources based on their potential feasibility, the amount of money they would generate, and other social, economic and environmental impacts and benefits.

The preliminary cost estimates for the SLT indicate as much as \$250 to \$300 million would be needed to widen and improve the corridor. This is a major project when compared against other transportation improvement needs across the state. As part of the SEIS process, KDOT is exploring different funding options. Tolling is one of those options being explored because:

KDOT will not actively pursue tolling on a project if the community does not want it. If a community is interested in exploring tolling, they need to contact KDOT and request that a feasibility study be done. Based on that study, along with the results of a public outreach process, the community and KDOT would discuss with the Kansas Turnpike Authority Board. Ultimately, the State Finance Council would decide if a project could be tolled.

- The SLT has a significant project cost; tolls could be used for part of the funding in combination with other funding sources.
- Tolling is a revenue option that could allow KDOT, KTA and local transportation stakeholders to deliver SLT improvements more quickly.
- Tolling does not need to cover 100% of the costs to construct and maintain the road.
- Improvement projects are more likely to be completed sooner when communities can identify ways to partner with KDOT for project funding.

A viable funding source(s) must be identified as part of the SEIS process. If tolling is ruled out too early, the SEIS process would need to be repeated, wasting valuable time and effort.

IF the SLT were tolled...

- No lane that exists today would be tolled.
- Tolling could only be collected on new construction to add capacity, such as a new lane or lanes.
- Tolls collected on the SLT could not be used for any other state purposes, but the SLT.

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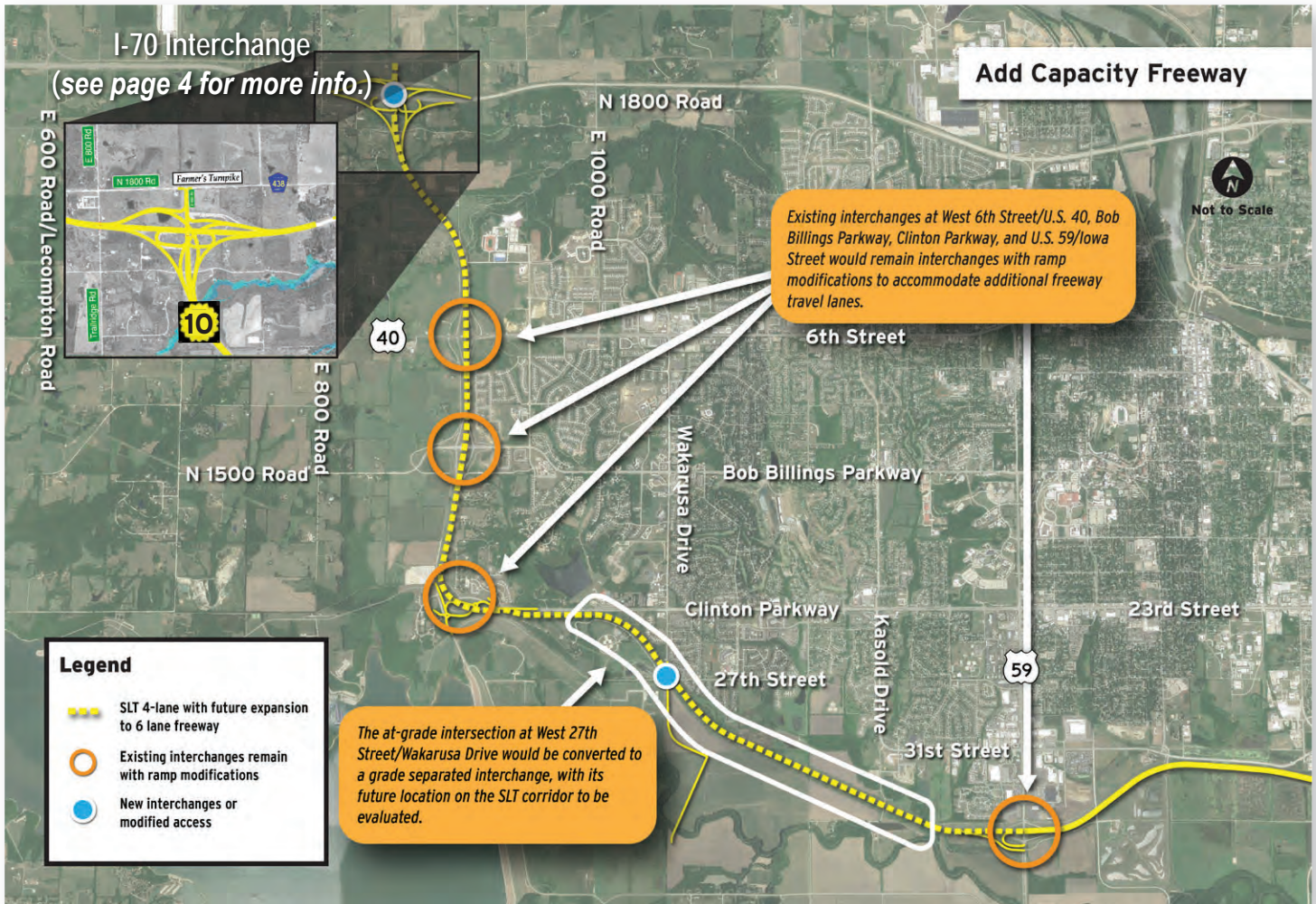
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To learn more about the SEIS and its progress, please visit www.slt-ks.org

To request a presentation or to provide project comments, please email info@slt-ks.org

SLT PREFERRED ALTERNATIVE

As part of the Supplemental Environmental Impact Statement (SEIS) process, The Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) have evaluated the reasonable alternatives and recommend the **Add Capacity Freeway Alternative as the Identified Preferred Alternative** because it best meets the purpose and need for the corridor.



The Preferred Alternative will:

- *Build an interchange at 27th and Wakarusa. The traffic signal will be removed and access to the local streets will be provided via new interchange ramps. New bridges will carry K-10 traffic over Wakarusa, allowing local traffic, bicyclists, and pedestrians to cross K-10 safely.*
- *Add two lanes to K-10 to create a four-lane divided highway.*
- *Reconfigure the interchange ramps at I-70 and K-10 to allow traffic to move easily from K-10 to I-70. The reconfiguration will keep and improve access from Farmer's Turnpike to K-10 & I-70.*
- *Realign K-10 through the Clinton Parkway interchange to make the existing curve less sharp.*
- *Reconfigure the interchange at U.S. 59.*
- *Accommodate Transportation Demand (Smart Tech) Management Strategies, transit and bicycle/pedestrian.*

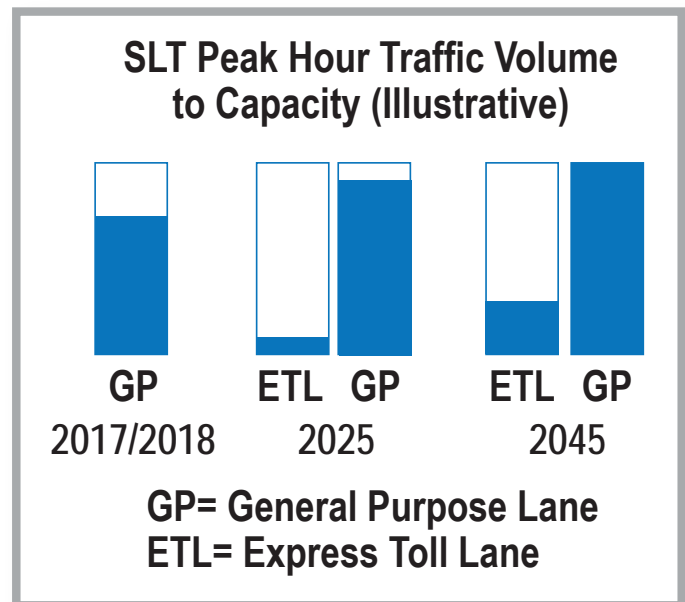
The reasonable alternatives evaluated:

- **No Action**—The No Action alternative makes no capacity improvements on the existing west leg of the SLT beyond improvements that are directly related to ongoing rehabilitation and maintenance already committed or programmed.
- **Add Capacity Freeway (Identified Preferred Alternative)** —This alternative would upgrade the existing two-lane undivided west section of the SLT to a median divided, fully access-controlled freeway facility with either four or six lanes, as predicated on future need.
- **Add Capacity Tolled Highway**—This alternative would upgrade the existing two-lane undivided west leg of the SLT to a divided four-lane fully access-controlled highway. There would be one general purpose ('free') lane and one tolled/express lane in each direction.

The Add Capacity Tolled Highway Alternative would allow drivers to choose to drive in a free-flowing, express lane instead of the general-purpose lane during peak travel times. The drivers who choose to pay a toll are provided faster, more consistent travel times.

What are the impacts if we do nothing beyond the already planned projects? How will the road function with the projected increase in traffic? How is safety of the corridor impacted? How does a No Action alternative effect growth and development patterns, and the environment?

Comparing the two alternatives - Add Capacity Freeway and the Add Capacity Tolled Highway - the evaluation showed that both alternatives would address capacity and improve safety. Congestion on the corridor occurs at peak times (early am and afternoon pm) and is most significant at specific locations like the SLT & 27th/Wakarusa intersection and at the SLT & I-70 interchange. Traffic operations studied how improvements will achieve the goal of reducing congestion on the SLT, I-70 and the local street network. According to the 2045 traffic analysis, both alternatives would operate at acceptable levels. However, in analyzing the Tolled Highway alternative, traffic analysis indicated that over the next 10 years the traffic volumes on K-10 would remain low enough that very little usage of the Express Toll Lane would be anticipated.



The Evaluation Process

As part of the SEIS process, the project team evaluated the alternatives on the basis of several criteria to determine how well each met the purpose and need of reducing congestion, improving safety, promoting a multimodal transportation system, and supporting local and regional growth. The evaluation also took into account taking into account the project cost, long-term maintenance and life cycle cost.

Both Build Alternatives were evaluated and compared to the No Action, or 'no build/do nothing' alternative. For the No Action, the evaluation team studies the corridor and asks:

Due to the lack of forecasted demand for the Express Toll Lane and the cost of the toll equipment, the Add Capacity Tolled Highway did not emerge as the recommended Preferred Alternative. The alternative could be reconsidered in the future, should traffic numbers increase dramatically and the community's desire for a tolling concept be invigorated.

What did the evaluation conclude about the other impacts?

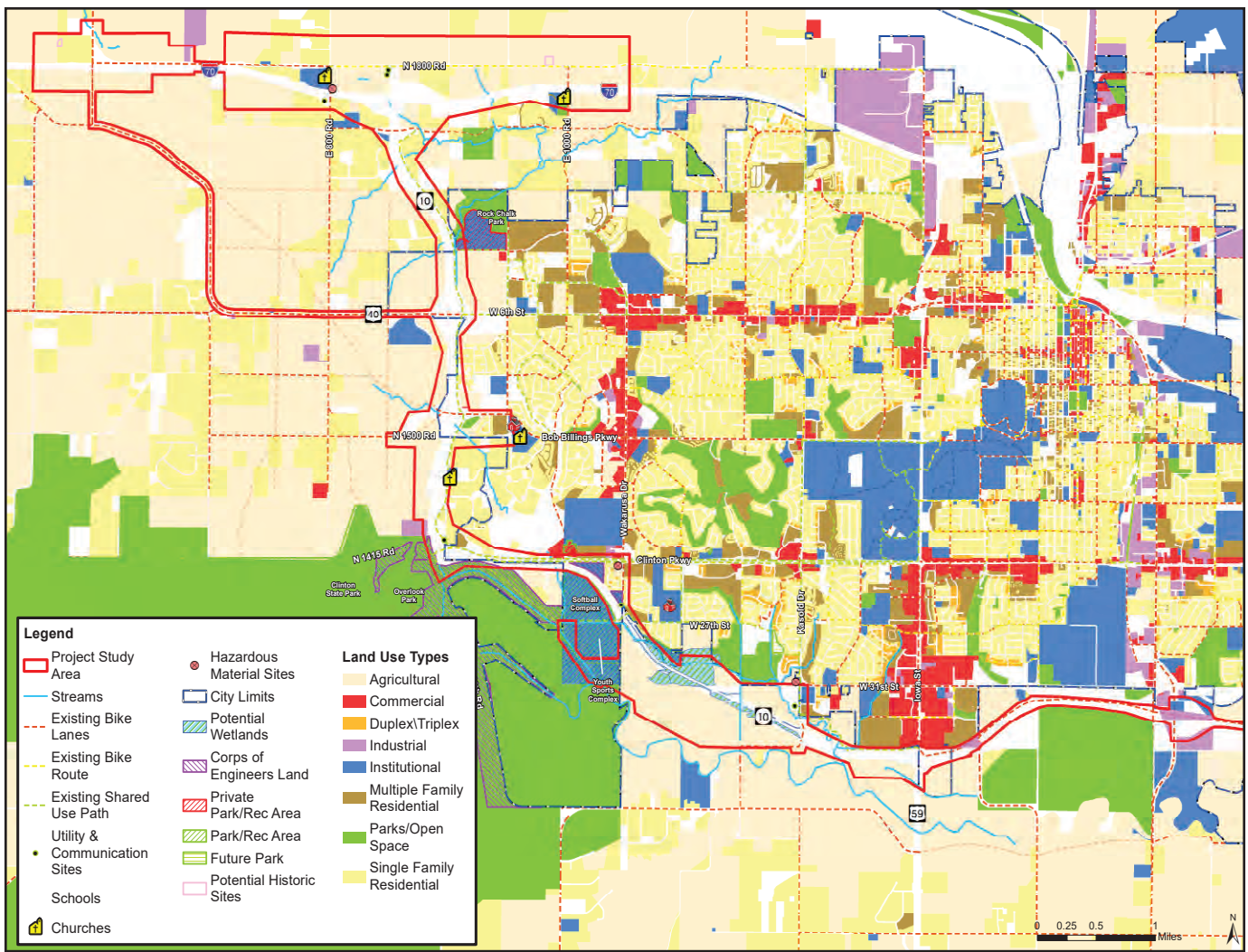
Right-of-way impacts

Impacts to right of way are nearly the same for both alternatives. Both alternatives use the existing right of way in the median and along the corridor as much as possible with the same impacts to adjacent properties.

Natural environment impacts

Analysis of natural environment impacts includes evaluation of wetlands, floodplains, streams, potential threatened and endangered species, farmland, historical or archaeological property, parks, trails, noise, and hazardous materials sites. Both alternatives have similar impacts on the natural environment.

Environmental Conditions Map



Safety

Safety is evaluated by looking at the number of weaving movements-where vehicles enter and exit the traffic flow, and the locations and numbers of entrance and exit ramps, plus whether there are any at-grade intersections, or access to K-10. Both alternatives are expected to have a significant benefit to safety in the corridor.

I-70 INTERCHANGE

Alternative 3 was selected as the Identified Preferred Interchange Alternative for the K-10, I-70, Farmer's Turnpike interchange. This interchange alternative is included in the Preferred Alternative (Add Capacity Freeway) improvements. The primary reasons for selecting this alternative were:

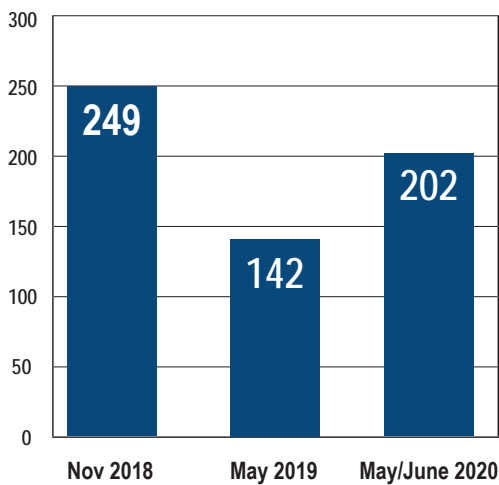
- Preferred access pattern of public
- Avoids environmental red flags
- Smallest right-of-way impact
- Best anticipated safety performance



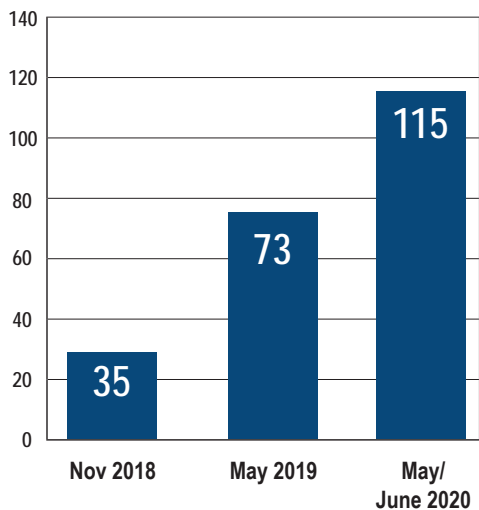
Virtual vs. Face-to-Face - By the Numbers

The recent May/June 2020 Public Meeting was held virtually over a 3-week period. Engagement was on-par with other Public Meetings but more comments were provided.

SLT Public Meeting Attendance



Number of Comments received per public meeting



Next Steps

The Draft SEIS is in development and is scheduled to be released for public comment in October/November of 2020. The public has 30 days to review the document and make comments. The public will also have another opportunity to comment on the project during a public hearing in late November. People will be able to attend in person or online depending on what local, state and federal mandates dictate.

KDOT understands the importance of improving this corridor to address safety and congestion concerns. This project has been identified for the IKE development pipeline to continue design and project development toward construction. KDOT cannot commit to a construction timeline at this point, but will be looking at ways to phase the project and complete improvements in pieces to address safety concerns if traditional funding is unavailable.

Contact:

Visit the project website at www.slt-ks.org (click info@slt-ks.org for email). For more information or to leave comments or questions about the SLT Study, please contact [Kelly Kultala](mailto:Kelly.Kultala@ks.gov) at (785)-207-0715 or email Kelly.Kultala@ks.gov or [Brian Kierath](mailto:Brian.Kierath@ks.gov) at Brian.Kierath@ks.gov



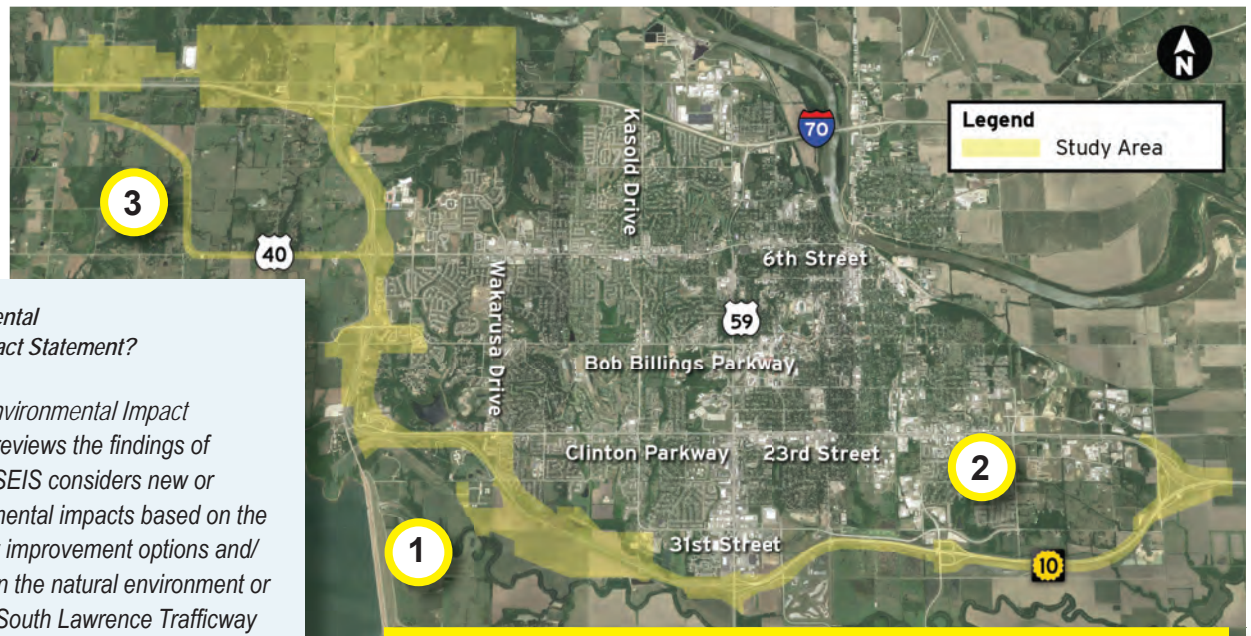
The South Lawrence Trafficway Supplemental Environmental Impact Statement

Let's Review

KDOT conducted the K-10 West Leg Concept Study from 2014-2016, which proposed adding two new lanes between I-70 and US-59 and modifying existing access through reconfiguration of existing interchanges, removing at-grade intersections, converting existing at-grade intersections to new interchanges, and adding new interchanges to enhance safety and traffic flow. During this study, an environmental reevaluation of the past NEPA decision for the West Leg was initiated to assess changes since the time of the initial 1990 EIS.

In the spring of 2016, the public raised concerns regarding K-10 access at Farmer's Turnpike that led to the Project Team recommending additional evaluation of the proposed alternatives and the study area through a Supplemental Environmental Impact Statement (SEIS). The SEIS will review the concept alternatives and evaluate the entire corridor for impacts, and identify ways to minimize or avoid impacts to sensitive project environmental features within the project footprint. The SEIS is scheduled to be completed in 2021.

What the Project Includes



What is a Supplemental Environmental Impact Statement?

A Supplemental Environmental Impact Statement (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities. The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

1. The West Section begins just north of I-70 at 1800 Road/Farmer's Turnpike to US-59/Iowa Street
2. The East Section begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange
3. E 600 Road/Lecompton Road at I-70 as well as U.S. 40 from K-10 to E 600 Road

The South Lawrence Trafficway (SLT) Project will examine the benefits and impacts of improvements. For the West Section, from I-70 to U.S. 59, the SEIS will evaluate alternatives to upgrade the corridor to a four lane freeway with grade separated interchanges. For the East Section from U.S. 59 to K-10/23rd Street, the SEIS will only evaluate the impacts of funding options and no physical improvements or new right-of-way will be needed. The East Section is being evaluated in this study because it is a key component of the SLT corridor from I-70 to 23rd Street and it could provide sustainable funds for operation, maintenance and future SLT improvements.

SEIS Process



An SEIS guides the process and:

- *Allows public and stakeholder input throughout the SEIS process,*
- *Documents how improvements would affect both the natural and man-made environment,*
- *Is required by the federal National Environmental Protection Act of 1969 (NEPA) and the Federal Highway Administration,*
- *Is one type of environmental document necessary to secure federal funding for transportation improvements (federal dollars typically pay 80 percent of the cost of major highway projects).*

What will the SEIS do?

The SEIS will help KDOT evaluate options for improving the SLT to enhance safety and improve capacity while supporting its ability to serve as a thriving corridor for the City of Lawrence and the region.

The SEIS will:

- Supplement previous SLT environmental documents.
- Establish formal project goals (called purpose and need).
- Review existing conditions for significant changes since the completion of previous SLT studies.
- Evaluate the impacts of improvements to the natural and man-made environment.
- Provide multiple opportunities for public input through public information meetings, public hearings, online surveys and focus groups.
- Identify a preferred alternative.
- Evaluate the socio-economic impacts associated with the different funding options.
- Be submitted as a draft document for public comment then finalized and submitted for a formal federal approval called a Record of Decision (ROD).

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U.S. Department
of Transportation
**Federal Highway
Administration**

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Focus Groups and Surveys

South Lawrence Trafficway Focus Group Script (draft 11/14)

by
ETC Institute

Recruitment Criteria

Participants will be recruited at random. In order to be eligible to participate, the participant must be very familiar with the South Lawrence Trafficway. This would include people who drive on the corridor at least 2-3 times per week, particularly those who use the corridor during peak times (6-9am and 4-7pm). The goal will be to get 6-10 persons to attend each of the 7 meetings. Residents will be paid \$50 as a thank you for attending. One resident at each meeting will be selected at random for an additional \$100.

We understand that KDOT might want to gather input from some of the stakeholders who have been involved in the study. Stakeholders who really want to participate in the focus groups will be encouraged to attend the meeting from 11:30-1:00pm in Lawrence on November 20th.

ETC Institute will also try to recruit a few truckers to each of the meetings.

Focus Group Schedule

Tues, Nov 26, 2019 (Johnson County)

11:30-1:00pm

Thursday, Dec 13, 2019 (Douglas County)

11:30-1:00pm (meeting stakeholders will be encouraged to attend)

5:00-6:30pm

7:00-8:30pm

Tuesday, Dec 17, 2019 (Shawnee County)

11:30-1:00pm

Tuesday, Dec 17, 2019 (Douglas County)

5:00-6:30pm

7:00-8:30pm

PARTICIPANT INFORMATION

Each participant will complete a short survey with the following questions before the focus groups being.

- What is the zip code for your home address? _____
- What is the zip code for your work address? _____
- How often do you travel through the SLT Corridor from I-70 to US 59?
Daily, weekly, monthly, less than once per month
- How often do you travel on K-10 From I-70 to 23rd Street?
Daily, weekly, monthly, less than once per month
- How much time do you think you spend in traffic, or being delayed in congestion through this corridor each time you pass thru the corridor?
_____ minutes
- What would be a reasonable or acceptable time delay for traffic on this corridor?
_____ minutes
- Are you concerned with safety along the corridor?
Yes No

If yes, what are your safety concerns?
- If you travel the corridor regularly, have you noticed any improvements that have helped with travel time/congestion or managing congestion?
Yes No

If YES, what have you noticed?

If YES, do you think these improvements have improved safety?
Yes No

GENERAL INSTRUCTIONS FROM THE MODERATOR TO SHARE AT THE BEGINNING

- Thank you for being here today.
- I am _____ and this is _____. We are working with the Kansas Department of Transportation to gather input on issues related to improvements that are being considered to the South Lawrence Trafficway. Is everyone here familiar with the South Lawrence Trafficway?
- You might wonder how you were picked for this meeting. You were selected at random from all residents in (Johnson, Douglas, or Shawnee County) and you indicated that you had used the South Lawrence Trafficway recently
- Everything you share will be kept confidential. We might record your comments, but we won't attribute anything to you.
- We have a lot of questions to cover today, so if you can do your best to respond concisely, we would appreciate it. We want to hear your ideas, but if everyone takes five minutes to answer each question, we will only have time to ask you our first two questions.
- Please respect one another. Put your cell phones on vibrate. If you need to take a call or use the restroom during our meeting, please step outside to do so. Also, please don't talk while other people are talking – it's not respectful and we might miss something important that one of you wants to say.
- Finally, does everyone have a pen and post-it pad? We are going to ask you to write down your responses to some of our questions before you share your answers with the group. This is to encourage you to think independently. If we don't do this, I've found that people often just agree with the first person who responds.
- Before we begin, could each of you introduce yourself by telling us your name and how often you drive on the South Lawrence Trafficway?
- We are glad you are here. Are you ready to get started?

INTRODUCTION TO THE SOUTH LAWRENCE TRAFFICWAY PROJECT

The main reason you are here today is that we want to get your input on design alternatives that are being considered for the South Lawrence Trafficway. I am going to show you three alternatives that are being considered. After each one, I am going to ask you some questions. Once we have reviewed all three alternatives, we will discuss you all three together to see what you like best.

For your information, the boundaries for the South Lawrence Trafficway project are from I-70 to US-59. All 3 freeway alternatives are the same south of 6th Street/US40, utilizing existing interchanges at US 40/6th St. and Bob Billings Parkway, reconfigured interchange at Clinton Parkway and US 59/Iowa St., and a new interchange to provide access to Wakarusa Dr, replacing the existing at-grade intersection. We will not talk about all of those locations today. We need your help in further understanding the 3 alternatives at the K-10/I-70/Farmer's Turnpike junction.

HNTB/KDOT will provide a map of the area, so the moderator can review the information above on a map to be sure all the participants understand the study area.

Topic 1: Reactions to ALTERNATIVE 1

MODERATOR WILL GIVE THE PARTICIPANTS AND OVERVIEW OF THE FIRST ALTERNATIVE. THE FOLLOWING POINTS WILL BE EMPHASIZED:

- Alternative 1 provides direct access to/from K-10 to I-70.
- Farmer's Turnpike access to/from K-10 is rerouted along US 40.
- Farmer's Turnpike access to/from I-70 is provided at a new interchange at E 600 Rd./I-70 (KTA).
- Upgrades to US 40 would include safety improvements such as widened shoulders, sight distance, ditch grading

Once the moderator feels that all of the participants understand Alternative 1, the participants will be asked the following questions.

- **Does this type of layout make sense?**
YES _____ # NO _____
 - **Why do you feel that way?**

- **Does this alternative address future growth plans?**
YES _____ # NO _____
 - **Why do you feel that way?**

- **What are the benefits of this layout for the user?**

- **Would you be willing to travel an improved US 40 to Lecompton if access is relocated from the existing location to along US 40?**
 # YES _____ # NO _____
 - **Why do you feel that way?**

- **If local access is provided to Farmer's Turnpike via an improved US 40 are you more/less likely to use I-70 KTA and new Lecompton interchange?**
 # MORE _____ # LESS _____
 - **Why do you feel that way?**

- **How do you think this might change traffic patterns in the areas? (if prompting needed, do you believe that given this layout, the traffic patterns will change and the majority of traffic will use E 600 Rd. to US 40/I-70 vs. existing Farmer's Turnpike? (i.e. "T" intersection at E 600 Rd. and Farmer's Turnpike).**

- **Do you think this alternative will improve safety for those traveling K-10?**
 # YES _____ # NO _____
 - **Why do you feel that way?**

- **Do you think this alternative will improve safety for those traveling US 40?**
 # YES _____ # NO _____
 - **Why do you feel that way?**

- **Do you have any other comments/thoughts about alternative 1?**

Topic 2: Reactions to ALTERNATIVE 2

MODERATOR WILL GIVE THE PARTICIPANTS AND OVERVIEW OF THE SECOND ALTERNATIVE. THE FOLLOWING POINTS WILL BE EMPHASIZED:

- Alternative 2 provides direct access to/from K-10 to I-70 with the addition of access to/from K-10 to Farmer's Turnpike.
- Farmer's Turnpike access to/from I-70 is still provided at a new interchange at I-70 (KTA)/ E. 600 Rd.

Once the moderator feels that all of the participants understand Alternative 2, the participants will be asked the following questions.

- **Does this type of layout make sense?**
YES _____ # NO _____
 - **Why do you feel that way?**
- **Does this alternative address future growth plans?**
YES _____ # NO _____
 - **Why do you feel that way?**
- **What are the benefits of this layout for the user?**
- **Does it make sense to split the access to Farmer's Turnpike to two different locations (K-10 @ existing location, I-70 @ E 600 Rd.)?**
YES _____ # NO _____
 - **Why do you feel that way?**
- **How do you think this might change traffic patterns in the areas?**
- **Do you think this alternative will improve safety for those traveling K-10?**
YES _____ # NO _____
- **Do you have any other comments/thoughts about alternative 2?**

Topic 3: Reactions to ALTERNATIVE 3

MODERATOR WILL GIVE THE PARTICIPANTS AND OVERVIEW OF THE THIRD ALTERNATIVE. THE FOLLOWING POINTS WILL BE EMPHASIZED:

- Alternative 3 provides all access at the existing location.
- It provides direct access to/from K-10 to I-70.
- Farmer's Turnpike access to/from K-10 and I-70 are both provided at the existing locations they are today.
- The K-10 to/from I-70 access is on top of the existing interchange, resulting in a 4-level interchange system. (show flyover ramps)

Once the moderator feels that all of the participants understand Alternative 3, the participants will be asked the following questions.

- **Does this type of layout make sense?**
YES _____ # NO _____
 - **Why do you feel that way?**

- **Does this alternative address future growth plans?**
YES _____ # NO _____
 - **Why do you feel that way?**

- **What are the benefits of this layout for the user?**

- **Does it make sense to split the access to Farmer's Turnpike to two different locations (K-10 @ existing location, I-70 @ E 600 Rd.)?**
YES _____ # NO _____
 - **Why do you feel that way?**

- **How do you think this might change traffic patterns in the areas?**

- **Do you think this alternative will improve safety for those traveling K-10?**
YES _____ # NO _____
 - **Why do you feel that way?**

- **Alternative 3 will has interchange levels that require longer and taller bridges. Do you think having all access points at this location is worth the extra cost?**
 # YES _____ # NO _____
 - **Why do you feel that way?**

- **Do you have any other comments/thoughts about alternative 3?**

Topic 4: COMPARISON OF ALL 3 ALTERNATIVES
--

- **After seeing the three options, what option do you think improves safety the most?**
 # Alternative 1 ____ # Alternative 2 ____ # Alternative 3 ____ # All are Equal ____
 - **Why do you feel that way?**

- **Do you believe that relocating access to Farmer’s Turnpike from K-10 to Lecompton Road still provides adequate access to I-70 for trucks? (*alternative 2*)**
 # YES _____ # NO _____
 - **Why do you feel that way?**

- **Do you have concerns about decreased safety with redistribution of truck movements for the alternatives that relocate access to Farmer’s Turnpike from K-10 to Lecompton Road?**
 # YES _____ # NO _____
 - **Why do you feel that way?**

- **Do you think these alternatives adequately anticipate future growth?**
 # YES _____ # NO _____
 - **IF NO, which one(s) do not and why do you feel that way?**

- **What option do you believe provides the best access for the local user—those traveling from north of I-70 to Lawrence?**
 # Alternative 1 ____ # Alternative 2 ____ # Alternative 3 ____ # All are Equal ____
 - **Why do you feel that way?**

- **What option do you believe provides the best connectivity for the regional user—those traveling from Johnson County to I-70?**
 # Alternative 1 ____ # Alternative 2 ____ # Alternative 3 ____ # All are Equal ____
 - **Why do you feel that way?**
- **What type of information (signage) will be important to you as you approach this area?**
- **Do you have any other comments/thoughts about any of these alternatives?**

Topic 5: K-10 & K-10/Wakarusa Drive
--

Moderator will provide an overview of the K-10 & Wakarusa Drive area. The current plan for this would provide an overpass at the existing K-10/Wakarusa intersection and a full access interchange to the east, eliminating significant impact to adjacent development and environmentally sensitive areas such as the arboretum and sports complexes. Knowing this:

- **How will this layout alter the way you access K-10 depending on the direction you are going? (utilizing Clinton vs. Wakarusa Dr. interchange)**

- **Do you feel relocating the intersection of K-10 & 27th Street/Wakarusa Drive creates a safer condition for pedestrians and bicyclists?**
 # YES _____ # NO _____
 - **Why do you feel that way?**
- **Does it make more sense to provide direct access to/from K-10 on Wakarusa Drive, or make Wakarusa Drive a north-south route for local connectivity and provide a connecting link to K-10?**
 # YES _____ # NO _____
 - **Why do you feel that way?**

Topic 6: Other Funding Issues

- **Given that this project is likely to be over \$200 million to construct, where should that money come from?**

- **Assume that funding for the SLT and other transportation improvements is not possible with existing revenue streams. What other sources of funding would you be willing to support? (record #Yes, #No, #DK for each)**
 - Increasing the State Gas Tax?
YES _____ #NO _____ #DK _____
 - Implementing a Dedicated Sales Tax of?
YES _____ #NO _____ #DK _____
 - Adding a "Transportation Improvement" surcharge to Vehicle Registrations?
YES _____ #NO _____ #DK _____
 - Community partnership with City of Lawrence/Douglas County providing a portion of the funding.
YES _____ #NO _____ #DK _____
 - Building a new freeway that can be tolled?
YES _____ #NO _____ #DK _____

Topic 7: Tolling Options

KDOT has been considering a tolling option to fund the improvements to the South Lawrence Trafficway. State law only allows tolling on new lanes (i.e. new capacity), not the existing lanes. One option that is being considered is a tolled alternative that uses two tolled lanes in each direction, in addition to the one free lane in each direction being provided on the outside of the roadway (HNTB/KDOT will provide an example that show typical section).

Access to/from the free lane would be provided at the same locations shown in freeway alternative. Think of this configuration like a frontage road beside the highway. Access from the free lane to the tolled/express lane would be provided at a minimum between 6th/I-70 and west of Iowa/US59. An additional entrance and exit point would be considered between Clinton Parkway/Wakarusa Drive if allowed by engineering design criteria.

Knowing this please answer the following questions.

- **Overall, how supportive would you be of using tolls to fund improvements to the South Lawrence Trafficway?**
 - Very supportive
 - Supportive
 - Not sure
 - Unsupportive
 - Very unsupportive.

 - **[If not sure or not supportive] If the tolled alternative could be built sooner than the build freeway alternative, would this increase your support for using the tolls?**
Yes _____ # No _____

- **What do you specifically LIKE or DISLIKE about the way the way the tolled lanes I t described would be designed?**
Like _____ # Dislike _____
 - What do you like?
 - What do you dislike?

- **Do you generally LIKE or DISLIKE the idea of using tolls to fund the construction of improvements to South Lawrence Trafficway?**
Like _____ # Dislike _____
 - What do you like?
 - What do you dislike?

- **Under what condition would you be willing to pay a toll to used the new lanes?**
 - How much would you pay?

- **Would you pay a toll if the freeway could be constructed sooner?**

Topic 8: Other comments

Do you have any other any additional comments you would like to share before we end our meeting?



South Lawrence Trafficway Focus Groups

Summary Report

Submitted by:
ETC Institute

p. 913-829-1215
f. 913-829-1591

725 W. Frontier Lane
Olathe, Kansas 66061

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Overview

ETC Institute conducted focus groups with residents of Kansas, who were very familiar with the South Lawrence Trafficway, during late November and December 2019. The purpose of the focus groups was to gather input about issues related to improvements that are being considered to the South Lawrence Trafficway. The three major topics that were covered included:

1. Review of three design alternatives that are being considered for the interchange at the intersection of the South Lawrence Trafficway and I-70.
2. Review of a design alternative for a new interchange at the intersection of the South Lawrence Trafficway and an extension of Wakarusa Drive.
3. Review of funding issues that are being considered, including tolling.

A total of 62 residents participated in seven focus groups which were conducted as described below:

- Group 1 was conducted over lunch in Olathe on November 19 with a randomly selected group of residents from Johnson and Wyandotte counties.
- Group 2 was conducted over lunch in Lawrence on December 12 with business leaders and other stakeholders who had been involved in KDOT's public input process.
- Group 3 was conducted during the late afternoon in Lawrence on December 12 with a random sample of residents from Douglas County.
- Group 4 was conducted during the evening in Lawrence on December 12 with a random sample of residents from Douglas County.
- Group 5 was conducted over lunch in Topeka on December 17 with a randomly selected group of residents from Shawnee County.
- Group 6 was conducted during the late afternoon in Lawrence on December 17 with a random sample of residents from Douglas County.
- Group 7 was conducted during the evening in Lawrence on December 17 with a random sample of residents from Douglas County.

Participants who were randomly selected for the focus groups were each given a nominal Visa gift card as an incentive for participating. The participants who were selected for the “stakeholder” meeting were not compensated. All participants indicated they were very familiar with the South Lawrence Trafficway, and most indicated they drove through the corridor more than once per week. The table below shows the distribution of respondents based on the home zip code of the participants. Twenty-six of the participants lived in the two zip codes that encompass most of the study area (66049 and 66047). Two other participants were from Lecompton.

Distribution of Respondents By Home Zip Code

Zip Code	# of Participants	Community
66049	17	Lawrence - Northern Part of Study Area
66047	9	Lawrence - Southern Part of Study Area
66044	6	Lawrence
66061	6	Olathe
66614	6	Topeka
66025	3	Eudora
66062	3	Olathe
66050	2	Lecompton
66606	2	Topeka
66046	1	Lawrence
66102	1	Kansas City
66203	1	Shawnee
66220	1	Lenexa
66409	1	Berryton
66605	1	Topeka
66610	1	Topeka
66617	1	Topeka

Pre-Focus Group Questionnaire

When the focus participants arrived, they were asked to complete a short questionnaire. Some of the findings from this questionnaire are provided below.

- **81% of the participants indicated they were concerned with safety along the corridor.** Some of the specific concerns that were shared by participants on the pre-focus groups survey are listed below
 - 27th and Wakarusa is very dangerous.
 - Accidents on the two-lane portion west of US-59 are a big concern.
 - Congestion on the two-lane portion is bad.
 - Congestion is a big problem throughout but especially at Wakarusa Drive and the sports fields.

- Curve on the bypass and the stop light are dangerous.
- Could use some lighting at the I-70 and 59 exits.
- Needs to be four lanes.
- Icy conditions are a big concern.
- Lack of lighting/reflective road stripes during nighttime hours.
- Slow traffic causes problems.
- Need flashing light 1/4 mile before the traffic light.
- Need ramps to merge onto the SLT.
- Rear end collisions occur frequently, and we have had people cross the center line resulting in head-on collisions.
- I hit a vehicle at 27th & Wakarusa.
- Single lanes from I-70 to US 59 are very dangerous.
- Traffic interchanges on this road are hazardous, especially 27th Street.
- Speed limit is too high.
- Speeding is a problem.
- Speeding and lack of space for traffic at the youth soccer complex.
- Stop light at Wakarusa by the ball fields.
- The amount of road detours, closures and construction going on at the same time.
- The light at Wakarusa.
- The stoplight at Wakarusa is sudden without any speed reduction.
- The intersection at Wakarusa.
- The three-way stop at Wakarusa – there are many rear end accidents because of the sudden stop.
- Traffic around the entrances and exits for I-70 is a concern. The stop light at 27th is my biggest concern.
- Traffic does not flow well.
- Slow turning drivers. Highway 59 merging traffic is dangerous.
- People speeding through the stop lights.
- The two-lane traffic with the congestion.
- Two lanes at varying speeds.
- It's very dark at night.
- Wakarusa interchange is very dangerous.
- Wakarusa intersection needs to be fixed.
- KDOT should widen the road to help lessen the amount of accidents.

- **31% of the participants indicated they have noticed improvements along the corridor, and all but two of these participants thought the improvements had enhanced safety.** Some of the specific improvements that were mentioned included the following:
 - Better highway from US-59 East.
 - Bob Billings parkway is much better.
 - Closing of Kasold for safety was a good decision. It has made things safer.
 - Closing of the 1200 road going north was good. It is more inconvenient for locals, but safer. Also, closing Bob Billings exit was a good idea.
 - Closing the cross street at Kasold and N 1200 were big improvements.
 - Dividers between lanes going in different directions.
 - Ending access from Kasold Dr and 1200 Rd. onto the SLT has helped with congestion.
 - Four lanes from US 59 to I-435 is great.
 - The improvements have reduced the traffic on 23rd Street.
 - N 1200 intersection being closed was an improvement.
 - Removing Grade's Road.
 - Road closures have helped.
 - The closing of entrance from Kasold has been an improvement.
 - The closure of Kasold at SLT was a good thing.
 - The entry lane from I-70 onto the trafficway was good, but most people do not use it correctly.
 - The overpass helps with traffic going from Lawrence to Overland Park.
 - Traffic light at 27th St/Wakarusa has improved timing.
 - I like the new warning signs.

- **73% of the participants reported that they are currently delayed at least 5 minutes as a result of traffic congestion in the corridor; 41% indicated that they were typically delayed at least 10 minutes or more.** When participants were asked what they would consider to be a reasonable delay due to traffic congestion in the corridor, 47% thought it should be two minutes or less. None were willing to accept delays of more than 10 minutes.

The following pages of this report summarize the feedback from focus group participants during the meeting for each of the major topics that were discussed.

Major Topic #1: I-70 Interchange Alternatives and Preferences

Focus group participants were given an overview of three design alternatives for the I-70 and K-10 Highway interchange. Each alternative was thoroughly described by the moderator, and participants were given the ability to ask questions about each alternative. Below is a summary of the reactions to each of the three alternatives followed by a summary of the discussion on which alternative is the most preferred.

Alternative 1 (2 interchanges with NO access to Farmers Turnpike from SLT)



Positive Reactions: The most common positive takeaways from the discussion on alternative 1 include: commute time from Lawrence to the east and west on I-70 would be improved, most participants thought the proposed alternative would be a significant improvement on the current layout of the interchange. Some of the specific positive comments included:

- Safer interchange with the diamond exchange.
- This option will decrease congestion and cut down on travel time.
- Commuting will become easier to Topeka.
- Safety and congestion will be improved.
- It's better than what we currently have.
- I like the improvements proposed to Highway 40.
- Eliminating the stop to get onto I-70 would improve safety.
- The Lecompton exchange would be a benefit and would hopefully improve some of the roads there.

- This is a great idea as long as they take the clearance into account for large trucks.
- It would clear up congestion headed in all directions.
- The bottleneck from I-70 to K-10 will be improved by this option.
- Giving drivers the ability to maintain a more consistent speed through the interchange will improve safety.
- This will reduce congestion on Farmer's Turnpike.

Negative Reactions: The most common negative takeaways included: the elimination of access to Farmer's Turnpike, the added congestion to Highway 40, a potential bottleneck of traffic for those getting off of I-70 and heading south on K-10. Other comments included:

- No access to farmers turnpike.
- Bottleneck of traffic from I 70 going south and travelers going west.
- The loss of access to farmers turnpike is not worth the improvements .
- Highway 40 is too congested already, even with improvements to 40 this is not a good option.
- Trailriders road will be an issue
- Waste of money for minimal improvements.
- This will add heavy traffic to county roads and would create a worse situation .
- Diverting traffic to Highway 40 is not a solution to the problem.
- The safety concern is being shifted to the county roads, specifically Highway 40 and the congestion that is already an issue.
- There is no consistency in speed for merging on and off some go 70 and some 25, this will cause congestion and accidents.
- This alternative will add traffic to school zones and other areas that traffic is already an issue.
- This will only increase traffic on Highway 40 which is already very dangerous.
- The loop (small interchange) will cause unsafe traffic congestion .

Alternative 2 (2 interchanges WITH access to Farmers Turnpike from SLT)



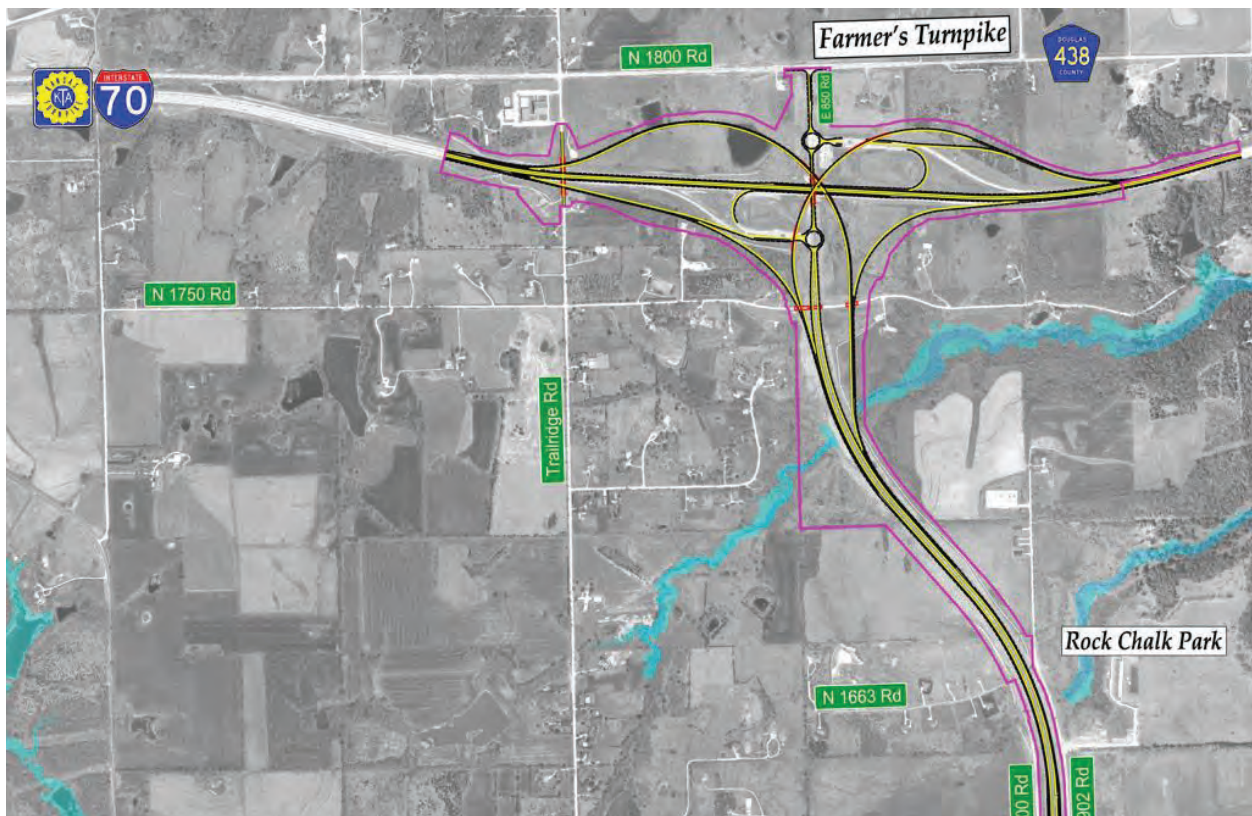
Positive Reactions: Participants responded positively to the added access to Famer’s Turnpike and most agreed that this alternative would significantly enhance safety in the area. Other positive comments included:

- Looks better for north entrance.
- Having two options for north bound traffic will positively impact the traffic and congestion.
- Safety would improve dramatically in this alternative compared to what is there now.
- This option is better than alternative 1 because of the improved Farmer’s Turnpike access.
- The access to Farmer’s Turnpike would be better for the economy in this area.
- This will help improve traffic on side streets in the area.
- Overall, this alternative seems much safer than alternative 1.
- This would provide better local access to the area.
- I think you would see decreased traffic on Highway 40 with this alternative.
- This provides better access to Lawrence for those coming from the north.
- The updated Lecompton improvements are much better and would be good for the economy.
- Access to and from Lawrence via Farmer’s Turnpike is important and is addressed here.
- The improvements are a great idea as long as they are all done simultaneously.

Negative Reactions: The most common negative takeaways included: safety risks, and the lack of improvements to Highway 40 that are needed. Other comments included:

- Potential safety issues for vehicles merging into traffic.
- Would still like to see updates to Highway 40 as a part of alternative 2.
- This does not address any safety issues, particularly those on Highway 40.
- This option does not include Highway 40 improvements which are much needed
- This will increase the number of U-Turns made by drivers on the east that will eventually turn into a major safety issue if drivers are not required to exit the highway and go the other direction.
- This plan takes up a lot of land and I don't like that idea.

Alternative 3 (single, but large interchange)



Positive Reactions: The most common positive takeaways from the discussion on alternative 3 include: The ease of access to and from Farmer's Turnpike, this is the best solution for long-term economic impacts to the area, and this option would have the greatest positive impact to safety. Other comments included:

- Better access for semi-truck traffic.
- Better access to and from Farmer's Turnpike.

- Lecompton isn't improved, but they can continue to use their same access methods to I-70.
- This option keeps traffic off of Highway 40 which is very dangerous.
- This alleviates the safety concern and bottlenecks of traffic in the area.
- Getting rid of the changing speeds and stop signs getting on/off the highway is going to be much safer than the current situation.
- The improved ease of access and connectivity in the area will draw businesses to Lawrence.
- This alternative will do a better job managing traffic coming from I-70.
- Not having to stop or slow down during peak times is a major improvement.
- The access points make more sense and are more accessible.
- High speed access might cause issues, but the current situation is very unsafe, and this would be an improvement to the safety issues currently presented.
- This option provides the best access for semi-trucks.
- The improved flow of traffic in the area will have a positive impact on the economy in this part of town.
- This is the best option, but we need to think more about commuter lots and how they might work with this improvement.

Negative Reactions: The most common negative takeaways included: the lack of improvements to Highway 40, the high-speed exit/on ramps were not popular among the older participants, roundabouts were a major concern and some participants dislike roundabouts in general. Other comments included:

- There are no improvements to Highway 40 or the Lecompton area.
- Given the added cost of this alternative there should be improvements to Highway 40.
- My general dislike of roundabouts changes my perception of this alternative.
- Weather impacts to high speed flyovers might need to be considered fully.
- I do not like roundabouts, and they would cause a bottleneck in traffic at each point.
- Roundabouts are unsafe, especially on the highway.
- I worry about freezing roads due to the all of the bridges.

Preferred Design Alternatives for the Interchange with I-70

After the three alternatives were discussed and participants felt comfortable with each concept the participants were then asked to indicate which alternative they most preferred. Respondents were informed that alternative 3 would cost approximately 20% more than alternatives 1 and 2. Even with an increase in price all but 3 of the 62 participants still selected alternative 3 as their most preferred alternative. A majority of participants also indicated that they preferred

alternative 3 when thinking of four distinct topics: safety, managing truck traffic, local users, and regional users. Some of the reasons for their decisions are described below.

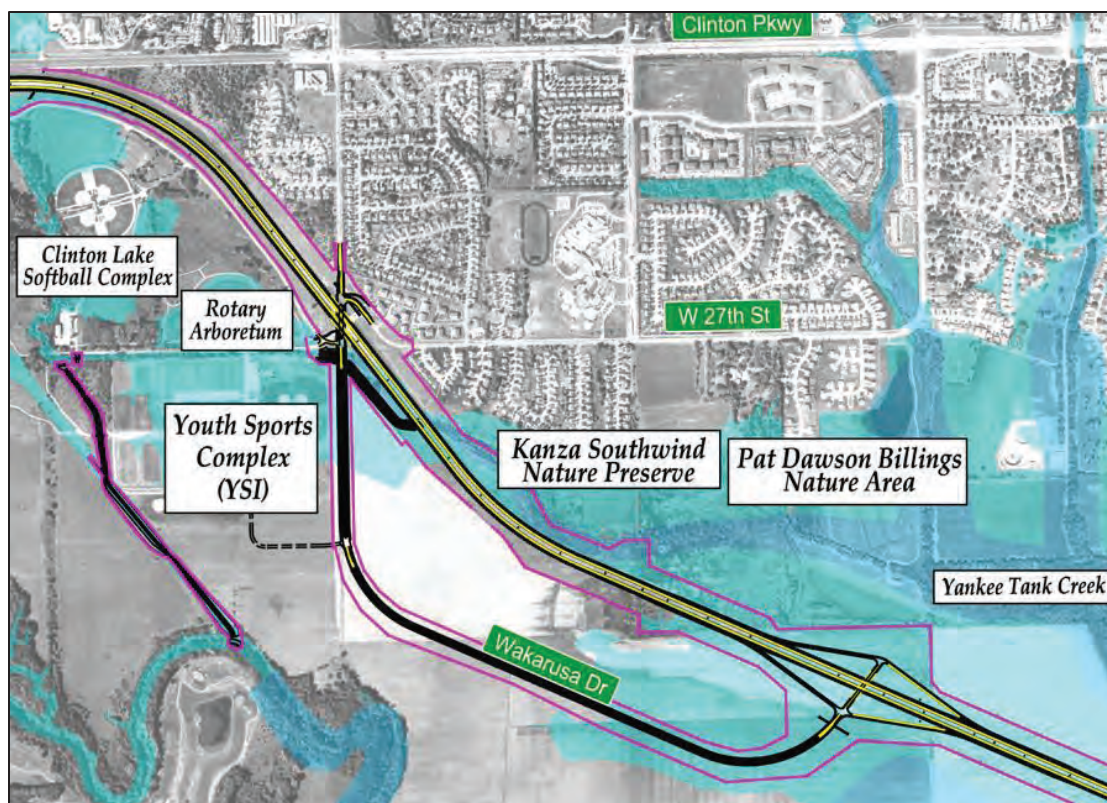
- **Alternative 3 Was Perceived to Be Safer:** More than 80% of participants thought alternative 3 was the safest alternative. Most respondents indicated that the reason they selected alternative 3 as the one that improves safety the most is the elimination of the stop at the I-70 interchange and the addition of high-speed flyover ramps that would reduce congestion and provide a more seamless transition for those entering and exiting the corridor. Most participants believe that the current layout of the interchange is dangerous due to the speed at which vehicles travel into the corridor and they believe that alternative 3 would improve safety while allowing drivers to maintain relatively high speeds through the interchange. Participants also indicated that alternative 3 would alleviate the need to utilize Highway 40 because of the through access to Farmers Turnpike. A major component of the safety discussion was related to the lack of safety on Highway 40 and finding alternatives that would allow for easier access to Lecompton and Farmers Turnpike using the corridor.
- **Participants Thought Alternative 3 Would Manage Truck Traffic Better:** More than 80% of participants thought alternative 3 would be best for managing truck traffic in the corridor. The main topic regarding truck traffic was ensuring the roundabouts described in alternative 3 are large enough to accommodate truck traffic. Most participants were in support of alternative 3 as it relates to managing truck traffic because of the access to and from Farmers Turnpike and the limited disruption to businesses north and south of I-70. Most participants agreed that the through access provided by alternative 3 would be the major benefit to truck traffic and as long as the roundabouts could accommodate their size, that this was the preferred alternative. Participants also believed that alternatives 1 and 2 would have a more negative economic impact on the area and this corresponded to their decisions to select alternative 3 as the best for managing truck traffic.
- **Participants Thought Alternative 3 Would Be Better for Local Traffic.** Nearly 70% of participants thought alternative 3 would provide the best access for the local user, those traveling from north of I-70 to Lawrence. Local users were the most supportive of alternative 3 because of the ease of access to and from I-70. There were some participants who worried that if the flyover ramps were not two lanes or more that there would inevitably be backups and congestion in the area during peak times but were still in favor of alternative 3 due to the ease of access that the alternative provides.

Participants who frequent Lecompton and Topeka favored alternative 3 because of the updated through access to Farmers Turnpike which was reduced or eliminated in alternatives 1 and 2.

- **Participants Thought Alternative 3 Would Be Better for Thru/Regional Traffic.** Nearly 90% of participants believe option 3 would provide the best connectivity for the regional user, those traveling from Johnson County to I-70. Participants who indicated they travel from Topeka and Lawrence to Johnson County were most in favor of this option. Participants indicated that they liked the idea of a seamless transition from K-10 to I-70 and believed that the updates would be safer and could reduce overall travel times through the corridor. The most common responses from participants as it related to regional usage was how much easier their commute would be given the proposed alternative. Because access to Farmers Turnpike and Lecompton are less important for regional users, this topic was not discussed much with participants as it relates to the regional user.

Major Topic #2: Reactions to the Interchange for K-10 and Wakarusa Drive

The next major topic involved reactions to a proposal for a new interchange at K-10 and Wakarusa. Focus group participants were shown the diagram below and the moderator provided additional details about the design and function of the proposed facility.



Reactions to the Proposed Alternative

Positive Reactions: Participants, regardless of where they lived, were all familiar with the existing intersection at 27th and Wakarusa, and the initial reaction by most participants was that the

proposed interchange would have a positive impact on safety. Some of the positive comments received from participants were:

- This alternative will alleviate the issues with the stop light at the intersection.
- This alternative will be a major safety improvement in the area.
- This will eliminate or reduce semi-truck traffic in the city of Lawrence and will keep more through traffic off city streets.
- There are currently so many traffic backups during softball season that this would be a major improvement to the current situation.
- This alternative would reduce congestion at other entry points on K-10 because people don't want to get near that area because of the stop light.
- Raising K-10 is a great option and would dramatically improve the intersection.
- This alternative would provide safer access for pedestrians and cyclists.
- This will help the folks who live near the intersection by increasing their connectivity and reducing the time spent in traffic during peak times.
- The reduction in speed in either direction is very dangerous, and this option would alleviate the need to come to a complete stop on a two-lane highway.

Negative Reactions: The most common negative takeaways from the discussion on the K-10 and Wakarusa Drive Alternative involved limitations on access for residents who lived in the immediate area and potential negative impact that a large facility might have on the environment, particularly the wetlands. Several of the business leaders who attend the stakeholder focus group were concerned that the proposal could have a negative impact on development in southern Douglas County. Some of the negative comments received from participants included the following:

- I have concerns about the impact this will have on the natural land and wetlands in the area.
- Why can't they develop to the north or decrease the footprint so it's closer to 27th Street. There is plenty of room for an interchange in the current location.
- Displacing the wildlife would create more of a hazard for deer and wildlife causing accidents in the area.
- This will probably make it more difficult for residents who live in the area to get on the highway. It looks like they will have to drive an extra mile or so.
- This looks like a waste of land; a better solution must exist. This is way too big of a footprint.

- This is too much construction for a single access point. Are contractors and builders advocating this option?
- This will cause issues with the future plans that the county has for developing southern Douglas County. If they do this, they need to include a road that connects Wakarusa to the south.
- The flood plains and swamp area is a major issue for me.
- I think this will have a negative economic impact on the Wakarusa area and does not consider the plans the City and County have to develop the area.
- Residents in the immediate area would be negatively impacted.

Major Topic #3: Funding and Tolling Options

Focus group participants were read a list of five different funding sources that could be used to fund the proposed improvements to the South Lawrence Trafficway. Respondents were then asked to indicate if they supported each of the five funding alternatives. Below is a summary of their responses.

Support for Various Funding Sources

State Gas Tax

Less than 40% of participants supported a state gas tax as a means of funding improvements to the South Lawrence Trafficway. Participants were concerned about the amount that the tax would increase, and some participants thought that the tax is already too high. Other participants felt that the state gas tax would be unfair asking the entire state to pay for improvements to infrastructure they never use.

Dedicated Sales Tax

Less than a quarter of participants supported a dedicated sales tax to fund proposed improvements to the South Lawrence Trafficway. A majority of participants thought the State sales tax is already too high.

Transportation Improvement Surcharges to Vehicle Registrations

More than half of the participants supported a “transportation improvement” surcharge to help fund improvements to the South Lawrence Trafficway and believed this was one of the fairer funding options. The participants believed that this would only require those who drive to pay for the improvements and those who do not drive or maintain vehicles of their own would not be responsible for the costs. Some participants raised concerns about already high registration fees and that this would not be fair for drivers in other parts of the state.

Community Partnership with the City of Lawrence and Douglas County

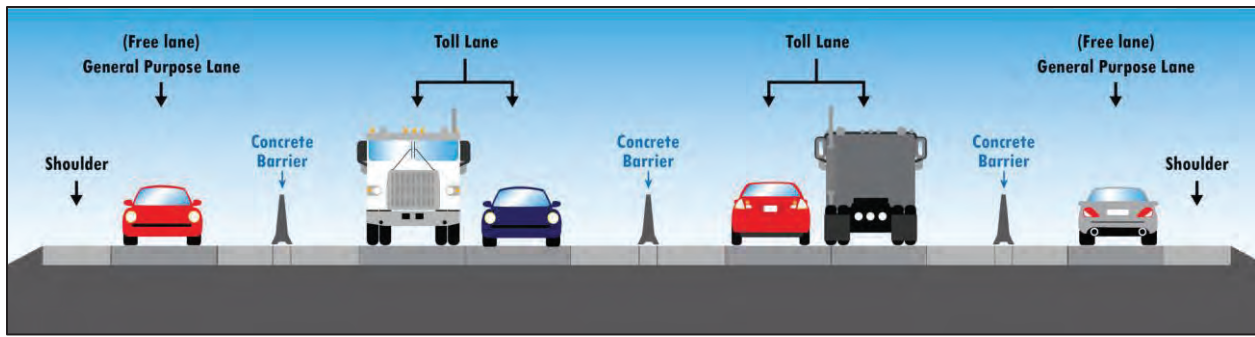
Less than 40% of participants supported a community partnership with the City of Lawrence and Douglas County to fund improvements to the South Lawrence Trafficway. The primary takeaway was that Douglas County residents are already burdened by high taxes. Although many participants did not like this option, a majority of the participants at both the Olathe and Topeka focus groups thought it was a good idea.

Tolls

Only one out of every three participants indicated they would be in support of creating a tolled freeway that would help fund improvements to the South Lawrence Trafficway. This was initially the least desirable funding option among the five that were tested. A common theme when discussing the toll option was that it would never sunset and that the road would always be tolled similar to I-70. A number of participants indicated that the toll would be another form of a tax that would never expire which was a major concern. The few respondents who supported the toll did so because it would be the fairest of all the options by only charging those who use the trafficway.

Follow-up Discussion on Tolling

Although focus group participants initially did not like the use of tolls to fund improvements to the South Lawrence Trafficway, opinions changed when they were given more information. Focus group participants were informed that KDOT was considering a tolling option to fund the improvements to the South Lawrence Trafficway because the use of tolls would allow the improvements to be completed sooner. Participants were also informed of the need to incorporate free lanes in the design of a tolled facility due to a state law that only allows tolling on new lanes, not existing lanes. Participants were also shown diagrams of what a tolled facility might look like and how it would operate. One of the diagrams that was shown to participants is on the following page.



After hearing the rationale for using tolls and being shown how the “free” lanes would be integrated into the design of a tolled facility, many focus group participants changed their mind about using tolls to fund the improvements to the South Lawrence Trafficway. In fact, more than two-thirds of the participants indicated they would support the tolling option **after** they were given additional information. Some of the reasons for their support are below.

- The free lanes option gives alternatives for both those who want to pay and those who are not willing to pay.
- Tolling provides a faster alternative to completing the improvements.
- Frontage roads and free lanes would solve the problem of tolling the roads and would give access to local users who do not want to pay a toll for a short trip.
- The tolls would allow those who are working to complete their trips in an expeditious manner.
- The tolls would alleviate the need for any increase in taxes.

Those who supported the use of tolls were asked how much they would be willing to pay in tolls to use the improvement facility. Almost all of the participants who supported the use of tolls indicated they would pay between \$0.25 and \$1.00 to travel from U.S. Highway 59 to Interstate 70.

Those who continued to oppose the use of tolls did so for two major reasons: Either (1) they were simply opposed to the use of tolls in all situations or (2) they thought the need to incorporate “free” lanes to the facility would make the project excessively costly, which would not be fiscally responsible.

Conclusions

The following three statements summarize the major findings from the focus groups

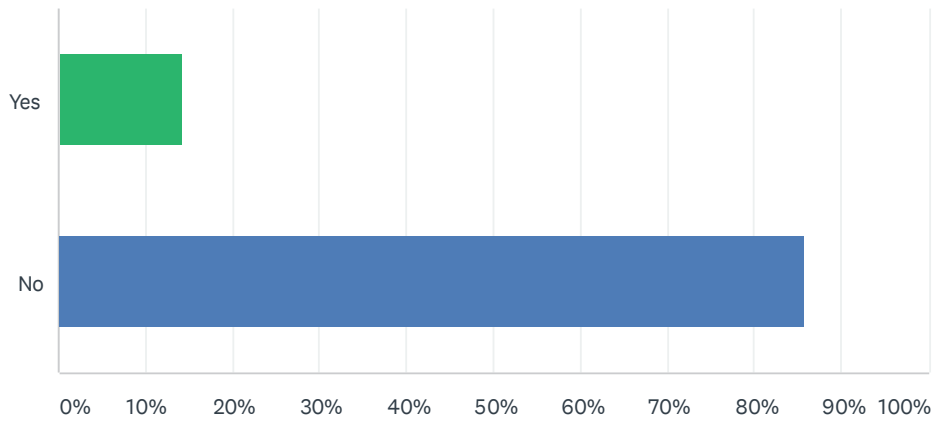
1. Alternative 3 is definitely the preferred design alternative for the interchange with I-70.
2. Reactions to the design for the Wakarusa/27th Street interchange were mixed. Persons who live outside the immediate area where the interchange would be built liked the

proposal and thought the design would significantly enhance safety in the corridor. However, some of the those who live close to the intersection of 27th Street and Wakarusa did not like the proposal because they were convinced that (1) KDOT could build the interchange closer to the existing intersection and/or (2) that the proposed interchange was much larger than it needs to be, which was not a good use of tax dollars. In addition, several of the stakeholder participants were concerned that the interchange as proposed might block development to southern Douglas County.

- 3.** A majority of focus group participants were willing to fund the improvements to the South Lawrence Trafficway with tolls, but a significant amount of education would be needed if KDOT were to move in this direction because most of the participants were initially opposed to the idea. Those who supported the use of tolls only embraced the idea of using tolls after being given a significant amount of information. Most participants, regardless of their support or opposition to tolls thought that the development of free lanes and toll lanes was “excessive”, but those who supported the use of tolls to fund the improvements thought that safety benefits justified the additional cost that will be required to provide the extra lanes.

Q1 Did you attend the SLT Virtual Public Meeting hosted online from May 14 through June 4, 2020?

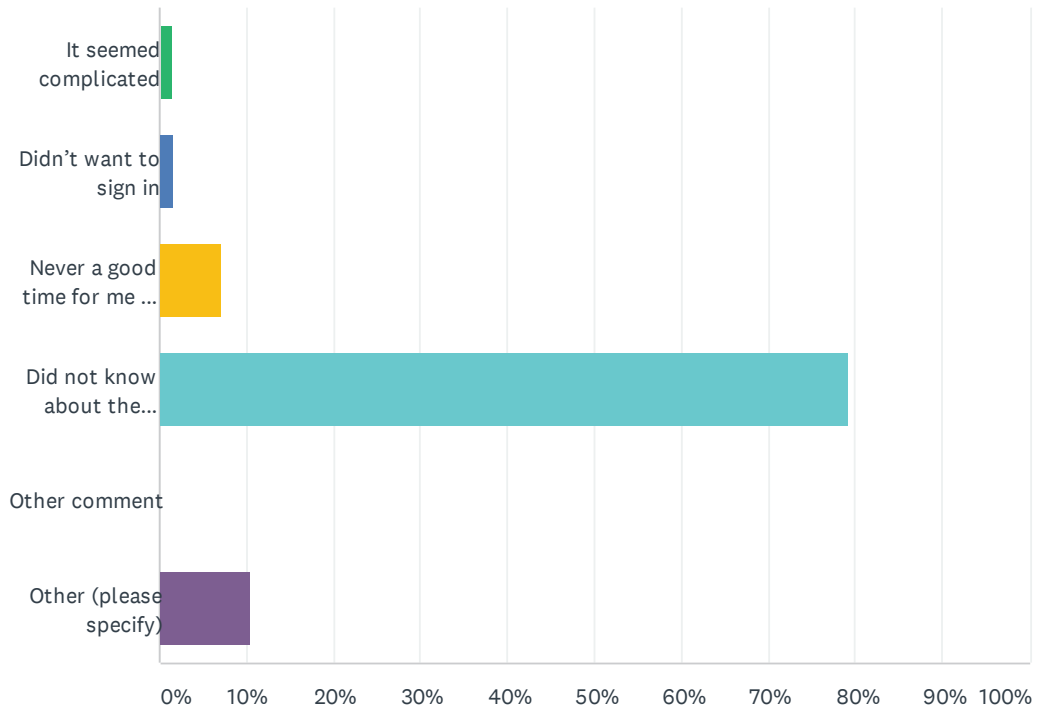
Answered: 560 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	14.29%	80
No	85.71%	480
TOTAL		560

Q2 If you did not attend, what kept you from attending?

Answered: 473 Skipped: 88



ANSWER CHOICES	RESPONSES	
It seemed complicated	1.48%	7
Didn't want to sign in	1.69%	8
Never a good time for me to review the information	7.19%	34
Did not know about the opportunity	79.28%	375
Other comment	0.00%	0
Other (please specify)	10.36%	49
TOTAL		473

SLT Survey - Summer 2020

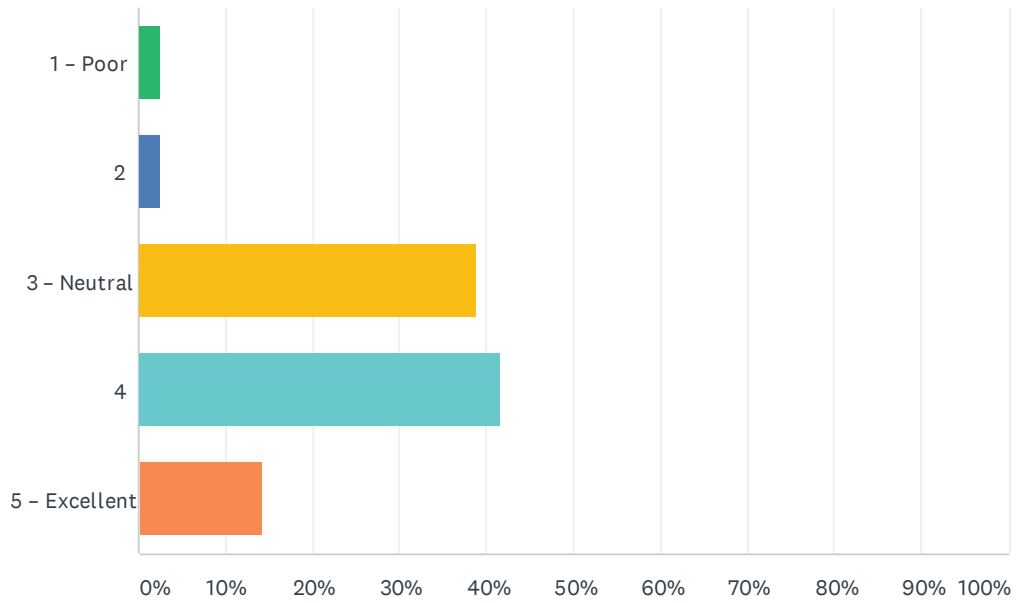
#	OTHER (PLEASE SPECIFY)	DATE
1	I try to boycott SLT for destroying Wakarusa wetlands.	7/1/2020 8:46 AM
2	I was away from my home during the time frame	6/30/2020 4:27 PM
3	Was not available	6/29/2020 9:52 PM
4	Hospitalized	6/29/2020 5:25 PM
5	didn't have time	6/28/2020 4:26 PM
6	Attended the public meeting in Iecompton few months ago	6/28/2020 3:55 PM
7	Time constraints	6/26/2020 8:16 PM
8	I don't remember	6/26/2020 11:04 AM
9	Don't even know how	6/26/2020 9:36 AM
10	Life	6/26/2020 7:31 AM
11	I probably just brushed it off	6/26/2020 7:20 AM
12	Not available	6/26/2020 7:06 AM
13	I didn't read the email correctly and it was the end of "school" So had other things on my mind.	6/26/2020 12:22 AM
14	Health problems	6/25/2020 6:02 PM
15	Prior commitment	6/25/2020 5:55 PM
16	Work	6/25/2020 3:33 PM
17	A lot of suggestions go unheard	6/25/2020 11:27 AM
18	Conflicted with travel plans.	6/25/2020 10:12 AM
19	Out of town	6/24/2020 7:06 PM
20	Virtual meetings are unappealing to me. They remind me of the pointless webinars at work that you waste extreme amounts of money on and do not learn from.	6/24/2020 11:14 AM
21	personal, new baby in family and I was out of town helping. returned Jun 2 but forgot.	6/23/2020 11:38 PM
22	Attended meetings before but no one had anything new to offer.	6/23/2020 5:21 PM
23	Didn't think it would do any good to attend. Went to first meeting and didn't seem like KDOT was listening to what the residents around this area was saying.	6/23/2020 4:16 PM
24	serve on a committee	6/23/2020 3:51 PM
25	schedule conflict	6/23/2020 1:40 PM
26	Already familiar with the materials	6/23/2020 11:55 AM
27	Forgot, but very interested.	6/23/2020 9:52 AM
28	No interest	6/23/2020 9:51 AM
29	Personal	6/23/2020 9:11 AM
30	Was not a goods time for me that day .	6/23/2020 8:51 AM
31	We do not have the kind of streaming capability to carry a meeting on our cell phone.	6/23/2020 8:07 AM
32	We do not have the kind of network capability to participate.	6/23/2020 7:58 AM
33	was not in the State	6/22/2020 9:52 PM
34	I kept forgetting to log in.	6/22/2020 9:26 PM
35	I have difficulty with technology.	6/22/2020 9:23 PM
36	Intended to review the information and time slipped by.	6/22/2020 9:09 PM

SLT Survey - Summer 2020

37	Forgot	6/22/2020 8:59 PM
38	Other obligations	6/22/2020 8:56 PM
39	Working too much overtime.	6/22/2020 8:44 PM
40	Not available	6/22/2020 8:39 PM
41	health reasons	6/22/2020 8:30 PM
42	Had to work	6/22/2020 8:10 PM
43	Email went to my junk file.	6/22/2020 7:08 PM
44	Forgot	6/22/2020 6:27 PM
45	Went to lecompton meeting, seemed set on free lane.	6/22/2020 6:10 PM
46	Wasn't any info About what the meeting was about	6/22/2020 5:51 PM
47	Conflicting times.	6/22/2020 5:08 PM
48	FHWA	6/22/2020 5:03 PM
49	I forgot about it.	6/22/2020 5:00 PM

Q3 If you did attend, how would you rate the information provided?

Answered: 77 Skipped: 484



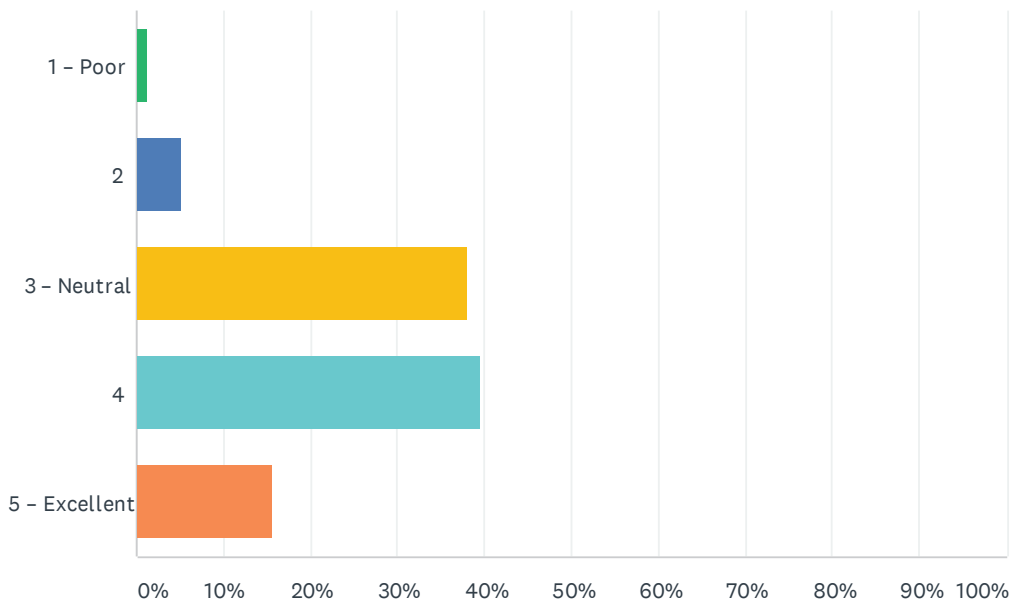
ANSWER CHOICES	RESPONSES	
1 – Poor	2.60%	2
2	2.60%	2
3 – Neutral	38.96%	30
4	41.56%	32
5 – Excellent	14.29%	11
TOTAL		77

SLT Survey - Summer 2020

#	COMMENTS	DATE
1	The information was good, I personally do not like the options and wish there was something else that could be done, but the information available was good.	6/30/2020 8:50 AM
2	very little ability to provide feedback. I didn't have questions but had opinions and no forum for that.	6/25/2020 10:57 AM
3	The information was confusing - it could have been summarized better. There were quite a few different areas being considered. I wondered why some of the areas were being worked on - such as the turnpike exit. I don't think that is a necessary expenditure.	6/25/2020 10:10 AM
4	Options seemed primed for the answer someone wanted.	6/23/2020 2:07 AM
5	When does the big machinery come and work begin. Seems like you are slow walking this or the street dieters are in charge. Get going! And, NO TOLL ROAD OPTIONS EVER! Take them completely off the table/ I paid taxes for this.	6/22/2020 11:10 PM
6	A lot of information that took going over and studying. I was most interested/intrigued with the 27th street access.	6/22/2020 9:00 PM
7	There was so much info, that I finally gave up.	6/22/2020 6:28 PM
8	It was difficult when you are not an engineer to understand the reasoning behind roadway directions and options.	6/22/2020 5:31 PM

Q4 How was your overall experience with the virtual meeting? (was the information easy to access?)

Answered: 76 Skipped: 485

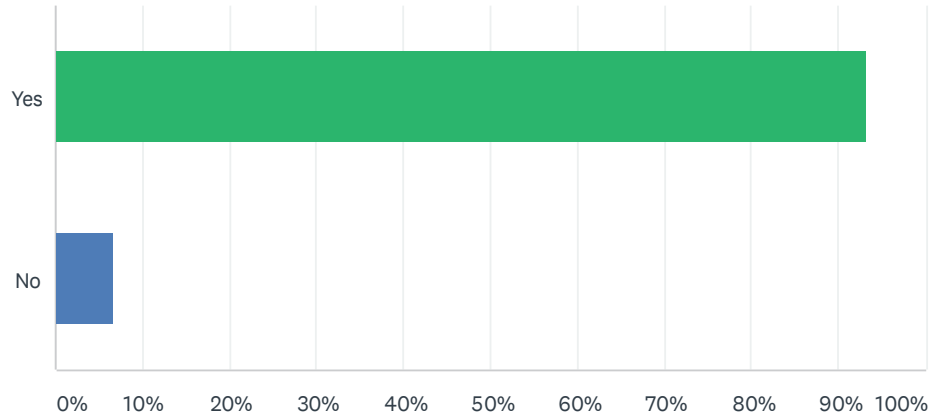


ANSWER CHOICES	RESPONSES
1 - Poor	1.32% 1
2	5.26% 4
3 - Neutral	38.16% 29
4	39.47% 30
5 - Excellent	15.79% 12
TOTAL	76

#	COMMENTS	DATE
1	I could access the information but there wasn't a survey for each segment of the project. There was just a blank form for comments. I thought the entire package was poorly done. Online, it was hard to go back and forth from one area to another and the blank comment form didn't carry the name of the segment being considered.	6/25/2020 10:10 AM
2	I had some trouble accessing some of the information.	6/23/2020 10:01 AM
3	Need clear options in language everyday people understand.	6/23/2020 2:07 AM
4	Enough of why you can't do anything. Tell me what you can do. You started even thinking about this WAY too late. Should have started planning when the eastern leg was approved for widening.	6/22/2020 11:10 PM
5	Seems like the proposals weren't super straight forward.	6/22/2020 6:04 PM

Q5 Would you attend another virtual meeting?

Answered: 75 Skipped: 486

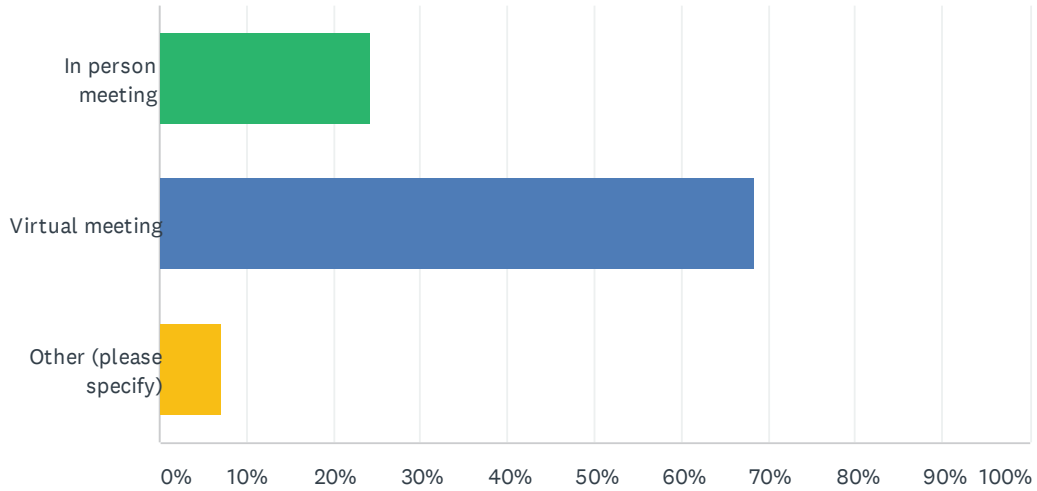


ANSWER CHOICES	RESPONSES
Yes	93.33% 70
No	6.67% 5
TOTAL	75

#	COMMENTS	DATE
1	prefer in person	6/24/2020 1:32 PM
2	Well, hurry up and have one. At the rate you are going I will never see even the start of fixing the read before I croak. Yeah - back side of 50.	6/22/2020 11:10 PM
3	Maybe	6/22/2020 6:28 PM
4	It might be useful to explain in the name that it is a virtual meeting and opportunity for public comment.	6/22/2020 5:46 PM
5	Yes, if there is more use of video with audio recordings.	6/22/2020 5:05 PM

Q6 For similar KDOT Public Meetings, would you prefer:

Answered: 390 Skipped: 171



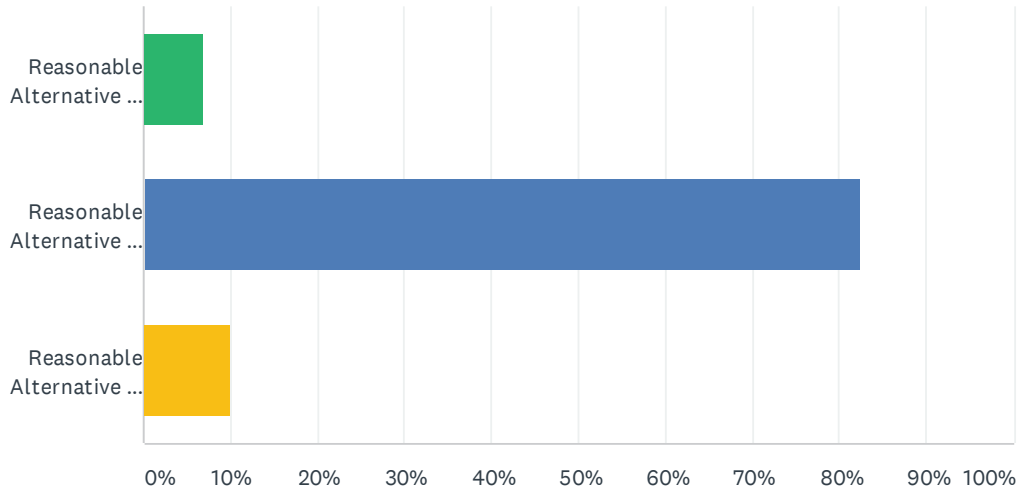
ANSWER CHOICES	RESPONSES	
In person meeting	24.36%	95
Virtual meeting	68.46%	267
Other (please specify)	7.18%	28
TOTAL		390

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#	OTHER (PLEASE SPECIFY)	DATE
1	In person with the option to attend virtually would be nice. That way individuals who are challenged by the virtual process have the option to weigh in and those who are uncomfortable with in-person can do so from their homes.	7/2/2020 2:21 PM
2	I am fine with any format. In person is preferable if appropriate public health safety precautions can be used.	6/30/2020 8:24 PM
3	Virtual until Covid-19 has passed. I have attended all in person meetings	6/30/2020 4:41 PM
4	Record meeting so people can watch on website when convenient.	6/30/2020 2:05 PM
5	To have both options available	6/30/2020 8:56 AM
6	surveys	6/28/2020 4:32 PM
7	Both	6/26/2020 8:31 PM
8	Either virtual or video on demand	6/26/2020 9:34 AM
9	I like the virtual/zoom so questions can be asked, but if I cannot do that time, I would like youtube or something we can watch it later.	6/26/2020 8:14 AM
10	Doesn't matter	6/26/2020 7:45 AM
11	Or in person. Make a time (it many times) to attend.	6/26/2020 12:32 AM
12	Doesn't matter to me.	6/25/2020 10:03 PM
13	Drew	6/25/2020 8:09 PM
14	Surveys like this one that provide information AND ability to provide feedback/responses, not just questions... Let us RATE what we want, not just take information in	6/25/2020 10:59 AM
15	Obviously in person meeting is easier but the virtual meeting COULD be OK if someone that knows how to design simple survey forms were involved in the design. Very poorly designed plan to solicit comments.	6/25/2020 10:44 AM
16	livestream for audience only	6/24/2020 11:08 AM
17	Either format would be acceptable	6/24/2020 10:23 AM
18	Options including virtual and in-person preferred.	6/24/2020 8:18 AM
19	I would like both options. It is helpful to be able to talk to experts but it is also nice to be able to read information and ask questions as time permits.	6/23/2020 12:06 PM
20	Prefer in person but with the coronavirus concerns right now I prefer virtual.	6/23/2020 10:12 AM
21	We prefer the methods being used here: a presentation with a question/answer period by KDOT representatives (our thanks to Kelsey H. for answering our concerns).	6/23/2020 8:33 AM
22	With simple calendar invite with login.	6/22/2020 9:08 PM
23	Until this coronavirus pandemic is way in the past, it behooves KDOT to either stick with Virtual meetings -- or at least have it as an option for those of us in a higher risk group.	6/22/2020 8:59 PM
24	I would prefer in person provided it safe all participants!	6/22/2020 7:21 PM
25	Just not a fan of these kind of "meetings"	6/22/2020 6:58 PM
26	combination - I feel that in-person makes it easier to see the whole project and get feedback, but the virtual format is certainly good for being able to see and study the graphics.	6/22/2020 6:46 PM
27	Busy	6/22/2020 6:15 PM
28	Maybe an uploaded presentation, PowerPoint or something with someone narrating it.	6/22/2020 6:11 PM

Q7 The study is evaluating three reasonable alternatives in order to select a Preferred Alternative. All three of these alternatives can accommodate multimodal opportunities in the corridor as well as Transportation Systems Management and Transportation Demand Management (TSM/TDM) components to help manage traffic flow. What is your preferred alternative? [Click here to review alternatives.](#)

Answered: 391 Skipped: 170



ANSWER CHOICES	RESPONSES	
Reasonable Alternative 1 – No Action	6.91%	27
Reasonable Alternative 2 – Add Capacity Freeway	82.35%	322
Reasonable Alternative 3 – Add Capacity Tolloed Highway	9.97%	39
TOTAL		391

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#	COMMENTS	DATE
1	Something has to be done about K10 to add more lanes for safety concerns, however, I can't imagine paying a toll just to drive around Lawrence. Commuters going from West Lawrence to Topeka have no way of avoiding taking K10 to get to I-70 and it would just be ridiculous paying a toll for a few miles. The toll wouldn't fix the safety issues if everyone still drives in a single lane to avoid it.	7/1/2020 3:55 PM
2	If Alternative 1 is ultimately chosen I believe there needs to be a grade separated crossing at Wakarusa/27th Street to allow local traffic accessing YSC and Arboretum to cross safely.	6/30/2020 8:24 PM
3	Please address safety issues, such as what contributed to recent wreck that killed 6 people in car fire.	6/30/2020 2:05 PM
4	I would avoid K-10 if I had to pay a toll to use it.	6/30/2020 2:03 PM
5	No Tolloed highway please. People taking the K10 from the West side of town to get to work on the East side of town would have to pay just to get across town. They already avoid I-70 for this reason. People commuting from Topeka to Lawrence would have to pay for no apparent reason.	6/30/2020 1:54 PM
6	Definitely want to keep the access to K10 from 1800 road.	6/30/2020 1:39 PM
7	I am most against a tolled highway, I think it will create too much congestion. I would not want to use a tolled highway section to get from Farmers turnpike to the S. Iowa exit in Lawrence. I think it's unfair as a resident N. of I-70 in Douglas County to be expected to either drive in congested traffic or be tolled based on my geographical location. There is no other clearer roadway around to S. Iowa.	6/30/2020 8:56 AM
8	No one will use toll road and accident will keep happening	6/26/2020 8:14 PM
9	I am really for any option that improves the 27th Street situation. Ingress and egress at the YSI fields is potentially very hazardous in the event of a weather or other type of emergency.	6/26/2020 11:33 AM
10	This west portion should have been done a long time ago. It took over 20 years to install the east portion and they should have turned their interest to the west portion upgrade at that time.	6/26/2020 7:45 AM
11	The rolling options would most likely increase congestion as people would avoid the toll option when a free option is available for short trips.	6/26/2020 6:42 AM
12	Connect k10 and the turnpike east of town.	6/26/2020 6:35 AM
13	I'd like to see expanded freeway from I-70 exit to US-59 exit. However for the SLT east of US-59 I think a toll lane would be appropriate as I do not feel traffic is bad enough to warrant additional freeway expansion.	6/26/2020 6:13 AM
14	Ramps and overpasses - no roundabouts	6/26/2020 5:40 AM
15	We are already paying for it. Also, I work in Lecompton (I teach there - so it would be nice not to pay a fee). I think that the people from Perry and Lecompton. Would go to Topeks for business - rather then pay a fee!!! This - we'd lose business.	6/26/2020 12:32 AM
16	Alternative 2—as long as it does not restrict access to public transportation, bike lanes, or other natural interfaces	6/26/2020 12:15 AM
17	Make the lanes wider and move them further onto the shoulder to allow for room for a concrete barrier between lanes. Additional lanes may not be required.	6/25/2020 11:00 PM
18	Would prefer a round-about at the crossing of I-70, K-10, and the farmers turnpike.	6/25/2020 10:23 PM
19	Don't want another toll	6/25/2020 7:13 PM
20	No tolled highway!	6/25/2020 4:38 PM
21	We do NOT want a rolled highway. Leave the road the way it is now!!	6/25/2020 4:27 PM
22	Make it 4 lanes and NO tolls and be done with it.	6/25/2020 3:13 PM
23	Just need 4 lanes, don't care if it toll or not..... no place to merge-its awful and the 4 lanes to 2 lanes at Iowa is crazy and visually hard to see especially at night	6/25/2020 3:09 PM
24	I'd be willing to pay tolls if they widen the West K10 route from US-59 to I-70 with four lanes of	6/25/2020 3:08 PM

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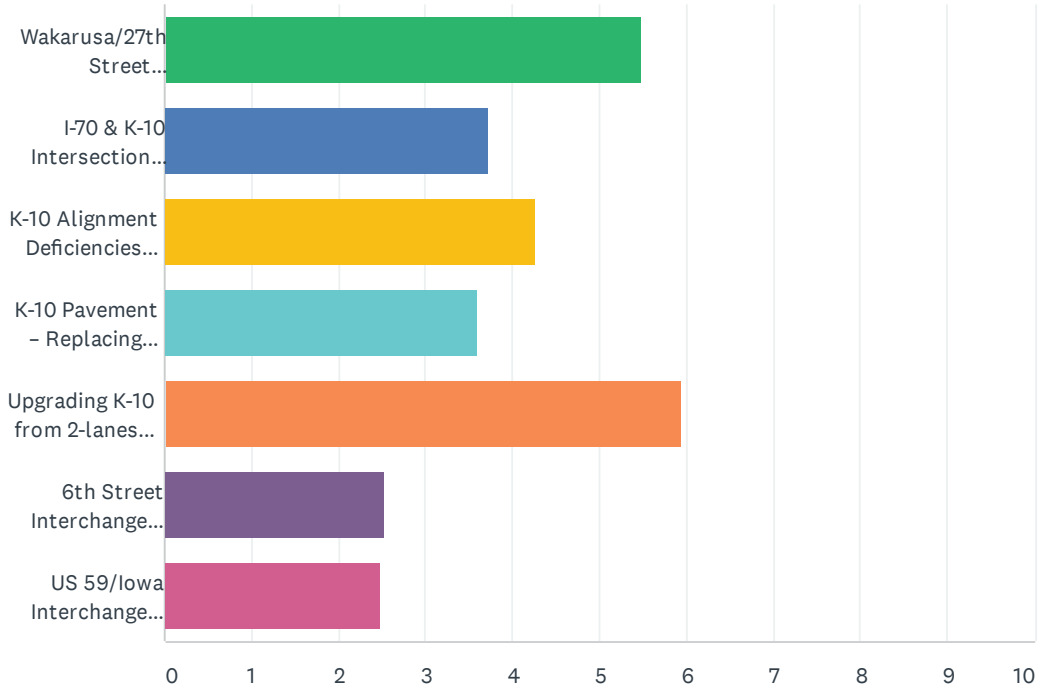
	traffic, instead of the two lanes now.	
25	But Add a full interchange to address traffic needs at Wakarusa and 27th. Possibly moving the interchange East or West to better accommodate space required.	6/25/2020 2:49 PM
26	I'm also fine with a toll	6/25/2020 2:27 PM
27	The separation of toll road for faster traffic and non toll for county traffic is a good option.	6/25/2020 10:45 AM
28	K10 needs to be four lane all the way through with no stoplights. I am also concerned about safety at the traffic light at K10 and 27th street (near the softball/baseball/soccer complex). Waukarusa should be extended with an overpass/underpass installed for K10 with proper exits/entry ways in the area with stop lights - example 6th street and K10. Remove the intersection at K10 and 27th. Create new access to sports complex.	6/25/2020 10:44 AM
29	A roundabout should be used at the screwed up Wakarusa ligted intersection and k10 widened to accommodate a solid median to prevent the head on collisions.	6/25/2020 7:23 AM
30	Add capacity, reduce speed. Reopen Kasold intersection.	6/24/2020 10:20 PM
31	If KDOT wants to turn a part of K-10 into a tolled highway, it should turn the entirety of the road from the I-70 intersection to the I-435/I-35 interchange to a toll road. Otherwise the vast majority of people will use the free lanes, damaging them further and limiting the state's ability to conduct maintenance.	6/24/2020 8:36 PM
32	Add tolls later. Focus on getting 4 lanes built. If you want to add tolling, do it in places where there is existing gridlock and there are already 4 lanes. I recommend a tolled lane from East Lawrence at 23rd st to the I-435 Interchange in Lenexa	6/24/2020 6:08 PM
33	Until any of this can be done, can there not be some things done to try to help 1) a reduced speed limit approaching the light 2) no right on red westbound turning off k10 onto 27th street 3) flashing lights for red signal up ahead. I'm tired of cringing every time I hear sirens on the southwest end if town. I won't even use this stretch of k10.	6/24/2020 4:29 PM
34	Toll road? Are you kidding? We pay tolls for the turnpike even though when originally proposed it wasn't intended to be a long-term toll, yet here we are DECADES later still paying. And from what I can tell, the state or toll agency still does nothing productive with the funds gained from tolls.	6/24/2020 3:16 PM
35	I prefer Alt.2, but if the only to finance the highway improvement is by Alt. 3, then alt 3 is good. Get the road expanded to 4 lanes.	6/24/2020 2:27 PM
36	I would prefer to have the sharp turn on Clinton Parkway rerouted around the other side of the Sports Complex to reduce the hazard of the turn. If that is not possible, then this intersection needs to be torn back down and rebuilt to remove the sharp dangerous turn.	6/24/2020 12:00 PM
37	It seems unreasonable that Topeka, a city that is not significantly larger than Lawrence would be given so many state funded freeways, but for some reason we have to pay taxes and a toll in order to have one.	6/24/2020 11:19 AM
38	It is unfair to toll local taxpayers who have already paid for the roadway with previous city and county funding	6/24/2020 11:14 AM
39	It's never been crowded on SLT, so changing it seems pointless and could easily divert highway traffic back through the city, defeating the SLTs purpose	6/24/2020 11:08 AM
40	Reasonable as a prefix adds nothing and only seems like misleading double-speak.	6/24/2020 9:29 AM
41	With adding capacity freeway, I would add not to close the access from hwy 10 to farmer's turnpike.	6/23/2020 9:17 PM
42	NO TOLL ROAD. Eliminate the stop light.	6/23/2020 2:08 PM
43	Need access from 458 road west of 59 Hwy	6/23/2020 10:17 AM
44	NO TOLLS	6/23/2020 9:52 AM
45	We believe the entirety of the SLT should be treated as a whole, rather than divided into easy/west entities. If, as Kelsey H. gave us to understand, the western leg of the SLT is designed to replicate the eastern leg, then it's *use* should be consistent in order to regulate traffic along its entire length.	6/23/2020 8:33 AM

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46	Multimodal is not common language. Use common language anyone can understand. And why do you have to tell me these alternatives are reasonable?	6/23/2020 2:14 AM
47	No toll road ever! Toll road of any kind is NOT REASONABLE! take them off the table. No action is just B**S**t	6/22/2020 11:12 PM
48	Tolls have a negative financial impact on those who can least afford it. The majority of traffic is commuters. There is well-paying work in Topeka and KC. No real work opportunities in Lawrence.	6/22/2020 10:34 PM
49	I live near roundabout at Clinton and k-10 and do not want to pay a toll every time I use k10 to get up to 6th street..we have 3 cars in our family and use that road each 2 times a day.	6/22/2020 10:20 PM
50	I do not like any of the options...they suck!	6/22/2020 10:16 PM
51	We don't need a tolled highway in Lawrence. I-70 is enough.	6/22/2020 9:37 PM
52	The four-lane alternative to add capacity and improve safety, without tolling, is my preferred alternative.	6/22/2020 9:13 PM
53	Only if a route from Kasold & 31st would be connected from the Wakarusa extension interchange.	6/22/2020 8:51 PM
54	I'm tied between alternative 1 and alternative 2. I strongly oppose alternative 3.	6/22/2020 8:41 PM
55	If I am understanding this correctly the toll lane would be an express lane.	6/22/2020 8:21 PM
56	We have to think of now and future proof this project. Too many short sighted decisions cost us as a city/county/state millions.	6/22/2020 6:58 PM
57	The US-59/Iowa St/K-10 interchange needs to be upgraded to a diverging diamond interchange to accommodate the influx of traffic when commercial development inevitably happens south of K-10.	6/22/2020 6:40 PM
58	NO lecompton rd connection with K10 and i70! fly overs too costly plus maintenance and ice. Hwy 40 needs to be improved between E600 and K10 BEFORE other interchanges started. (Should have been done 20 years ago) easements should be purchased NOW in expectation of 4 lane in future.	6/22/2020 6:30 PM
59	Would be open to alternative 3 with no tolls for local residents.	6/22/2020 6:00 PM
60	Adding tollway would make Lawrence the only community in Kansas belted by tolled highways only. And it will not help the traffic situation as much as freeway.	6/22/2020 5:51 PM
61	What a terrible accident last week on K10 that took the lives of 6 people and injured one other person. This is a priority project that must be done as soon as possible. I travel the K10 bypass often from 59 highway to Wakarusa and 27th. I am concerned for my safety every time I do.	6/22/2020 5:36 PM
62	I think there would be a lot of benefit to improving the Wakarusa/27th St intersection. I use this a lot and it could definitely be better. The rest of SLT is great and does not need to be expanded... maybe in 20+ years we should revisit this and get something built in 30 years. Current facilities are already sufficient and this project is so expensive. Therefore, I recommend spending the money on something else more urgent.	6/22/2020 5:10 PM
63	Do not add toll roads	6/22/2020 4:59 PM

Q8 We received a great deal of input regarding the alternatives and priorities for improvement. As part of a planned approach for improvement, the project team identified ways to break the project into segments that could be addressed together or individually. How would you rank your improvement priorities? Please rank in your order of importance.

Answered: 396 Skipped: 165

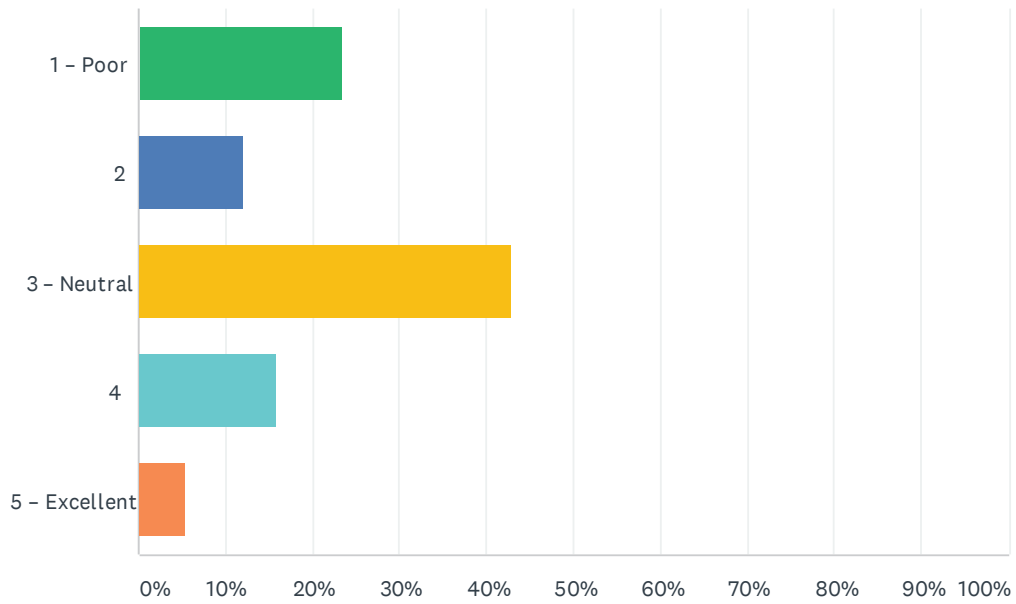


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	1	2	3	4	5	6	7	TOTAL	SCORE
Wakarusa/27th Street Intersection – Improvements would create a grade separated interchange with entrance and exit ramps.	31.52% 122	33.33% 129	13.44% 52	6.20% 24	7.75% 30	4.13% 16	3.62% 14	387	5.48
I-70 & K-10 Intersections - Improving the interchange to remove the at-grade intersections and add capacity.	5.97% 23	13.51% 52	16.88% 65	16.88% 65	19.22% 74	12.99% 50	14.55% 56	385	3.73
K-10 Alignment Deficiencies - Flattening the curve around Clinton Parkway to improve safety in this area.	4.90% 19	14.18% 55	31.70% 123	21.91% 85	13.66% 53	7.22% 28	6.44% 25	388	4.27
K-10 Pavement – Replacing existing pavement that is deteriorating and requires ongoing maintenance.	3.36% 13	6.46% 25	17.57% 68	28.94% 112	20.41% 79	9.04% 35	14.21% 55	387	3.59
Upgrading K-10 from 2-lanes to 4-lanes - Improvements to address safety and head-to-head traffic.	52.27% 207	23.99% 95	7.58% 30	5.81% 23	4.80% 19	3.28% 13	2.27% 9	396	5.94
6th Street Interchange Capacity – Reconfiguring the existing interchange to improve safety and operation.	1.55% 6	2.33% 9	5.70% 22	9.59% 37	19.17% 74	43.01% 166	18.65% 72	386	2.54
US 59/Iowa Interchange Configuration – Reconfiguring the existing interchange to accommodate development on the south side of K-10.	1.29% 5	6.46% 25	7.24% 28	10.85% 42	13.70% 53	20.41% 79	40.05% 155	387	2.49

Q9 How would you rate the communications you have received about this project?

Answered: 401 Skipped: 160



ANSWER CHOICES	RESPONSES	
1 - Poor	23.44%	94
2	12.22%	49
3 - Neutral	42.89%	172
4	15.96%	64
5 - Excellent	5.49%	22
TOTAL		401

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#	COMMENTS	DATE
1	I like the online survey.	7/1/2020 9:39 PM
2	Open houses held last year were very good. Sorry to have missed virtual open house event.	6/30/2020 8:24 PM
3	Lots of the info is hard to understand by regular citizens.	6/30/2020 2:05 PM
4	Articles in the newspaper are the best way for me to informed.	6/30/2020 2:03 PM
5	Had heard a while back that improvements were being looked at. My wife didn't know anything about it.	6/27/2020 11:59 AM
6	Please move forward with the 4 lane project. The current configuration is very inefficient and dangerous	6/27/2020 10:04 AM
7	For a short term fix. Adding some type of barrier between the lanes from Iowa to I70 would improve the safety and reduce crossovers.	6/26/2020 8:00 AM
8	If there were notices posted on social media, I missed them. Were there mailers sent about this issue?	6/26/2020 5:40 AM
9	Nothing needs to be done on South Lawrence traffic way.	6/25/2020 4:38 PM
10	First I have heard of the project	6/25/2020 2:35 PM
11	I wish you would have had a simple ranking such as number 7 in this survey on your original virtual meeting information. I don't like the 3 - unreasonable alternatives. The safety must be improved! There's not that much traffic getting off of 70 at the Lecompton exit. I like the 3 exits to stay the way that they are. Leave Farmers corner alone.	6/25/2020 10:44 AM
12	I would like more replies about new proposals for future projects to improve transportation in the area, such as tolled lanes on other parts of K-10 as well as how to incorporate other modes of transportation into future projects such as biking and busing.	6/24/2020 6:08 PM
13	Both upgrading K-10 to 4 lane from 2 lane and improvements to Wakarusa/27 are equally important for me. I travel the K10 bypass from 59 West to Wakarusa/27 often and it is a dangerous section of K10. There is so much traffice on this sections it is scary at certain times of the day. Especially when there are gamres at YSI, a bad intersection.	6/24/2020 1:43 PM
14	Haven seen much.	6/24/2020 12:21 PM
15	I never hear about it until it's announced what has happened or been decided.	6/24/2020 12:00 PM
16	I received this from my wife, and she's no clue what list she's on to get this survey.	6/24/2020 9:29 AM
17	The process is taking too long. The by-pass was originally to be 4 lanes, no at-grade intersections, NO STOP LIGHT, and continual delays (decades) grew the costs over the original funding allocations. ...let's stop studying and start building.	6/23/2020 2:08 PM
18	Very Good! Thank you	6/23/2020 12:06 PM
19	Have the feeling that what the land and homeowners want doesn't matter to those in charge and they are going to do what they want regardless. They are just going through this process to appease everyone and then they'll do what they want . Have very little confidence that this will produce fair results as to what the actual wants of the local community wants.	6/23/2020 9:30 AM
20	We really wish that there has been more than bird's-eye views had been offered, giving us a more complete understanding of intersections (e.g. Wakarusa, I-70, etc.) along with the inclusion of the word "bridges.". "Elevated grade" is trade talk, not "Im-an-old-Geezer plain talk" for me to understand what you are talking about.	6/23/2020 8:33 AM
21	Not sure what "at grade" or "grade separated" means.	6/23/2020 2:14 AM
22	Had the virtual meeting, but no feedback since. This is the first. Just do it!	6/22/2020 11:12 PM
23	Communications about K-10 and the status of the SEIS have been wonderful.	6/22/2020 9:13 PM
24	Actually very good now that I am getting them!	6/22/2020 7:21 PM
25	I have not received answers to the questions I submitted in the early part of the virtual meeting session.	6/22/2020 6:40 PM

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26	I don't know what to say any more.	6/22/2020 6:24 PM
27	Really appreciate the attention you are giving to the problems of traffic overload on 2 lane sections of bypass, and dangerous intersection at 27th & Wakarusa/sports complex.	6/22/2020 5:10 PM

Q10 What additional information would help you?

Answered: 67 Skipped: 494

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#	RESPONSES	DATE
1	I would like to get a better idea of the timeline for the project based on the different funding methods.	7/1/2020 3:55 PM
2	Postcards in the mail. Advertised on radio. Saturate Facebook with event information	7/1/2020 11:35 AM
3	Newsletter or pamphlet	7/1/2020 11:19 AM
4	Email, that a meeting is happening.	6/27/2020 2:37 PM
5	Haven't been paying much attention. But appreciate this opportunity	6/27/2020 1:32 PM
6	K-10 needs to be a widened and separated into a divided highway. Too many people have died on a road that is very long over due for improvement.	6/27/2020 1:36 AM
7	Knowing that this project is being given priority because of the increased amount of traffic that travels on this road daily and because of the high number of MVA, injuries, & fatalities have occurred since its been open.	6/26/2020 5:55 PM
8	A commitment from KDOT that the Trafficway will NOT become a toll road!	6/26/2020 11:40 AM
9	I haven't received any information regarding these matters, until now. I would much rather you guys fix all of the roads we have now; such as 23rd st and 19th are both horrible.	6/26/2020 8:02 AM
10	A study should be implemented utilizing technology to determine who is using the SLT. I travel it everyday and I'd estimate that 60% of the cars on the SLT are from Johnson County. If a toll is needed, a targeted toll would be more appropriate. Douglas County Residents whose taxes will undoubtedly be impacted should be exempted from the toll and should be able to apply for a toll free pass. Those from other communities adding extensive traffic should be held accountable for skipping the toll on I-70.	6/26/2020 7:27 AM
11	More commun8	6/26/2020 6:39 AM
12	News on FB	6/26/2020 6:39 AM
13	Tell people you are having meetings	6/26/2020 6:35 AM
14	Don't know	6/26/2020 6:11 AM
15	Perhaps a facebook page to learn info regarding the bypass	6/26/2020 5:43 AM
16	None	6/26/2020 1:16 AM
17	Please get this road finished ASAP. Too many casualties already.	6/25/2020 10:22 PM
18	Development South of K-10? Why the over-reach when there's ample city infill that needs to happen. You'll over expand your infrastructure resources and we don't need a KC metro, Johnson Co suburbia hell scape.	6/25/2020 10:20 PM
19	Make the dam thing 4 lane .get the traffic lights off of it and add ramps to make it safe that dam simple before more people die.all the local ,state engineers and technology in the world today and we can't get this thing fixed so sad people have to keep dieing over poor engineering and design to begin with.just get it fixed and quit messing around	6/25/2020 10:03 PM
20	Public notices	6/25/2020 9:46 PM
21	Thank you for keeping the public involved in the process!	6/25/2020 9:30 PM
22	How to reconfigure entrance ramp at Haskell to eliminate possibility of wrong way traffic.	6/25/2020 9:13 PM
23	Something directly sent to me as a Douglas county citizen- meeting dates, surveys, general info about how this is progressing.	6/25/2020 6:42 PM
24	Nothing	6/25/2020 4:38 PM
25	Increased communication as a DG Co homeowner and tax payer.	6/25/2020 3:08 PM
26	Mailers	6/25/2020 2:55 PM
27	Make it 55 mph until improvements can be made.	6/25/2020 2:49 PM
28	future meeting dates, website with plans as they are developed	6/25/2020 1:45 PM

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29	Email direct to me	6/24/2020 8:41 PM
30	I would like to see more maps and detailed images of what the roads could look like hypothetically after potential construction is finished. I would also like to see animation of what driving on the new K-10 would look like.	6/24/2020 6:08 PM
31	Quit dragging your feet and get something done before 6 more people get killed.	6/24/2020 5:56 PM
32	Better social media coverage	6/24/2020 4:41 PM
33	I found this survey on facebook. Are the meetings advertised on facebook? I live on the southwest end of town with k10 in our backyard. Our neighborhood is very concerned and want to see change soon!	6/24/2020 4:29 PM
34	How do I get word about this? Is there a way to sign-up for emails?	6/24/2020 3:17 PM
35	Knowing the date and time of future meetings in advance.	6/24/2020 12:34 PM
36	Effected homeowners adjacent to the project areas need better communication as this will impact mobility, property values and way of life if project moves forward.	6/24/2020 11:34 AM
37	This is a very dangerous road, it needs to be high priority but should not come at additional expense of local users who have already footed some of the existing roadway bill.	6/24/2020 11:14 AM
38	who is behind the money	6/24/2020 11:08 AM
39	It has been 36 years of design concepts. Started in 1984 please complete the freeway and stop spending money on design.	6/24/2020 7:43 AM
40	Not to pay toll! And do not close highway 10 to Farmers turnpike	6/23/2020 9:44 PM
41	I would like to stress how important it is to have K-10 access to farmer's turnpike.	6/23/2020 9:17 PM
42	Timely updates on a regular basis. This bypass is killing people ! Do something soon !	6/23/2020 12:22 PM
43	KDOT time frame to get started. There ave been enough meetings.	6/23/2020 10:00 AM
44	See above. Avoid technical language. Use crayons if you have to, but make sure your communication is plain and understood. This will help poor Kelsey H. from having to answer 57 times to 'splain the same thing.	6/23/2020 8:33 AM
45	There should never be a stoplight on an interstate	6/23/2020 7:44 AM
46	Ask people who don't know anything about roads or traffic to review your language for clarity. Include simple drawings or illustrations.	6/23/2020 2:14 AM
47	I want to know when the big machinery will arrive to widen the road, get rid to the stop light at Wakaruse, and to create the necessary overpasses. Stop the talk and get to work.and NO TOLL ROAD OF ANY KIND - EVER!	6/22/2020 11:12 PM
48	NA	6/22/2020 10:34 PM
49	Lower the speed limit at 27th/Wakarusa interchange to 50!! There are pedestrians there!	6/22/2020 10:30 PM
50	FB posts	6/22/2020 10:20 PM
51	Who came up with these 3 nonbrillant ideas or options? They SUCK!!!	6/22/2020 10:16 PM
52	Confirmation that you will not be closing Farmer's Turnpike.	6/22/2020 9:37 PM
53	Keep up the great work!	6/22/2020 9:13 PM
54	Nothing	6/22/2020 9:04 PM
55	I still think improvements need to be made to US-40 from 6th St to 600 Rd -- regardless of which configuration is chosen. Needs shoulder, and would be nicer to take out some of the cures and hills -- especially just west of 600 Rd.	6/22/2020 8:59 PM
56	I live here and use these roadways I don't need information	6/22/2020 7:46 PM
57	In person meetings with exchange of information.	6/22/2020 7:41 PM
58	Unsure. I appreciate receiving the information provided.	6/22/2020 7:21 PM

SLT Survey - Summer 2020

59	I'm good as is	6/22/2020 6:58 PM
60	I would like to have more input into the individual decisions of the project given the multiple changes that are needed (i.e. interchanges that need upgraded, financing options, etc). I would like to see more than 3 options that don't address all the issues K-10 has. This project needs to be done right the first time and address many issues now and into the future.	6/22/2020 6:40 PM
61	Timeline	6/22/2020 6:24 PM
62	We need to move to 4 lanes as the traffic bottlenecks are becoming significant and I am seeing unreasonable delays going from the East side of Lawrence to the West side of Lawrence	6/22/2020 6:19 PM
63	Considering the most recent loss of life on the SLT please expedite this project	6/22/2020 6:19 PM
64	Would like in person meeting since we live next to K 10 at 900 Rd and 1663 Road	6/22/2020 6:03 PM
65	The meeting I attended we were able to go over ideas and outline our ideas with marker on K10 maps.	6/22/2020 5:36 PM
66	Timeline once plan is known	6/22/2020 5:28 PM
67	This was the best meeting I have "been" to... much more efficient in this virtual format for me.	6/22/2020 5:10 PM

Advisory Group

First Name	Last Name	Organization	Role	Phone	Address	City	State	Zip	Email	Representing	Confirmed contact information?	Contact Responsibility?	Attended 10/18/18 mtg	Attended 3/28/2019 mtg	Attended 2/19/2020 mtg	Attended 8/12/2020 mtg
Mike	Amyx	Former Lawrence Mayor	Board of Trustee's President, Former Mayor of Lawrence, Running for Kansas House		501 Lawrence Ave	Lawrence	KS	66049	mikeamyx515@hotmail.com	Citizen	Yes	AF	Yes	Yes		Yes
Paul	Bahnmaier	Lecompton Historical Society	President	785-887-6148	640 E Woodson Ave	Lecompton	KS	66050	lanmuseum@aol.com; historical	Lecompton/Museum/Destination	Yes	LA	Yes	Yes	Yes	Yes
Larry	Bartz	Standard Beverage	Director of Sales						larry.bartz@stdbev.com					Yes	Yes	
Brian	Bradfield	Lawrence Memorial Hospital Rep. (Mercato Dev.)	AVP - Ancillary Services	785-505-2756	325 Main St.	Lawrence	KS	66044	brian.bradfield@lmh.org	Hospital/Development	Yes	RA	Invited	Yes		Yes
Chad	Voigt	Douglas County	Director/County Engineer	785-832-5293	3755 E 25th St.	Lawrence	KS	66046	cvoigt@douglascountyks.org	Douglas County	Yes	AF	Yes	Yes		Yes
Steve	Buchholz	Douglas County Sheriff	Patrol Captain	785-832-5226	111 E. 11th Street, 2nd Floor	Lawrence	KS	66044	sbuchholz@dgso.org	EMS Services	Yes	RA	Yes			
Hugh	Carter	Lawrence Chamber of Commerce	Vice President External Affairs	785-865-4490	718 New Hampshire St.	Lawrence	KS	66044	hcarter@lawrencechamber.com	Business/Economic Dev.	Yes	RA	Yes	Yes	Yes	Yes
Dr. Bridgett	Chapin	Haskell Nation Indian University	Env Science/Biology Faculty	785-832-6696		Lawrence	KS	66046	bchapin@haskell.edu	Haskell/Environmental	Yes		Yes	Yes	Yes	
Jeff	Crick	Lawrence/Douglas County MPO	Planning Manager	785-832-3163	6 East 6th St.	Lawrence	KS	66044	jcrick@lawrenceks.org	MPO Planning	Yes	RA	Yes	Yes	Yes	Yes
Dave	Cronin	City of Lawrence	City Engineer	785-832-3130	6 East 6th St.	Lawrence	KS	66044	dcronin@lawrenceks.org	City of Lawrence/Traffic	Yes	AF	Yes	Yes	Yes	
JB	Elliott	Perry School District	Superintendent of Schools	785-597-5138	205 W. Bridge St	Perry	KS	66049	jelliott@usd343.org	School District/Perry	Yes	RA	Yes	Yes	Yes	
David	Hamby	BG Consultants	Principal Engineer			Lawrence	KS	66049	david.hamby@bgcoons.com	Bicycle and Pedestrian	Yes			Yes	Yes	Yes
Scott	Hanks	Heritage Baptist Church		785-887-2200	1781 E 800 Rd	Lawrence	KS	66049	hbc@heritagebaptistchurch.com	Church	Yes	LA	Yes	Yes	Yes	Yes
Mark	Hecker	Lawrence Parks and Rec	Assistant Director	785-832-3454	1141 Massachusetts St	Lawrence	KS	66044	mhecker@lawrenceks.org	Parks and Rec	Yes	LA	Yes	Yes	Yes	Yes
Melissa	Holder	Haskell Nation Indian University	Faculty						mholder@haskell.edu							
Bonnie	Johnson	KU Planning Dept.	Associate Professor	785-864-7147	1460 Jayhawk Blvd.	Lawrence	KS	66045	bojohn@ku.edu	Resident/Neighborhood Association/KU Planner	Yes	AF	Yes		Yes	Yes
Pete	Langston	Berry Plastics	Warehouse Ops Manager	785-838-8526	670 N 1800 Rd	Lecompton	KS	66050	petelangston@berryglobal.com	Business	Yes	RA	Yes	Yes	Yes	Yes
Cindy	Nau								chnau@sunflower.com						Yes	Yes
Bill	Noll	Jefferson County Public Works	Director	785-403-0279, Ext. 1	14991 94th Rd.	Oskaloosa	KS	66066	jcroad@jfcountryks.com	Jefferson County	Yes	AF	Yes	Yes		
Robert	Rombach	Kanwaka Fire Dpt.	Deputy Chief, Architect	785-393-9224	548 N 1700 Road	Lawrence	KS	66049	brombach@ku.edu	EMS Services/Fire Marshall	Yes	LA	Yes	Yes	Yes	Yes
Matt	Sexson	Baker Univ.	Natural Areas Manager						Matthew.Sexson@bakeru.edu							Yes
Irene	Unger	Baker Univ.	Manager, Wetlands						Irene.Unger@bakeru.edu							Yes
Jimmy	Wilkins	Lecompton City Council	Council President		327 Elmore St.	Lecompton	KS	66050	jwilkins@lawrenceks.org	City of Lecompton	Yes	AF	Yes		Yes	Yes
Will	MO	Regional Travelers		913 202-6867	4008 Spring Hill Drive	Lawrence	KS	66049	will.zung@stantec.com	Regional Traveler/Resident	Yes	RA	Yes	Yes	Yes	Yes
Keith	Browning	Douglas County	Public Works Director	785-832-5293					kbrowning@douglascountyks.org					Yes	Yes	

Date:	October 18, 2018	Time:	4:00 p.m. to 6:00 p.m.
Subject:	Advisory Group meeting #1	Location:	Lawrence Indoor Aquatic Center

Annotated Agenda:

- **Welcome: Project Team and Advisory Group Introductions** (5 minutes-Aaron)
- **Open Remarks from Rick Backlund, FHWA Division Administrator** (5 minutes)
- **Purpose and Goals of Meeting and Group** (15 minutes—Aaron/Robyn)
 - Role of Advisory Group
 - Expectations and Commitments
 - Identification of additional members
- **SLT SEIS Project Overview** (45 minutes-Gretchen/Greg)
 - Supplemental EIS Approach and Process
 - Background and Overview of Study Area
 - West Leg Concept Study
 - Purpose and Need Elements
 - Purpose and Need Input Exercise (~15 minutes)
- **Questions/Discussion** (10 min)
- **Public Involvement Process** (15 minutes-Robyn)
 - Overall Goals
 - Stakeholder and Community Meetings
 - P.I. Activities Schedule
 - Website and Public Information Management Application (PIMA)
- **Alternatives Development Process** (15 minutes—Gretchen/Greg/Aaron)
 - Screening Criteria and Methodologies
 - Funding Considerations
 - Linkage with K-10 West Leg Concept Study Alternatives
- **Open Discussion/Other Questions** (5 minutes)
- **Next Steps** (5 minutes-Aaron)
 - Public meeting tentatively scheduled for November 14 at Southwest Middle School
 - Presentations to groups (county commission, other groups)
 - Website: SLT-KS.org

SLT | South Lawrence Trafficway

Advisory Group Meeting
October 18, 2018

PROJECT #:
10-23 KA-3634-01



AGENDA

- Welcome and Introductions
- Purpose and Goals of Meeting and Group
- SLT SEIS Project Overview
- Public Involvement Process
- Alternatives Development Process
- Next Steps

Purpose and Goals of Meeting and Group

- Role(s) of Advisory Group—a sounding board, conduit for information
- Expectations and Commitments—listen, share
- Identification of additional members—gaps in the group?



South Lawrence Trafficway—The SLT

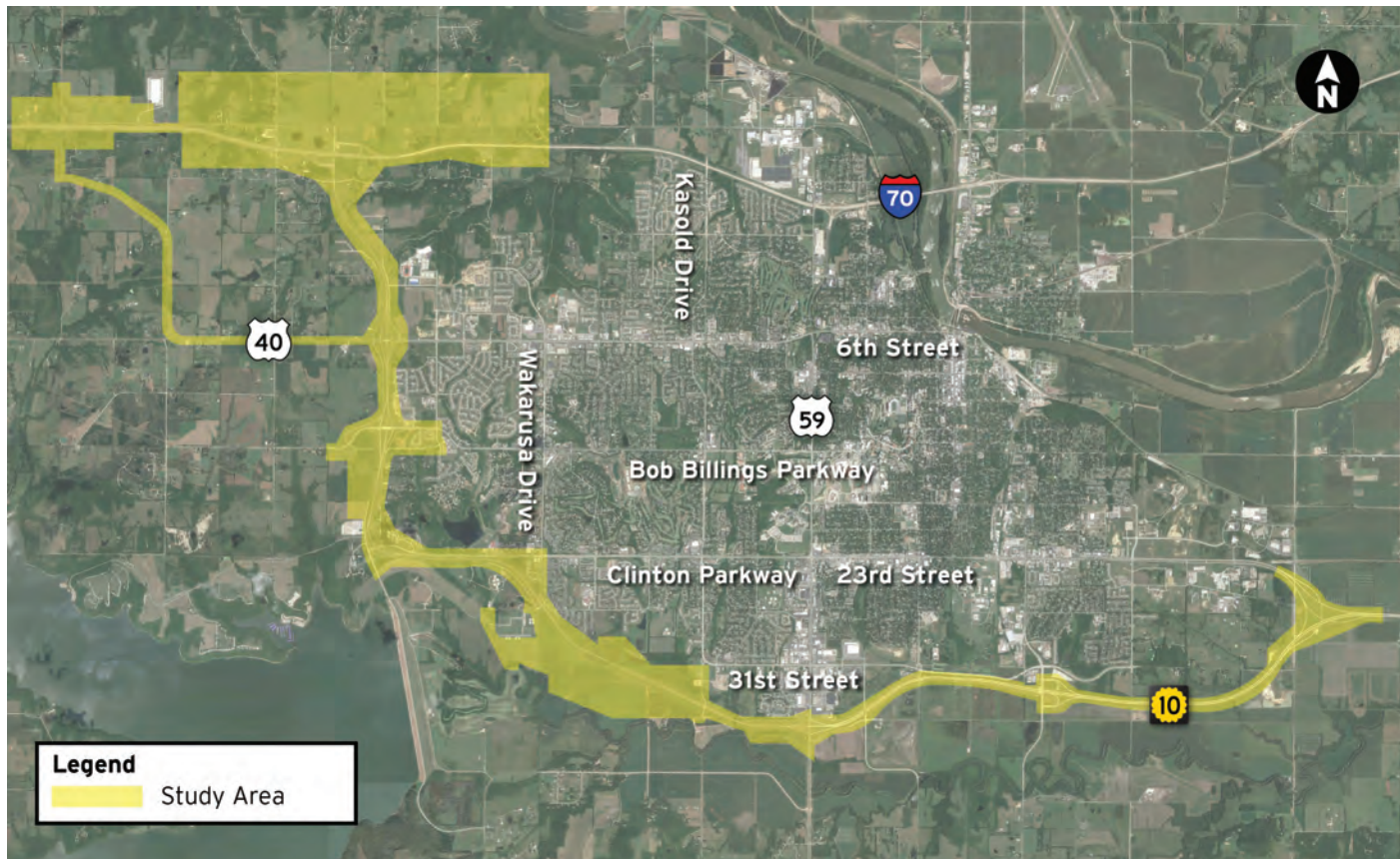
- South Lawrence Trafficway is a vital corridor for the local community and commuters.
- KDOT recognizes the need to look at alternatives to enhance safety and improve capacity while minimizing impacts to the surrounding environment.



SEIS Project Overview-Why Another Study?

- KDOT conducted the K-10 West Leg Concept Study from 2014-2016 to improve safety and traffic flow, which included reevaluation of the original EIS.
- In the spring of 2016, the public raised concerns regarding access at Farmer's Turnpike, which led to the Project Team proposing additional environmental evaluation is needed through Supplemental Environmental Impact Statement (SEIS).
- September of 2018 SEIS begins.
- SEIS includes both West Leg and East Leg of South Lawrence Trafficway (SLT).
- Study duration 3 years.
- Currently, no funding for improvements.

SEIS Study Area



- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange.
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 and U.S. 40 from K-10 to E 600 Road.

Brief History

1990 Original EIS

- Relieve congestion on existing 23rd Street and Iowa Street by diverting through and local traffic from these two streets and Clinton Parkway. Intent is to improve local street network LOS for local traffic.

2003 USACE East Leg EIS

- Provide a safe, efficient, environmentally sound and cost-effective transportation facility for K-10 users, surrounding state highway system, and alleviate congestion on Lawrence city streets.
- K-10 at Iowa and 23rd Streets is heavily congested due to high traffic volumes, poor access management, and insufficient capacity. Safety also an issue.

2008 FHWA East Leg EIS

- Adopted 2003 Purpose and Need.

2016 West Leg Concept Study

- Proposed purpose and goals similar to previous EIS.

West Leg Concept Study



North End Concepts

- Alternatives from 2016 Concept Study will be referenced and used as starting points, but input from the various stakeholders, this advisory group included, and the general public will provide guidance on initial alternatives that will be presented.

Wakarusa Area

- 27th Street/K-10 intersection converted to an underpass (K-10 over 27th Street)
- A new interchange (local road over) constructed between the existing K-10/27th Street intersection and the US-59/K-10 interchange.

E. 1200 Road/Kasold Drive

- This intersection, along with all at-grade intersections (5) on the West Leg SLT are under current evaluation and discussion with KDOT Executive Staff for changes due to safety and congestion needs.

What is a Supplemental Environmental Impact Statement?

- An **Environmental Impact Statement** or EIS is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and manmade environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Approach

- Supplemental to 1990 Environmental Impact Statement (EIS) – includes West and East Section of SLT
- K-10 West Leg Concept Study and EIS Draft Reevaluation used as baseline
- Discussion and evaluation of funding options within SEIS
- East Section only included for funding considerations; no physical or right-of-way changes
- Document will be prepared as combined Final SEIS/Record of Decision (ROD)
- Follows Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) as well as updated requirements found in the Fixing America's Surface Transportation (FAST) Act

SEIS Process



Purpose and Need

- Past EIS/Concept Study P&N Elements
- Refined/New P&N Elements for SEIS

2018 FHWA/KDOT K-10/SLT SEIS – what’s valid, what’s changed, what’s considered

- Assumed that original 1990 EIS P&N is still valid – improving local street network LOS and safety. System linkage and access also a consideration.
- East leg constructed and opened in 2016.
- New traffic patterns, volumes, and LOS to be re-evaluated on the system.
- Upgrade of existing west leg from two to four/six lanes.
- Conversion of existing west leg from expressway to limited access freeway.
- Consideration of funding options for the facility – both east and west legs.
- Revisiting the configuration of the system connection with I-70.
- Consideration of potential local connections for N 1800 Rd/Farmer’s Turnpike.
- Consideration of minor improvements to US-40.

Refined/New Purpose and Need Elements for SEIS

- **Reduce congestion** and improve the travel capacity to meet existing and future travel demands,
- **Enhance safety** to help address high crash locations within the study area,
- **Promote a multimodal transportation system** by ensuring the project accommodates the needs of other transportation modes, and
- **Support local and regional growth** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

Purpose and Need

- Exercise/Discussion?
- *Does this capture the need you see in the area for the SLT project?*

Questions and Discussion

- Let's pause here and see if we have some questions

Public Engagement

The P.I. Plan outlines goals and activities:

- Create a comprehensive and transparent approach to inform and engage project stakeholders and the public in the SEIS process.
- Enhance the visibility and online presence of the SLT project and ensure key stakeholders and others understand the reasons for each phase, its timing and its potential impact.
- Interact with the project team, focus groups and advisory group to gather input on transportation needs in the community.
- Identify, address and mitigate controversial issues early in a collaborative and constructive manner.
- Ensure the stakeholder involvement process is fair, open and responsive to input of the public and the public knows where and how to locate project information.

SEIS Public Outreach Activities and Schedule

	2018		2019				2020				2021			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Create Stakeholder Engagement Plan	🕒													
KDOT & FHWA Review Meeting of Stakeholder Engagement plan	🕒													
Stakeholder Coordination														
Advisory Group		📍	📍				📍		📍					
Elected Official Coordination		📄	📄				📄		📄					
Stakeholder Meetings	<i>As needed and requested</i>													
Focus Groups			📍											
Public Coordination														
Public Meetings		📍	📍						📍					
Community Presentations	<i>As needed and requested</i>													
Audio/Web Meeting*									🕒					
Kiosks or Community Displays at Community Events*			🕒						🕒					
Surveys			🕒				🕒							
Develop Materials/Collateral/Web														
Project Website Launch		🕒												
Informational Fliers Distributed*	🕒		🕒				🕒					🕒		
Compile Final Public Engagement Report/Log	<i>Ongoing throughout project</i>											★		

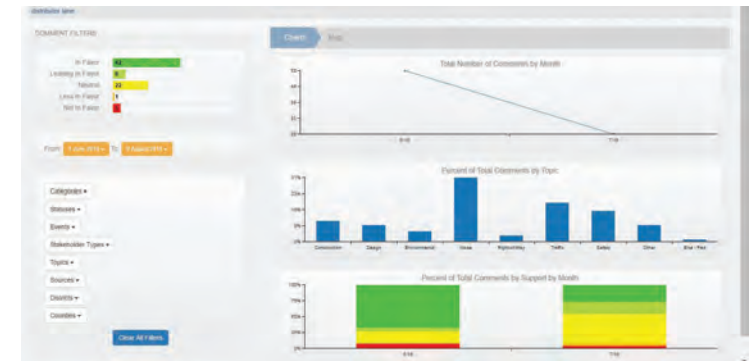
Legend

- 🕒 Initial Start-up Activity
- 🕒 Event / Activity
- 📍 Meeting
- 📄 Presentation

*Dates for these activities are subject to change.

Other Ways to Stay Engaged

- Project website under development:
www.SLT-KS.org
- Public Involvement Management Application (PIMA)
- For comments and questions or to request a community presentation:
info@SLT-KS.org



Alternatives Development Process

- Screening Criteria and Methodologies
- Linkage with K-10 West Leg Concept Alternatives
- Public Input
- Funding Considerations

Funding Considerations

- No funding yet identified for construction of the project
- SEIS evaluating range of tax-based and user fee funding options
 - Bonding
 - Taxes: Fuel, Sales, Sales Tax on Fuel
 - State General Funds
 - Special Transportation Taxing Districts (TDDs, TCs)
 - Tolling
 - Road User Charges/Vehicle Miles Traveled Pricing
- Potential Impacts to Evaluate – Environmental Justice, Economic, Secondary and Cumulative Impacts, Changes in Travel Patterns
- No decisions on funding made; may utilize a combination of funding sources

Questions?

Next Steps

- Public Meeting
- Presentations to civic and community groups
- Website in production: **www.SLT-KS.org**

Contact Information

- For any comments and questions, or to request a community presentation: info@SLT-KS.org
- Aaron Frits, P.E.
KDOT Project Manager
785-296-4139
Aaron.Frits@ks.gov
- Laurie Arellano
KDOT Director of Communications
785-296-3956
Laurie.Arellano@ks.gov
- Javier Ahumada
FHWA Kansas Environmental
Coordinator
(785) 273-2649
Javier.Ahumada@dot.gov

Advisory Group Meeting Overview

The Kansas Department of Transportation (KDOT) and Federal Highway Administration (FHWA) held an Advisory Group meeting for the South Lawrence Trafficway (SLT) Corridor Project and Supplemental Environmental Impact Statement (SEIS) Process on October 18, 2018 from 4:00 p.m. to 6:00 p.m. at the Lawrence Indoor Aquatic Center.

The purpose of the meeting was to introduce the SEIS Process, the Purpose and Need Statement, gather feedback on the Purpose and Need elements and discuss the overall public engagement process. For the SEIS, the Advisory Group composition was expanded from the West Leg Concept Study in order to provide a broader representation of the study area and to help the project team understand community concerns and be better prepared to address them throughout the study. There will be a minimum of four Advisory Group meetings that will occur between 2018 and 2020. Below is a summary of the first meeting.

As part of the materials provided today, you have packets which include:

- Advisory Group Roles and Responsibilities Handout
- Stakeholder Engagement and Communications Plan
- Supplemental Environmental Impact Statement Factsheet
- Funding Options Factsheet
- Copy of PowerPoint Slides presented at meeting

Welcome and Opening Remarks

Aaron Frits, KDOT SLT Project Manager, welcomed the group and provided introductions. He provided an overview of the project and goals for the study and the purpose for the supplemental environmental impact statement document.

Javier Ahumada, FHWA Environmental Coordinator, also provided opening remarks.

Purpose and Goals of Meeting and Group

Role of Advisory Group

Robyn Arthur, HNTB Public Engagement Manager for the project, reviewed the role of the Advisory Group with the members as well as the expectations and commitments. She explained that the group is a sounding board and will focus on providing KDOT with meaningful input as it reviews solutions for safety, congestion and other issues affecting the South Lawrence Trafficway.

The SLT Project Team will work with the Advisory Group to understand issues and concerns, will listen to their input and use it in their decision-making process. Ultimately, KDOT is responsible for making final decisions about the corridor and interchange improvements. This will happen primarily through KDOT's listening to the group's discussions, responding to its questions and concerns, and then acting on the group's input and the input of others within technical and/or other constraints.

Expectations and Commitments

In order for the Advisory Group to be most productive and useful, meetings must be built on a foundation of mutual respect and consideration. Robyn provided a handout and reviewed it with the group.

Identification of additional members

While KDOT has tried to create an Advisory Group that is inclusive, there are still a few vacant spots. Aaron asked that the team provide any additional entities, or viewpoints that should be represented on the Advisory Group, like a bicycle and pedestrian representative or a Truck/Freight representative. Several organizations and individuals were identified by the group and KDOT will be looking to add 3-4 additional people to the Advisory Group.

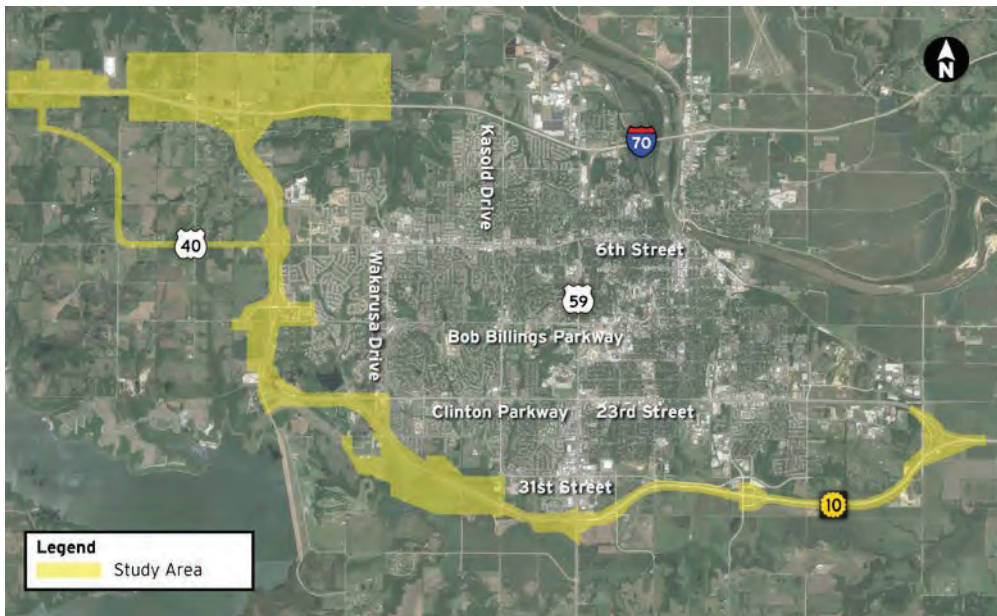
SLT SEIS Project Overview

Aaron Frits and Gretchen Ivy, HNTB NEPA Project Manager, began the SLT SEIS Project overview by explaining that the South Lawrence Trafficway (SLT) is a vital corridor for the local community and commuters and reviewed some of the history that has led us to this point. KDOT recognizes the need to look at alternatives to enhance safety and improve capacity while minimizing impacts to the surrounding environment and that is why KDOT is conducting the Supplemental Environmental Impact Statement.

- KDOT conducted the K-10 West Leg Concept Study from 2014-2016 to improve safety and traffic flow, which included initiating reevaluation of the original EIS, conducted in 1990.
- In the spring of 2016, the public raised concerns regarding access at Farmer's Turnpike, which led to the Project Team to propose conducting additional environmental evaluation through the Supplemental Environmental Impact Statement (SEIS).
- The SEIS includes both the West and East Leg of the South Lawrence Trafficway and will last 3 years.
- Currently, there is no funding for improvements.

It was noted that part of the study will be to consider funding options for the improvements.

The study area includes what is shown in yellow on the map below. The study area extends from I-70 to K-10/23rd Street. It also includes E 600 Road/Lecompton Road as well as US 40 from K-10 to E 600 Road.



Aaron also provided additional information regarding the following locations:

- North End Concepts--Alternatives from the 2016 Concept Study will be referenced and used as starting points, but input from the various stakeholders, this advisory group included, and the general public will provide guidance on initial alternatives that will be presented.
- Wakarusa Area--27th Street/K-10 intersection converted to an underpass (K-10 over 27th Street)
 - A new interchange (local road over) is proposed between the existing K-10/27th Street intersection and the US-59/K-10 interchange.
- E. 1200 Road/Kasold Drive--This intersection, along with all at-grade intersections (5) on the West Leg SLT are under current evaluation and discussion with KDOT Executive Staff for changes due to safety and congestion needs. *(Subsequent to the 10-18-18 Advisory Group Meeting, KDOT announced that this intersection would be closed.)*

Aaron also explained what the SEIS does and why it is needed:

- An **Environmental Impact Statement** or EIS is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and man-made environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.



Purpose and Need Elements

The first elements of the project that will be introduced to the public is the Purpose and Need Statement. The elements presented are:

- **Reduce congestion** and improve the travel capacity to meet existing and future travel demands,
- **Enhance safety** to help address high crash locations within the study area,
- **Promote a multimodal transportation system** by ensuring the project accommodates the needs of other transportation modes, and
- **Support local and regional growth** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

Purpose and Need Input Exercise

The project team facilitated a discussion with the Advisory Group to inquire whether the elements mentioned adequately capture the need in the area for the SLT project. Overall the Advisory Group thought so, but they did have some questions.

One concern regarding environmental sensitivity was mentioned, specifically wildlife crossing and access to the wetlands (for the animals). Javier Ahumada, FHWA reminded the group that the Purpose and Need for the SLT Project was not to improve the environment, but to minimize impacts to the environment from any proposed improvements for the project.

Public Involvement Process

Overall Goals

Robyn Arthur gave an overview of the Public Involvement goals and activities, which included an overview of the PI Plan. Goals of the Public Engagement Activities include:

- Create a comprehensive and transparent approach to inform and engage project stakeholders and the public in the SEIS process.
- Enhance the visibility and online presence of the SLT project and ensure key stakeholders and others understand the reasons for each phase, its timing and its potential impact.
- Interact with the project team, focus groups and advisory group to gather input on transportation needs in the community.
- Identify, address and mitigate controversial issues early in a collaborative and constructive manner.
- Ensure the stakeholder involvement process is fair, open and responsive to input of the public and the public knows where and how to locate project information.

There are a variety of activities throughout the process to provide information to the public and to gather input. There are a series of meetings as well as electronic tools to share information. The Advisory Group plays an important role in assisting with disseminating opportunities for the public to be involved in the SEIS process.

Stakeholder and Community Meetings

The first public meeting is scheduled for November 14, 2018. Members of the Advisory Group are encouraged to help promote the public meeting and spread the word to get the public to attend.

P.I. Activities Schedule

The SLT SEIS will have many opportunities for communication over the duration of the project, scheduled to be completed in mid-2021.

	2018		2019				2020				2021			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Create Stakeholder Engagement Plan	🕒													
KDOT & FHWA Review Meeting of Stakeholder Engagement plan	🕒													
Stakeholder Coordination														
Advisory Group		📍	📍				📍		📍					
Elected Official Coordination		📄	📄				📄		📄					
Stakeholder Meetings	As needed and requested													
Focus Groups			📍											
Public Coordination														
Public Meetings		📍	📍						📍					
Community Presentations	As needed and requested													
Audio/Web Meeting*									🕒					
Kiosks or Community Displays at Community Events*			🕒						🕒					
Surveys			🕒				🕒							
Develop Materials/Collateral/Web														
Project Website Launch		🕒												
Informational Fliers Distributed*	🕒		🕒				🕒						🕒	
Compile Final Public Engagement Report/Log	Ongoing throughout project													

Legend

- 🕒 Initial Start-up Activity
- 🕒 Event / Activity
- 📍 Meeting
- 📄 Presentation

*Dates for these activities are subject to change.

Website and Public Information Management Application (PIMA)

The South Lawrence Trafficway will have a dedicated project website at www.SLT-KS.org and email at info@SLT-KS.org. The public can submit comments through the website and email at any time.

Alternatives Development Process

As the SEIS moves forward the concepts and build alternatives will be developed and will go through screening. Funding will be part of that discussion.

Screening Criteria and Methodologies

As build alternatives are developed, the project team will evaluate the alternatives using the methodology and screening criteria the team establishes based on meeting the Purpose and Need Statement.

Funding Considerations

- No funding yet identified for construction of the project
- SEIS evaluating range of tax-based and user fee funding options
 - Bonding
 - Taxes: Fuel, Sales, Sales Tax on Fuel
 - State General Funds
 - Special Transportation Taxing Districts (TDDs, TCs)
 - Tolling
 - Road User Charges/Vehicle Miles Traveled Pricing
- Potential Impacts to Evaluate – Environmental Justice, Economic, Secondary and Cumulative Impacts, Changes in Travel Patterns

- No decisions on funding made; may utilize a combination of funding sources

Questions and Discussion

Funding options

Discussion focused on the viability of tolling and how it would be evaluated in the SEIS.

- All funding options will be evaluated and considered from a socio-economic standpoint—what are the cumulative and secondary impacts of tolling?
- Does it push too much traffic to the local road network?
- Does it disproportionately impact a neighborhood, or specific population of people?
 - No decision has been made on tolling.
- Would you toll the entire route or just the west leg?
 - The evaluation will consider tolling the SLT (K-10 from I-70 to the 23rd Street Interchange based on the previous studies and the need for consistency.
- Won't tolling divert traffic to the local streets.
 - That will have to be evaluated to ascertain.
- If the funding option is tolling, will more right of way be needed? No, most of the right of way has already been acquired on the east leg.
 - There may be some additional needs at interchange locations and corridor realignment near Clinton Parkway.

Environment Impact Statement and Study Area

- K-10 needs to be upgraded to two lanes in both directions and safety needs to be improved by creating safer access points. The Project team explained the Freeway vs Expressway concept to provide context about what options will be evaluated.
 - A freeway is a four-lane (or more) access-controlled roadway where access would only be at-grade separated interchange locations.
 - An expressway is a roadway where access is at at-grade intersections.
- Can the study area increase?
 - The study area is fairly set, but through the SEIS process if there was a need to expand it, KDOT and FHWA would consider it.
- There is a lot more traffic now that the East Leg has opened. Are you looking at the additional traffic growth?
 - Yes, the project team is looking at the increased traffic growth.
- What does the North End review include:
 - The concept options at the North End will look at the access location of Farmer's Turnpike at K-10 and ways to make that access safer and more efficient.
- Are the options from the previous concept study at the North End moving forward?
 - The West Leg Concept Study is the starting point for the build alternatives development and review. The Project Team will review those and consider what previous options will move forward.
- How far downstream do you look at for environmental impacts?
 - We consider the watershed and whatever is within the study area for impacts.

Additional Questions/Comments

- Other entities suggested to be involved in the AG:
 - Lecompton Township
 - Hospital
 - Trucking industry

- Regular commuter
- Intermodal
- How is 31st Street impacted?
- Concern about traffic impacts on County Road 1029/Lecompton Road
 - Would KDOT take on road miles of County Road 1029? It is not likely KDOT would take responsibility for additional roads as an outcome of this Study.
- How does increased traffic impact other areas?
 - 27th Street intersection traffic increase
 - Short term solutions?
 - If you close Farmer's Turnpike you'll put more traffic on local routes
 - North End
 - Wakarusa
 - E 1200/Kasold
 - E 800 Road
 - More than minor improvements to US 40 needed
- What are the economic development impacts of the project? Regional growth needs to be incorporated
- Closing Farmers Turnpike impacts several entities for access (Heritage Baptist)
 - How and where will access be?
- Other concerns noted:
 - Consider ways for over/under pass to allow water flow animal passage
 - Farmer's Turnpike and impacts on traffic to east
 - Growth in Perry/Lecompton school district
 - *Safety at 800 Rd/US 40
 - Will previous legal issues come into play?

Next Steps

- Public meeting scheduled for November 14 at Southwest Middle School 5 to 7 pm
- Presentations to groups (county commission, Chamber of Commerce Governmental Affairs Committee)
- Website: www.SLT-KS.org



Date:	March 28, 2019	Time:	2:00 p.m. to 4:00 p.m.
Subject:	Advisory Group meeting #2	Location:	Lawrence Indoor Aquatic Center

Agenda:

- **Welcome: Project Team and Advisory Group Introductions**
- **Remarks from Javier Ahumada, FHWA Division Environmental Coordinator**
- **Reminder of Purpose of Advisory Group and Today's meeting purpose**
 - Role of Advisory Group
 - Today's meeting goals
- **SLT SEIS Overview**
 - Supplemental EIS approach and process overview—remind group of how process works and why
 - Public meeting summary—review comments from last public meeting
 - Purpose and Need review—review final statement and how it ties into public input
- **Questions/Discussion**
- **Alternatives Development Process**
 - Screening criteria and methodologies
 - Initial analysis review—show matrix and discuss rankings
 - Funding considerations—tolling comes into play into reasonable alternatives (could move to other time)
 - How alternatives will be evaluated, and a preferred alternative identified
- **Open Discussion/Other Questions**
- **Next Steps**
 - Interim safety projects
 - Public meeting scheduled for May 1 at Southwest Middle School
 - Presentations to groups (county commission, other groups)
 - Website: SLT-KS.org



South Lawrence Trafficway

Advisory Group Meeting
March 28, 2019

PROJECT #:
10-23 KA-3634-01



AGENDA

- Welcome and Introductions
- Purpose and Goals of Meeting and Group
- SEIS Overview
- Alternatives Development Process
- Next Steps

Purpose and Goals of Meeting and Group

- Role(s) of Advisory Group—a sounding board, conduit for information
- Expectations and Commitments—listen, share
- Welcome New Members

Today we will:

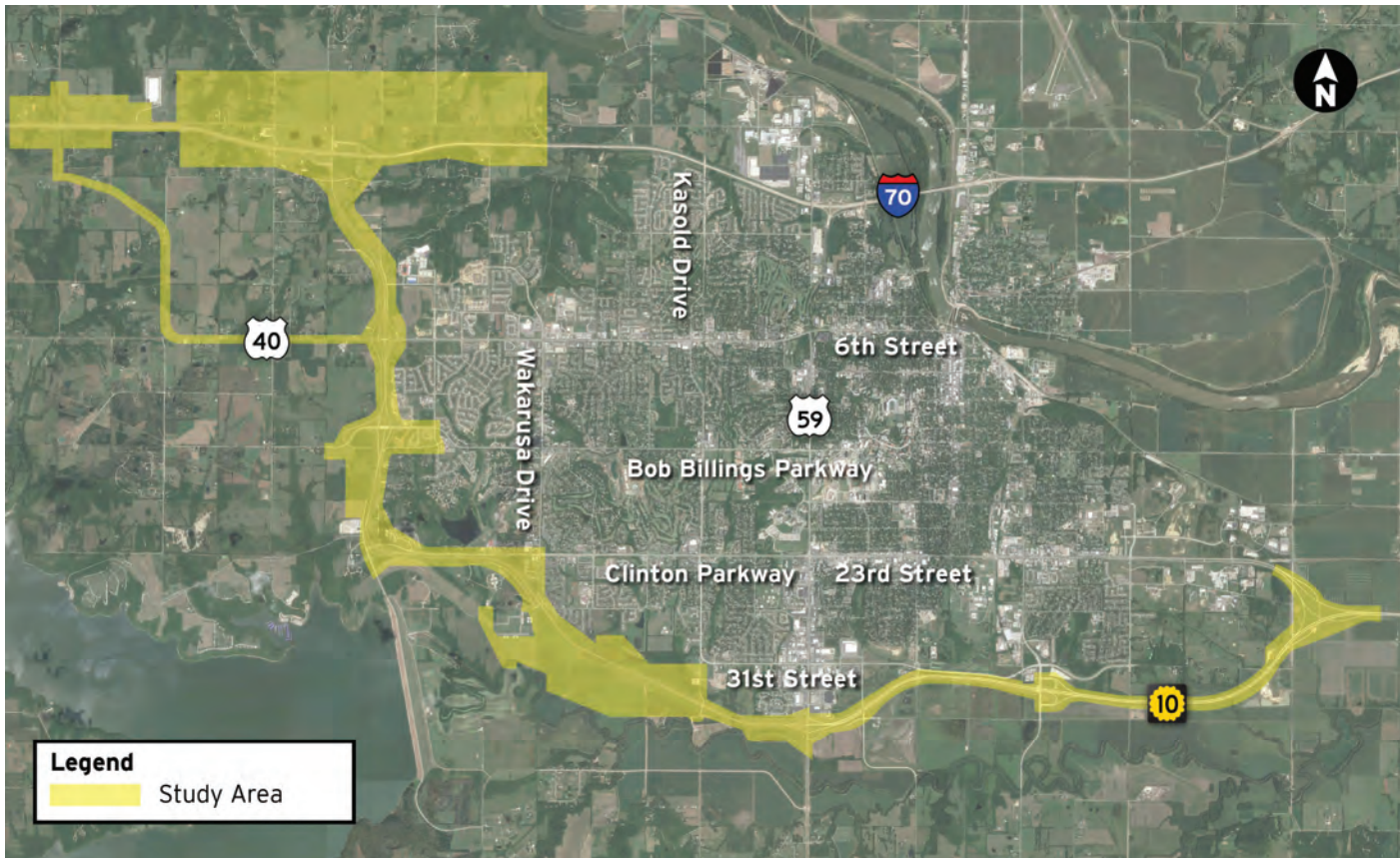
- Review SEIS Process
- Summarize feedback from Public Meeting
- Review the Approved Purpose and Need Statement
- Discuss the Alternatives Development Process

South Lawrence Trafficway—The SLT

- South Lawrence Trafficway is a vital corridor for the local community and commuters.
- KDOT recognizes the need to look at alternatives to enhance safety and improve capacity while minimizing impacts to the surrounding environment.



SEIS Study Area

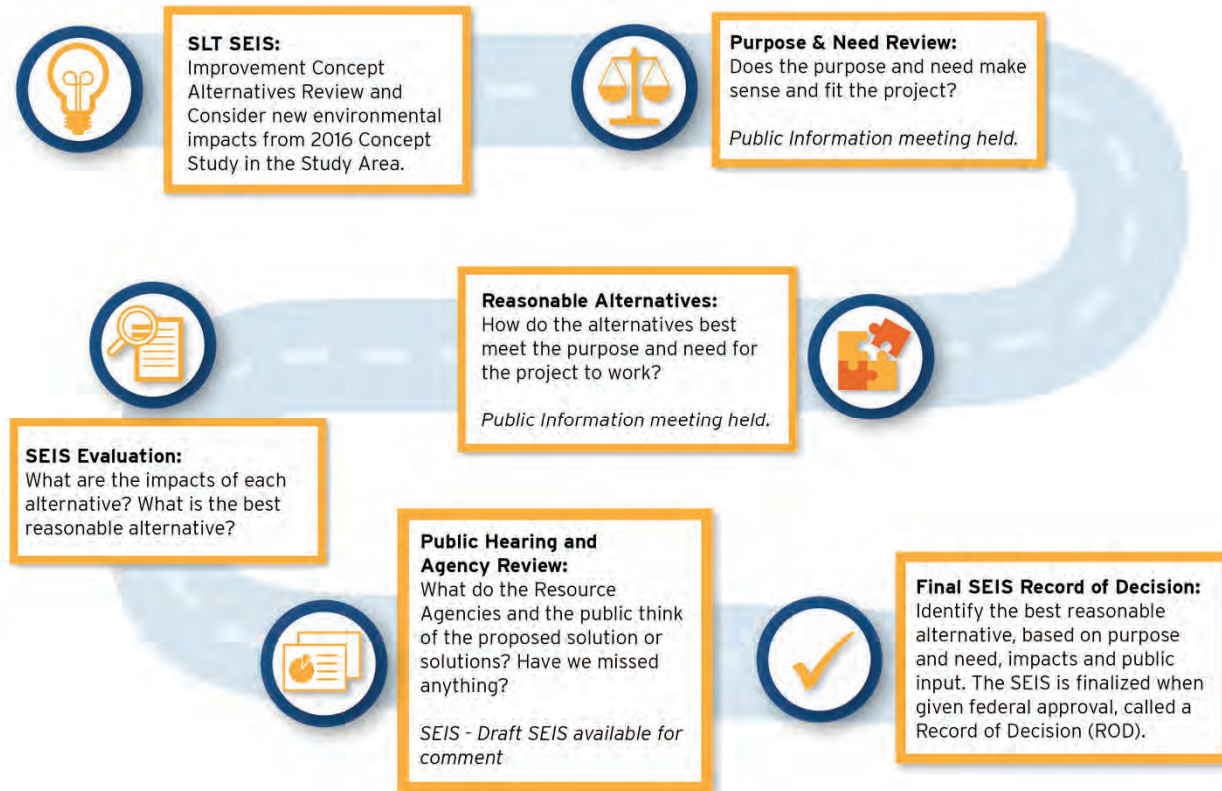


- The West Leg: just north of I-70 at North 1800 Road (Farmer’s Turnpike) to US-59/Iowa Street.
- The East Leg: begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange.
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 and U.S. 40 from K-10 to E 600 Road.

What is an Supplemental Environmental Impact Statement?

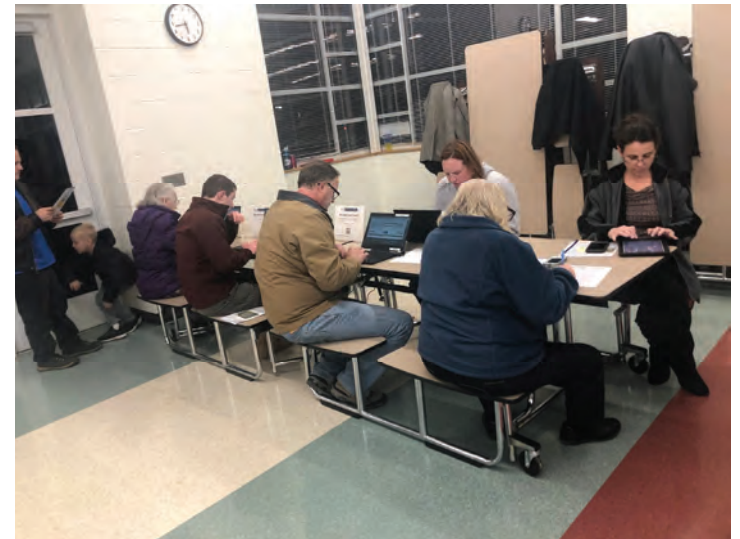
- An **Environmental Impact Statement** or EIS is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and manmade environment.
- A **Supplemental Environmental Impact Statement** (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Process



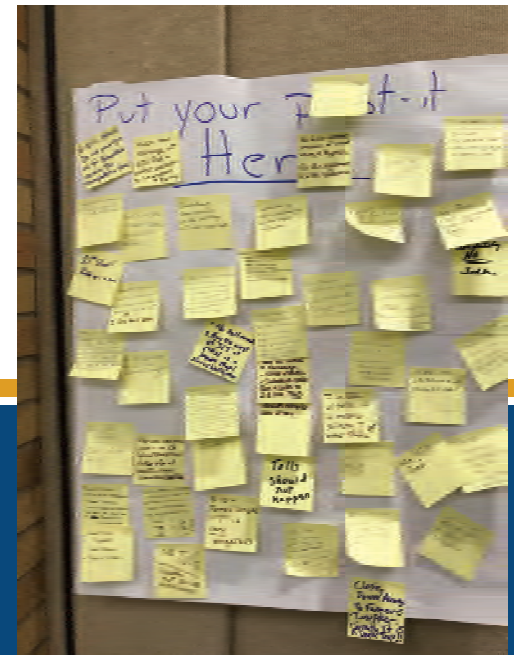
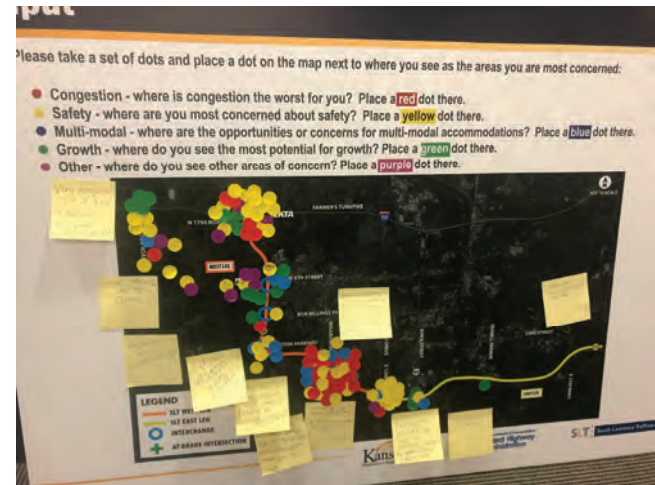
Public Meeting Summary

- 247 people signed in
- 36 submitted comments through PIMA, our Public Involvement Management Application at the meeting
- 37 additional comments through email or online
- Feedback on purpose and need elements



Public Meeting Summary

- Safety
- Traffic and congestion
- Access at Farmer's Turnpike
- Tolling opposition
- Overall support for project



Refined/New Purpose and Need Elements for SEIS

- **Reduce congestion** and improve the traffic capacity to meet existing and future travel demands,
- **Enhance safety** to help address high crash locations within the study area,
- **Promote a multimodal transportation system** by ensuring the project accommodates the needs of other transportation modes, and
- **Support local and regional growth** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

Questions and Discussion

Let's pause here and see if we have some questions

Alternative Development Process



List of Alternatives

- **No Action**
- **Transportation System Management/Transportation Demand Management (TSM/TDM)**
- **Multimodal**
- **Build – Add Capacity Expressway**
- **Build – Add Capacity Freeway**
- **Build – Add Capacity Tolled Highway**

No Action

- The No Action Alternative makes no capacity improvements on the existing West Leg of the SLT beyond improvements that are directly related to ongoing rehabilitation and maintenance or are already committed or programmed. Those projects include:
 - 6th Street/K-10 Interchange
 - E 1200 Road (Kasold Drive)/K-10 Intersection closure
 - 31st Street Extension
 - I-70 Acceleration/Deceleration Lane Improvements
 - Interim Safety Improvements



Legend

	South Lawrence Trafficway (includes maintenance and rehabilitation of existing lanes)		Transit Route No. 6
	Geometric improvements		Transit Route No. 9
	Bike Route with Paved Shoulder		Transit Route No. 29
	Bike Lane		JCCC 510 Connector
	Shared Use Path		

Interim Safety Improvements
 KDOT has identified several interim safety improvements for SLT which include a queue warning system and intersection geometric improvements.

31st Street Extension
 Expand the existing two-lane section between O'Connell Road and E 1750 (Noria Road) to a four-lane arterial and construct a new four-lane arterial between E 1750 (Noria Road) and E 1900 Road (Route 1057).

E 1200 Road (Kasold Drive)/K-10 Intersection Closed

EXHIBIT 1

**South Lawrence Trafficway
 No Action Alternative**

DRAFT
 For discussion only. Not final.
 March 2019



Transportation System Management/ Transportation Demand Management (TSM/TDM)

- The TSM/TDM alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints.
- These strategies are relatively low-cost, low-impact strategies geared toward enhancing mobility on the SLT.
- TSM improvements may include a wide range of strategies, including: coordinated signal timings, intelligent transportation systems (ITS), ramp metering, queue warning systems or minor intersection improvements.
- TDM strategies typically attempt to modify travel behaviors to benefit capacity, such as carpooling, staggered work shifts, telecommuting, and promoting transit use.

**EXHIBIT
2**

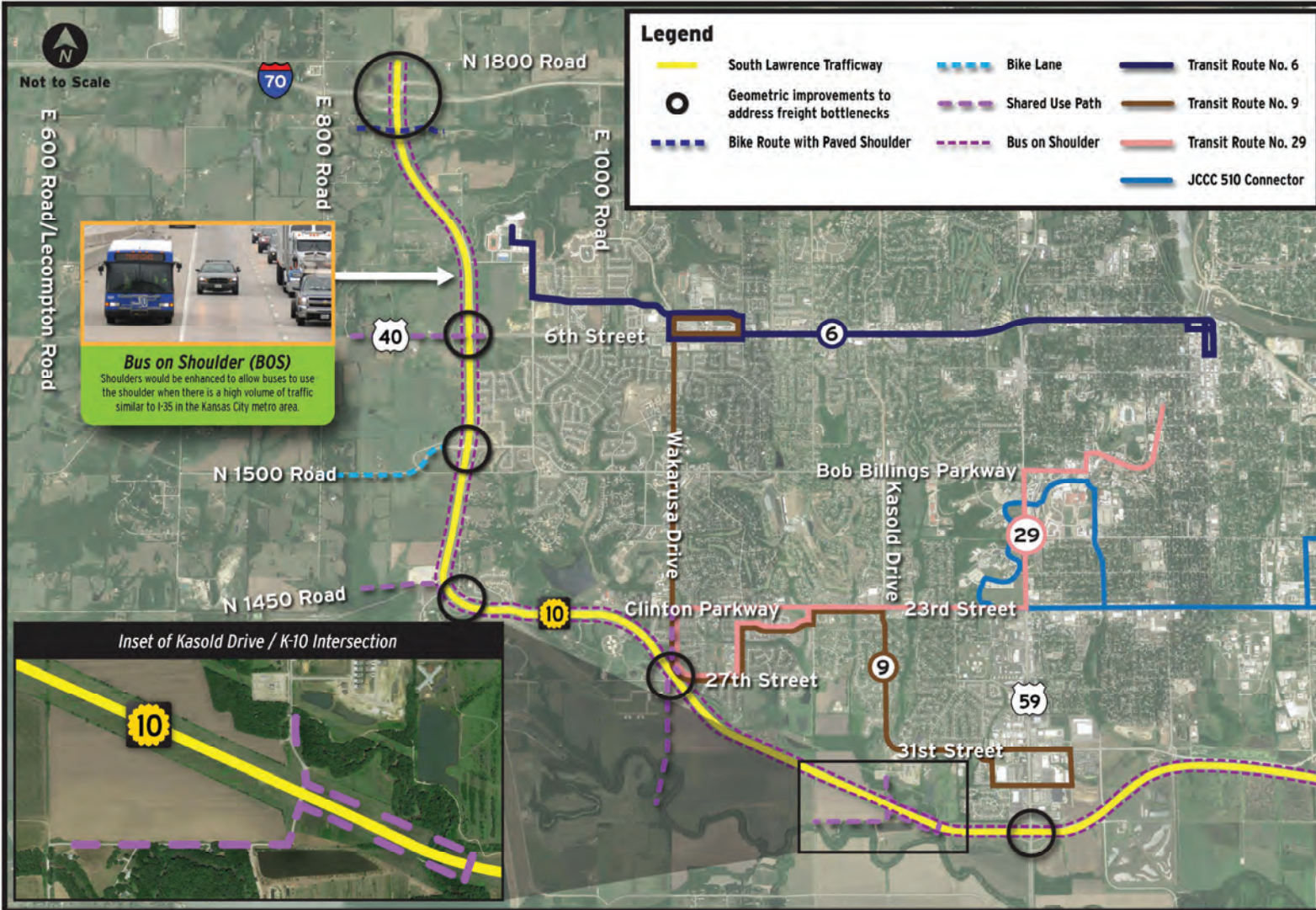


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 March 2019

**South Lawrence Trafficway
 TSM / TDM Alternative**

Multimodal

- The Multimodal Alternative includes reasonable measures to enhance crossing of the corridor for non-motorized travel and increases the effectiveness for freight and transit options in the corridor.
- Elements of this alternative allows for the existing transit agencies in the Lawrence region to increase transit routes or enhance transit service by providing roadway improvements that allow for more efficient local and regional transit connections.
- Transit elements such as Bus-on-Shoulder (BOS) that enhance the reliability and reduce congestion of the corridor are also included in this alternative.
- BOS improvements may include hardening and minor widening of existing shoulders on the east leg of the SLT, while also constructing shoulders on the west leg that accommodate bus-on-shoulder operations.



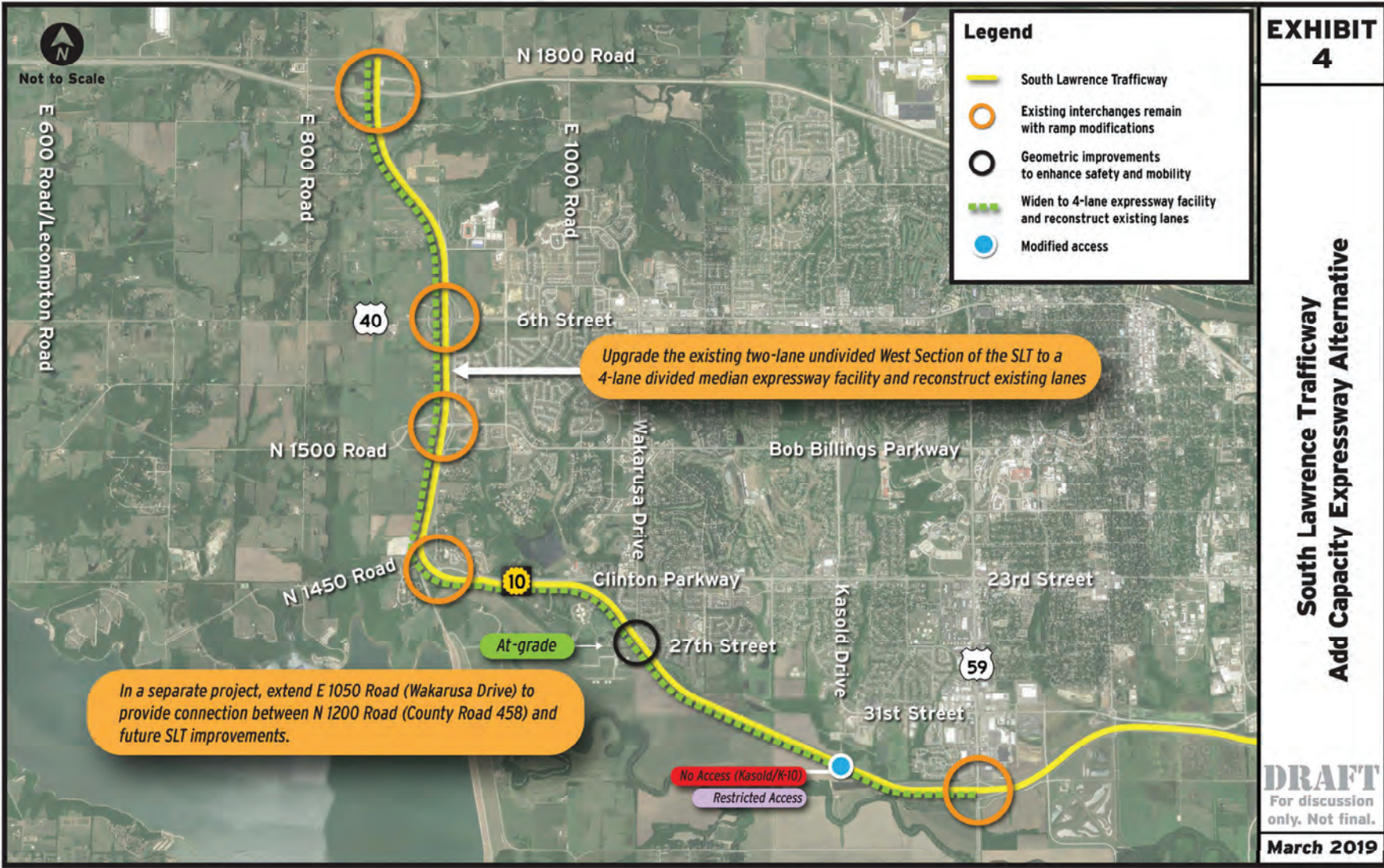
**EXHIBIT
3**

**South Lawrence Trafficway
Multimodal Alternative**

DRAFT
For discussion
only. Not final.
March 2019

Build—Add Capacity Expressway

- This alternative will upgrade the existing two-lane undivided West Section of the SLT to a median divided expressway facility. It will also include the reconstruction of the existing two lanes.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate additional expressway travel lanes.
- The at-grade intersection at West 27th Street/Wakarusa Drive will remain at grade, however various intersection improvements to enhance safety and mobility may be considered at this location.
- The I-70 interchange ramp terminals would remain in-place, but would have various intersection improvements to enhance safety and mobility.
- In a separate project, E 1050 Road (Wakarusa Drive) will be extended to provide connection between N 1200 Road (County Road 458) and the future SLT improvements.



Build– Add Capacity Freeway

- This alternative will upgrade the existing two-lane undivided West Section of the SLT to a median divided fully access-controlled freeway facility with either four or six lanes, as predicated on future need.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate additional freeway travel lanes.
- The at-grade intersection at West 27th Street/Wakarusa Drive will be converted to a grade separated interchange, with its future location on the SLT corridor to be evaluated.
- A system interchange with I-70 will be considered, however new service interchanges at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will also be considered to provide local access.
- In a separate project, N 1200 Road (County Road 458) will be connected to the future SLT improvements at the selected access point.

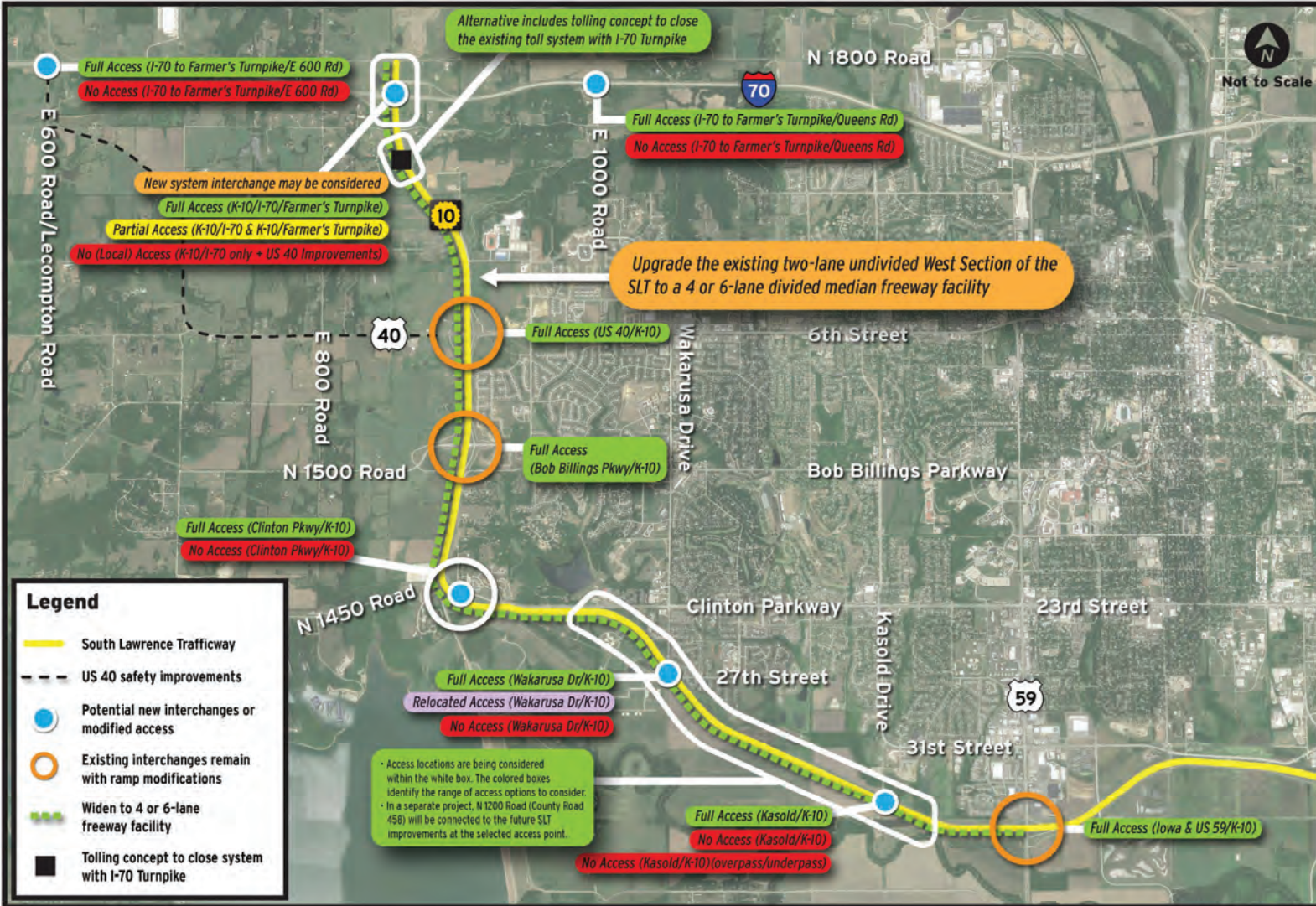


EXHIBIT 5

**South Lawrence Trafficway
Add Capacity Freeway Alternative**

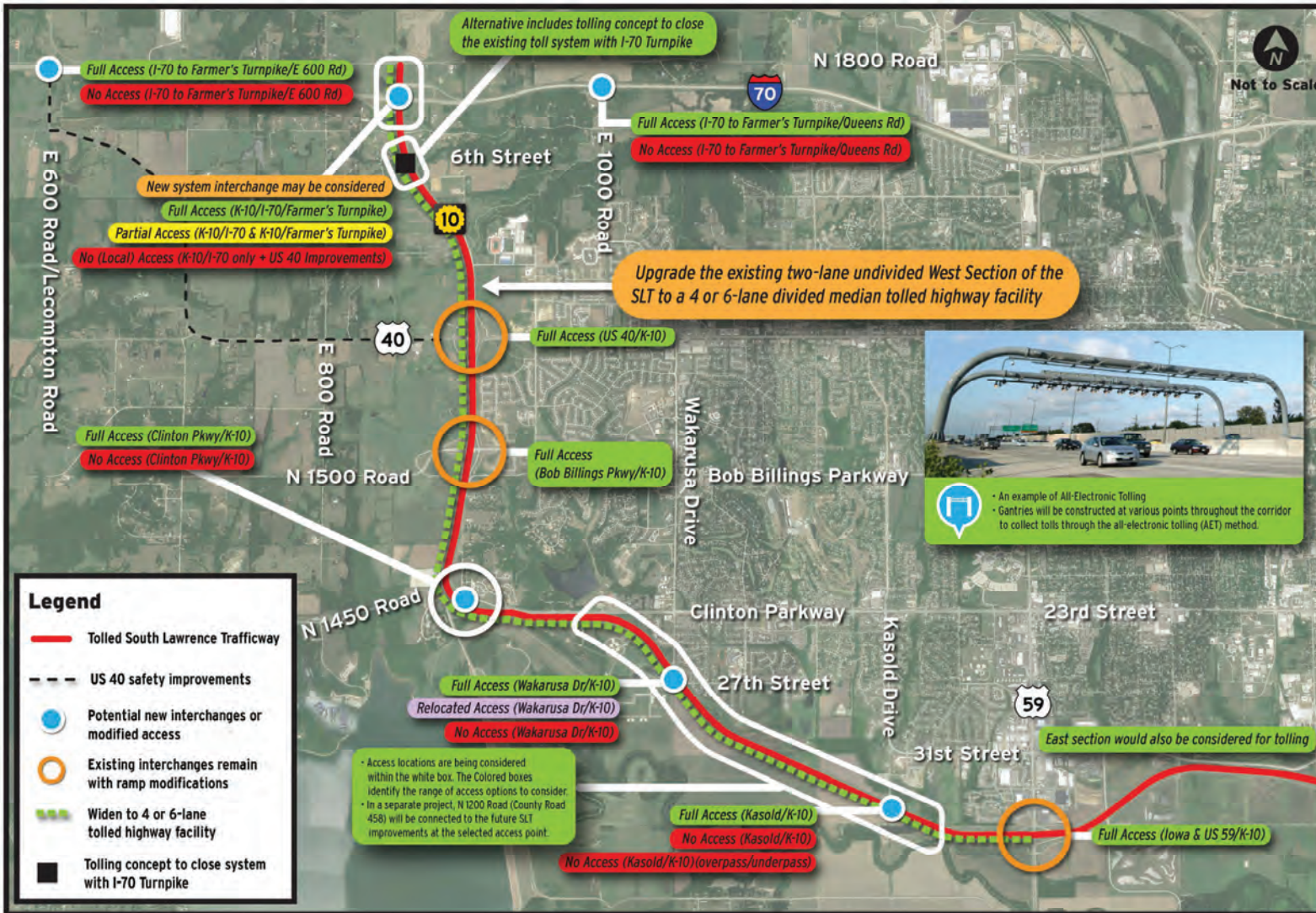
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For discussion only. Not final.
March 2019

Build– Add Capacity Tolled Highway

- This alternative is similar to the previous ‘add capacity’ build alternative, however it includes the ability to collect tolls to fund the construction of the facility. The alternative will upgrade the existing two-lane undivided West Leg of the SLT to a divided four or six lane fully access-controlled freeway facility.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate median divided freeway.
- Under a tolled highway concept, existing at-grade intersections located along the SLT West Section, such as the West 27th Street/Wakarusa Drive signalized intersection, will no longer remain in-place. These at-grade intersections will be improved to modified, or new grade-separated access, to enhance safety and mobility along and across the SLT corridor, consistent with a fully access-controlled highway section.
- In a separate project, N 1200 Road (County Road 458) will be connected to the future SLT improvements at the selected access point.
- A system interchange with I-70 will be considered; however, new interchanges at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will also be considered to provide local access. Gantries will be constructed at various points throughout the corridor to collect tolls through the all-electronic tolling (AET) method. Toll booths will not be constructed, so stopping or slowing vehicles to pay tolls will not be required.

**EXHIBIT
6**

**South Lawrence Trafficway
Add Capacity & Tolled Highway Alternative**



DRAFT
For discussion
only. Not final.
March 2019



Breakout exercise



How would you evaluate the options?

Let's look at the Purpose and Need Criteria

Purpose and Need Criteria

Alternatives	Screening Criteria								
	Reduce Congestion		Enhance Safety	Promote a Multimodal Transportation System				Support Local and Regional Growth	
	Potential Improvements to LOS D or Greater on K-10 and on Major Urban Arterials	Decrease in Travel Time	Reduction in Number and Severity of Crashes	Potential for Crossing Improvements	Increased Accommodation of Bus Transit Routes	Provide Connection to Pedestrian, Bike or Trail Facility	Potential to Eliminate Freight Bottlenecks	Compatibility with Local Planning	Compatibility with Regional Planning
No Action									
TSM/TDM									
Multimodal									
Build - Add Capacity Expressway									
Build - Add Capacity Freeway									
Build - Add Capacity Tolled Highway									

-  No Achievement
-  Some Achievement
-  Half Achievement

-  Substantial Achievement
-  Complete Achievement

Purpose and Need Criteria

Alternatives	Screening Criteria								
	Reduce Congestion		Enhance Safety	Promote a Multimodal Transportation System				Support Local and Regional Growth	
	Potential Improvements to LOS D or Greater on K-10 and on Major Urban Arterials	Decrease in Travel Time	Reduction in Number and Severity of Crashes	Potential for Crossing Improvements	Increased Accommodation of Bus Transit Routes	Provide Connection to Pedestrian, Bike or Trail Facility	Potential to Eliminate Freight Bottlenecks	Compatibility with Local Planning	Compatibility with Regional Planning
No Action									
TSM/TDM									
Multimodal									
Build - Add Capacity Expressway									
Build - Add Capacity Freeway									
Build - Add Capacity Tolloed Highway									

- No Achievement
- Some Achievement
- Half Achievement
- Substantial Achievement
- Complete Achievement

Environmental Criteria

Screening Criteria - Potential Impacts									
Alternatives	Environmental Fatal Flaws	Parks Impacted	Community Facilities Impacted	Changes to Land Use	Environmental Justice Impacts	Noise Impacts	Natural Environmental Resources Impacts	Hazardous Materials and Contaminated Sites Impacts	Stakeholder and Public Support
No Action	No	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
TSM/TDM	No	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
Multimodal	No	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
Build - Add Capacity Expressway	No	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
Build - Add Capacity Freeway	No	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
Build - Add Capacity Tolled Highway	No	⊕	⊕	⊕	⊕	⊕	⊕	⊕	



No Impact



Some Impact



Moderate Impact





















Substantial Impact



High Impact

Engineering Criteria

Alternatives	Screening Criteria				
	Engineering Fatal Flaws	Right of Way Impacts	Allows for Project Phasing	Maintenance of Traffic and Constructability	Project Cost
No Action	No		Yes		 *
TSM/TDM	No		Yes		
Multimodal	No		Yes		
Build - Add Capacity Expressway	No		Yes		
Build - Add Capacity Freeway	No		Yes		
Build - Add Capacity Tolled Highway	No		Yes		



No Impact/No Cost



Some Impact/Low Cost



Moderate Impact/Moderate Cost



Substantial Impact/Substantial Cost



High Impact/High Cost

* Project Cost for No Action Includes Maintenance and Preservation of Existing Facility

Funding Considerations

- Bonding
- Fuel Tax
- Sales Tax on Fuel
- Sales Tax
- State General Funds
- Tolling
- Special Purpose District
- Road User Charge/Vehicle Miles Traveled Pricing

Proposed Reasonable Alternatives

- No Action
- Build—Add Capacity Freeway
- Build-Add Capacity Tolled Highway

Questions?

Next Steps

- Interim safety improvements
- Presentations to civic and community groups
- Public Information Open House
- Website www.SLT-KS.org

Public Officials Briefings

- Lecompton City Council: Monday, April 15
- Lawrence City Commission: Tuesday, April 16
- Douglas County Commission: Wednesday, April 17

Briefings will occur as part of regularly scheduled meeting agenda for each council/commission.

Public Information Open House #2

**Wednesday, May 1
5 - 7 pm
Southwest Middle School
2511 Inverness Drive
Lawrence, KS**



Other ways to stay engaged

- Project website www.SLT-KS.org
- For comments and questions or to request a community presentation: info@SLT-KS.org



Project Contacts

- Aaron Frits, PE
KDOT Project Manager
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Aaron.Frits@ks.gov
- Robyn Arthur
HNTB Public Involvement Manager
816-527-2457
rarthur@hntb.com
- Javier Ahumada
FHWA Environmental Coordinator
785-273-2649
Javier.ahumada@dot.gov



Date:	February 19, 2020	Time:	2:00 p.m. to 4:00 p.m.
Subject:	Advisory Group meeting #3	Location:	Baker Wetlands Discovery Center

Agenda:

- **Welcome: Project Team and Advisory Group Introductions**
- **Purpose of Today's meeting**
- **SLT SEIS Status Review**
 - Supplemental EIS approach and process overview—remind group of how process works and why
 - Review alternatives presented at last public meeting and what has happened since'
 - Focus Group summary
- **New Tolled Alternative**
 - Why it's different
 - How it works
- **Alternatives Development Process**
 - Screening criteria and methodologies
 - Funding considerations—tolling comes into play into reasonable alternatives (could move to other time)
 - How alternatives will be evaluated, and a preferred alternative identified
- **Interim Safety improvement projects**
- **Next Steps**
 - Presentations to groups (county commission, other groups)
 - Public meeting scheduled for
 - Website: SLT-KS.org

South Lawrence Trafficway SEIS Advisory Group Meeting #3

PROJECT #:

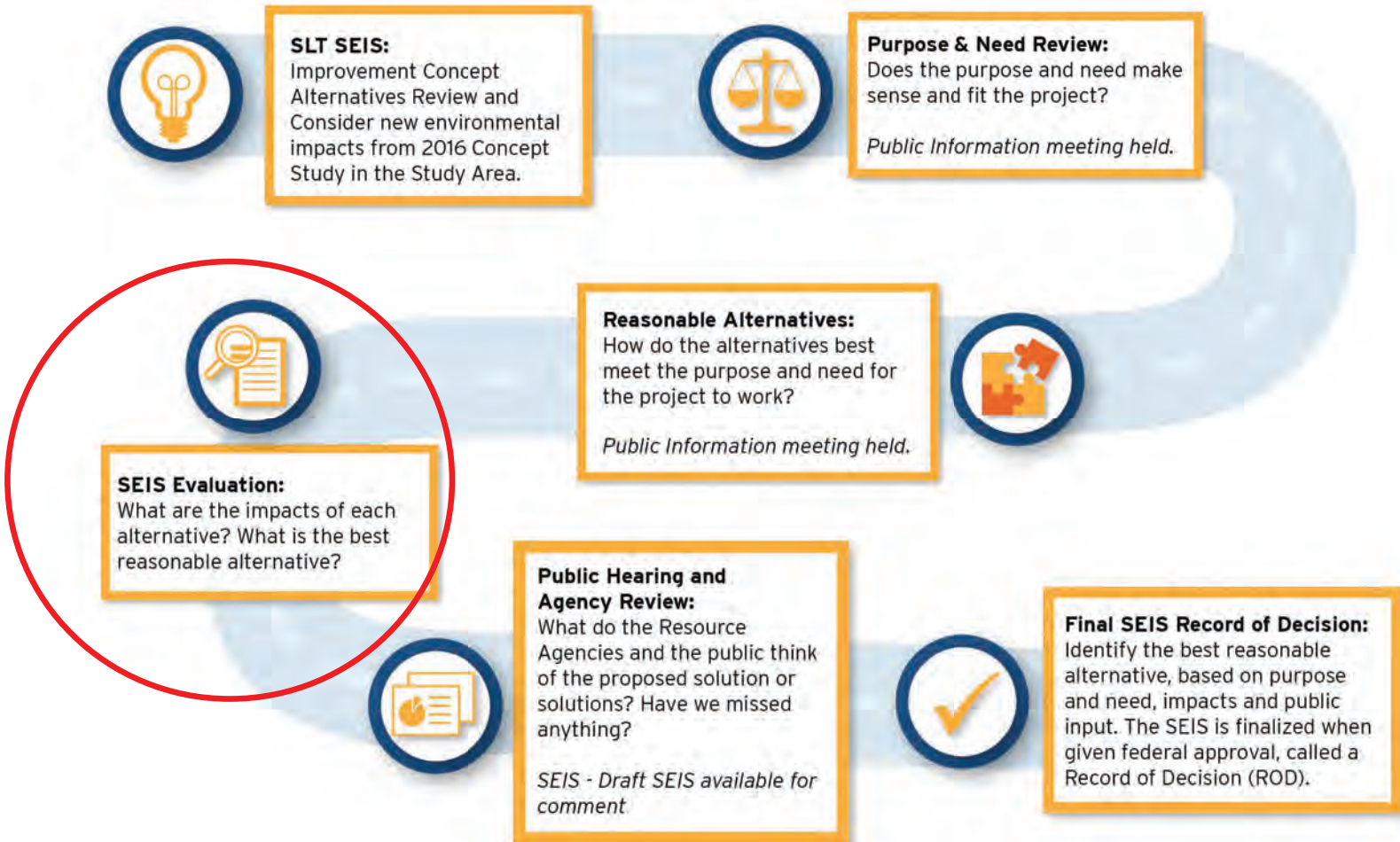
10-23 KA-3634-01

February 19, 2020

Welcome Agenda

- Project Team Members
- Meeting Purpose
- SEIS Status Review and Process
- New Tolloed Alternative
- North End Alternatives
- Focus Groups
- Interim Safety Improvements
- Reasonable Alternatives Evaluation Process
- Next Steps



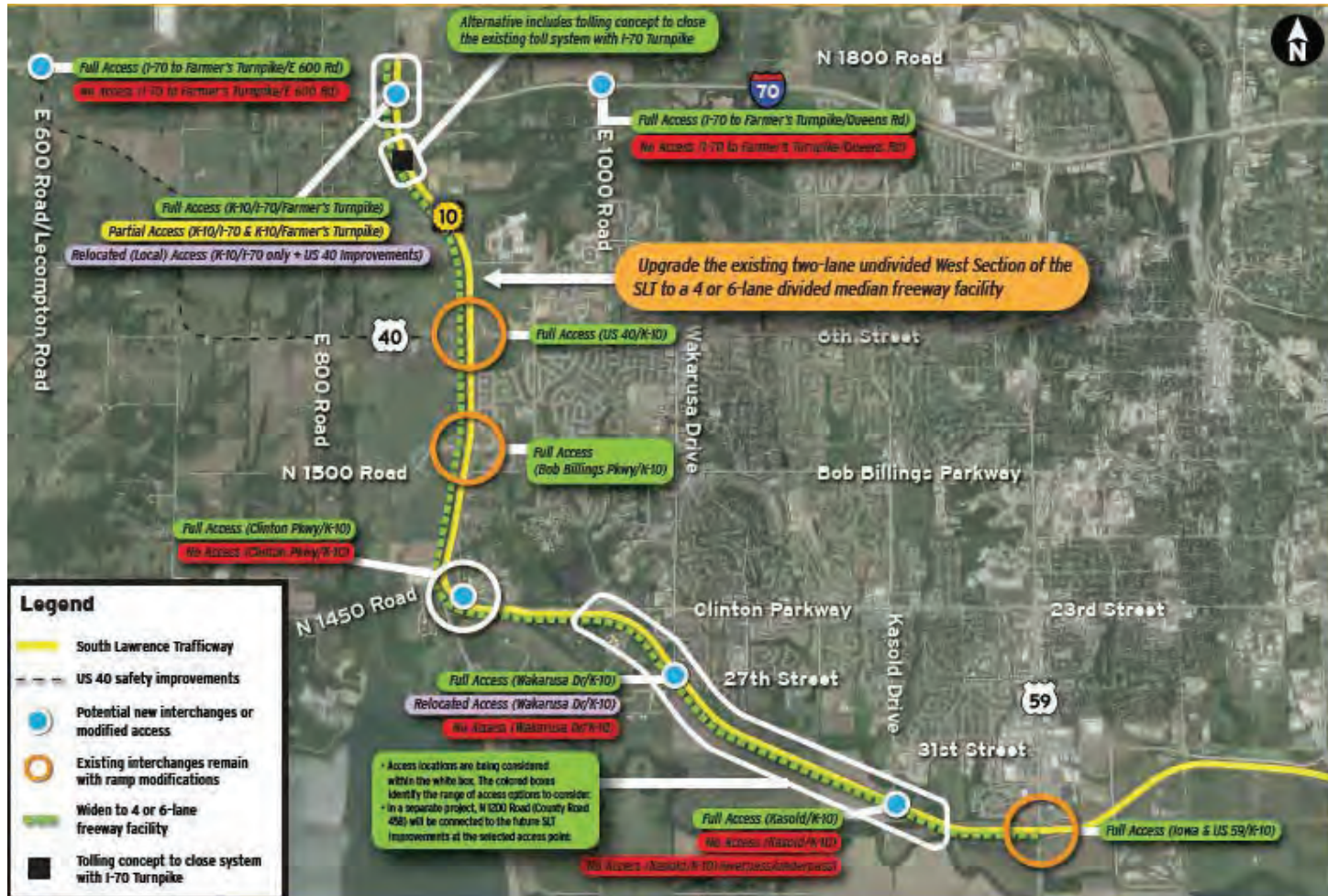


List of Initial Alternatives

- **No Action**
- **Transportation System Management/Transportation Demand Management (TSM/TDM)**
- **Multimodal Improvements**
- **Build Alternative – Add Capacity Expressway**
- **Build Alternative – Add Capacity Freeway**
- **Build Alternative – Add Capacity Tolled Highway**

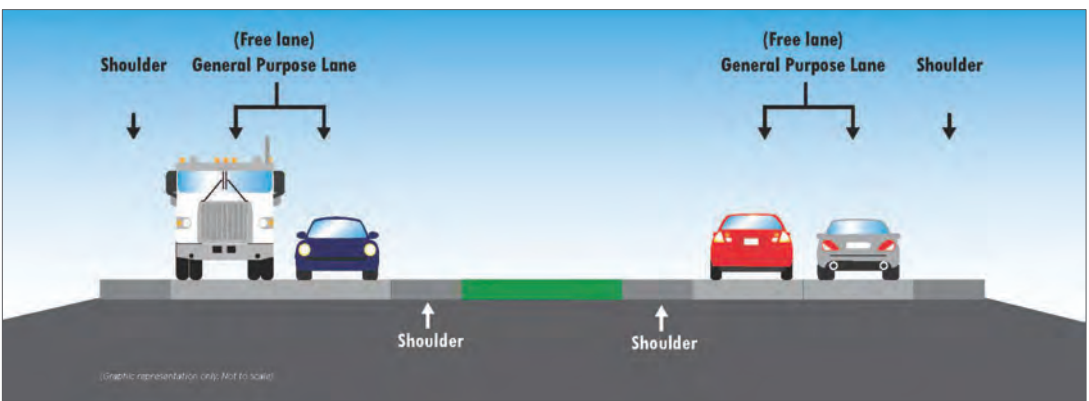
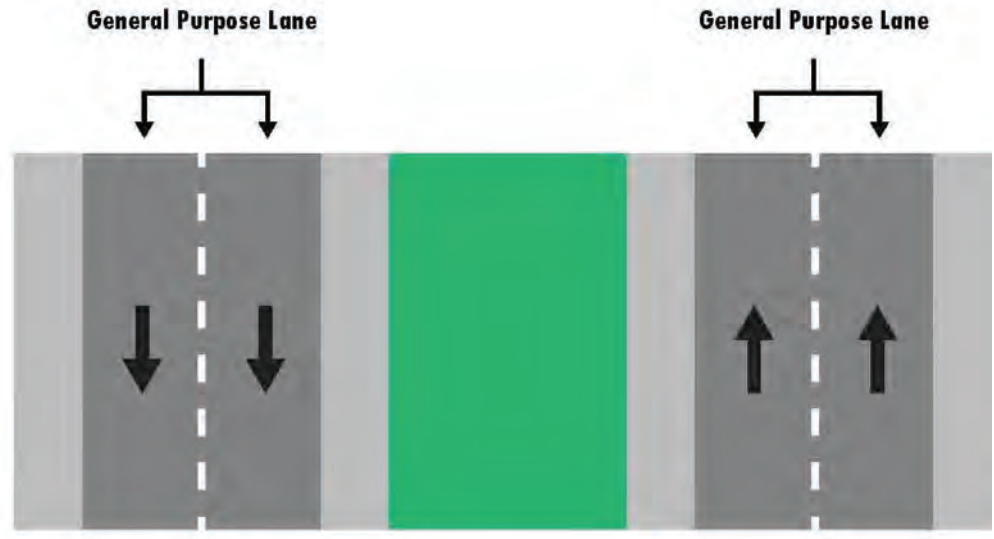
Reasonable Alternatives

- **No Action**
- **Build Alternative – Add Capacity Freeway**
- **Build Alternative – Add Capacity Tolled Highway**

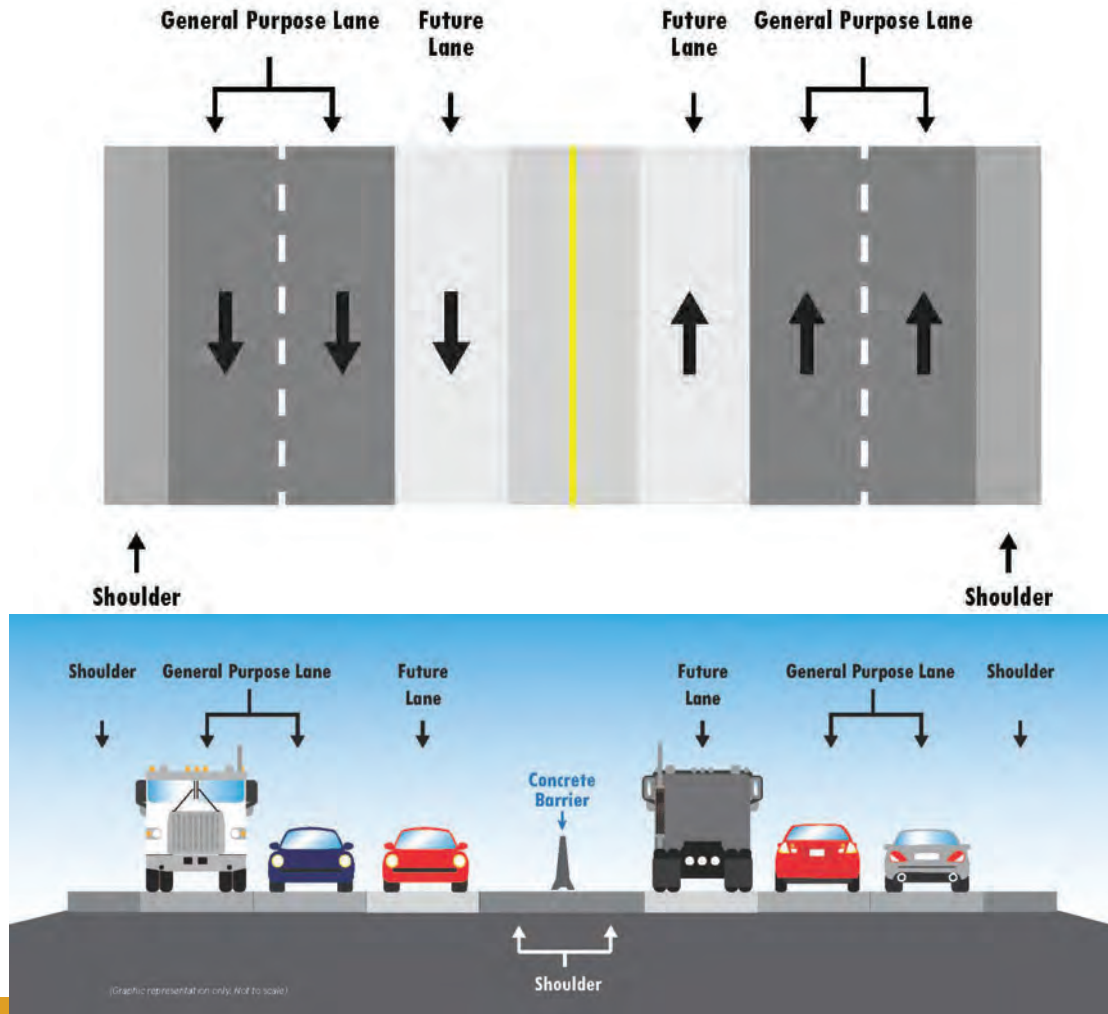


South Lawrence Trafficway

Add Capacity Freeway Alternative



This information is preliminary in nature and is presented for discussion purposes only, it should not be considered final concepts or designs and is subject to change.



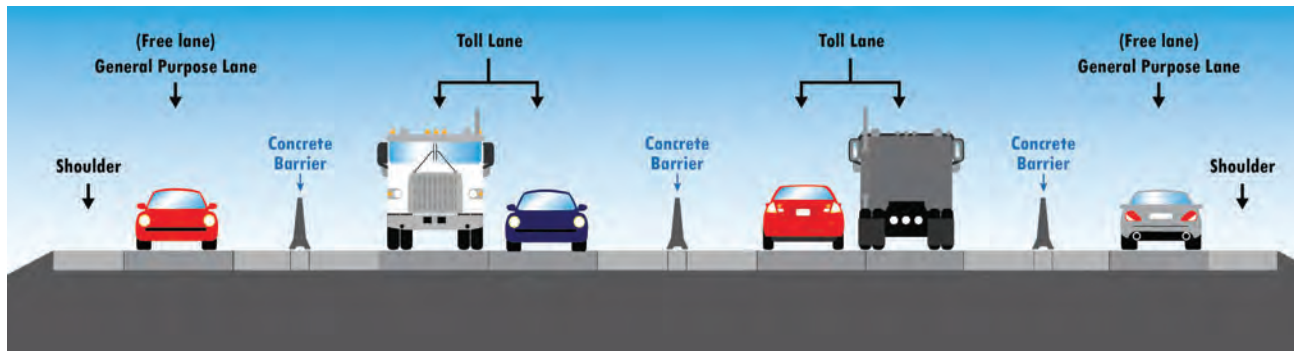
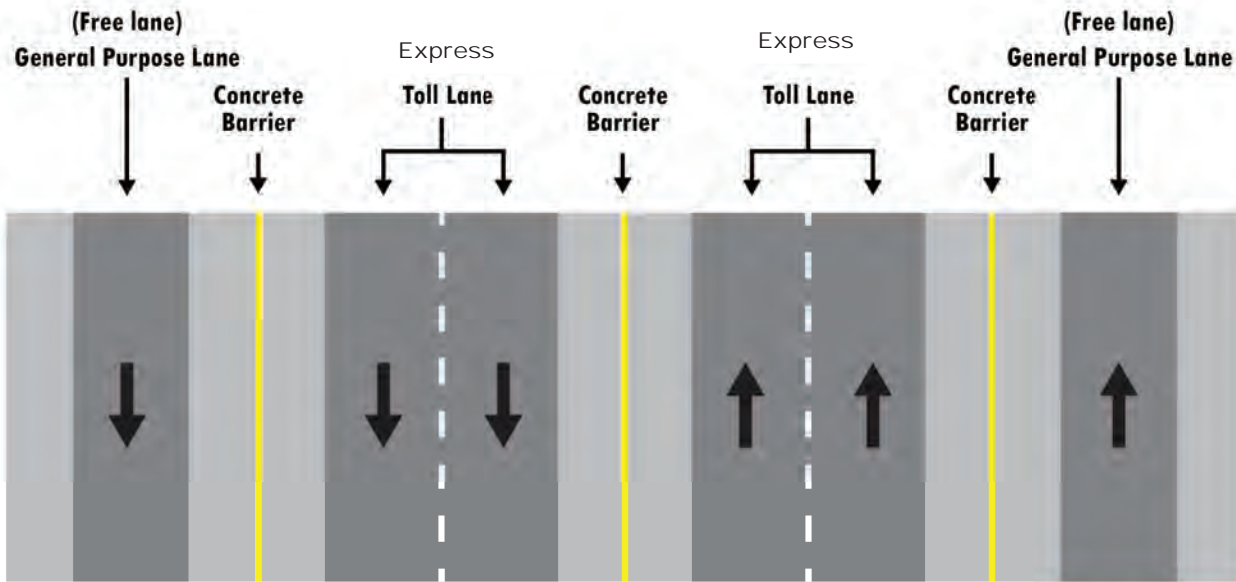
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Since the Last Public Meeting...

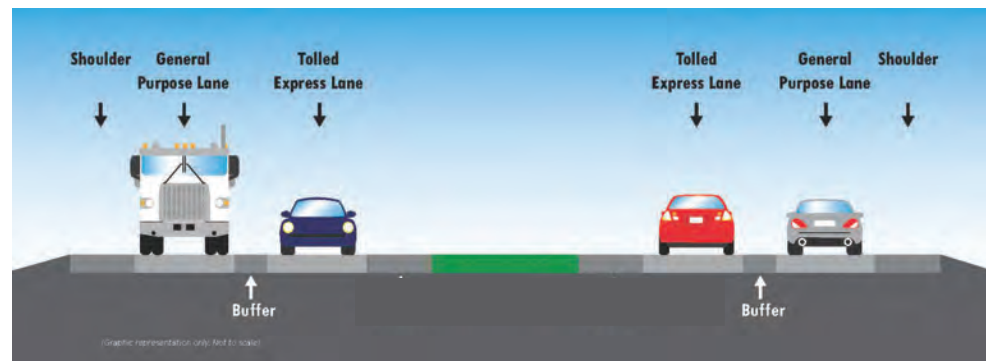
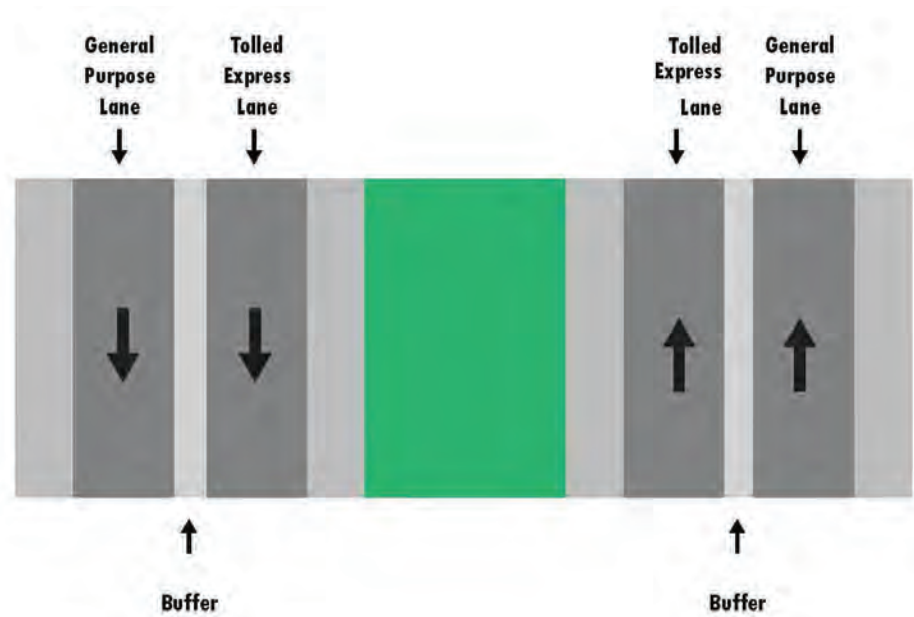
- **Tolling Legislation Passed - Kansas 2019 Legislative Session**
 - Existing lanes cannot be tolled
 - Tolling can only be collected on new capacity
 - Tolls collected on SLT could only be used on SLT
 - Communities have to ask KDOT to request tolling be evaluated further

Therefore, if tolling is to be considered as an option to help fund the project, a new tolling alternative had to be developed.

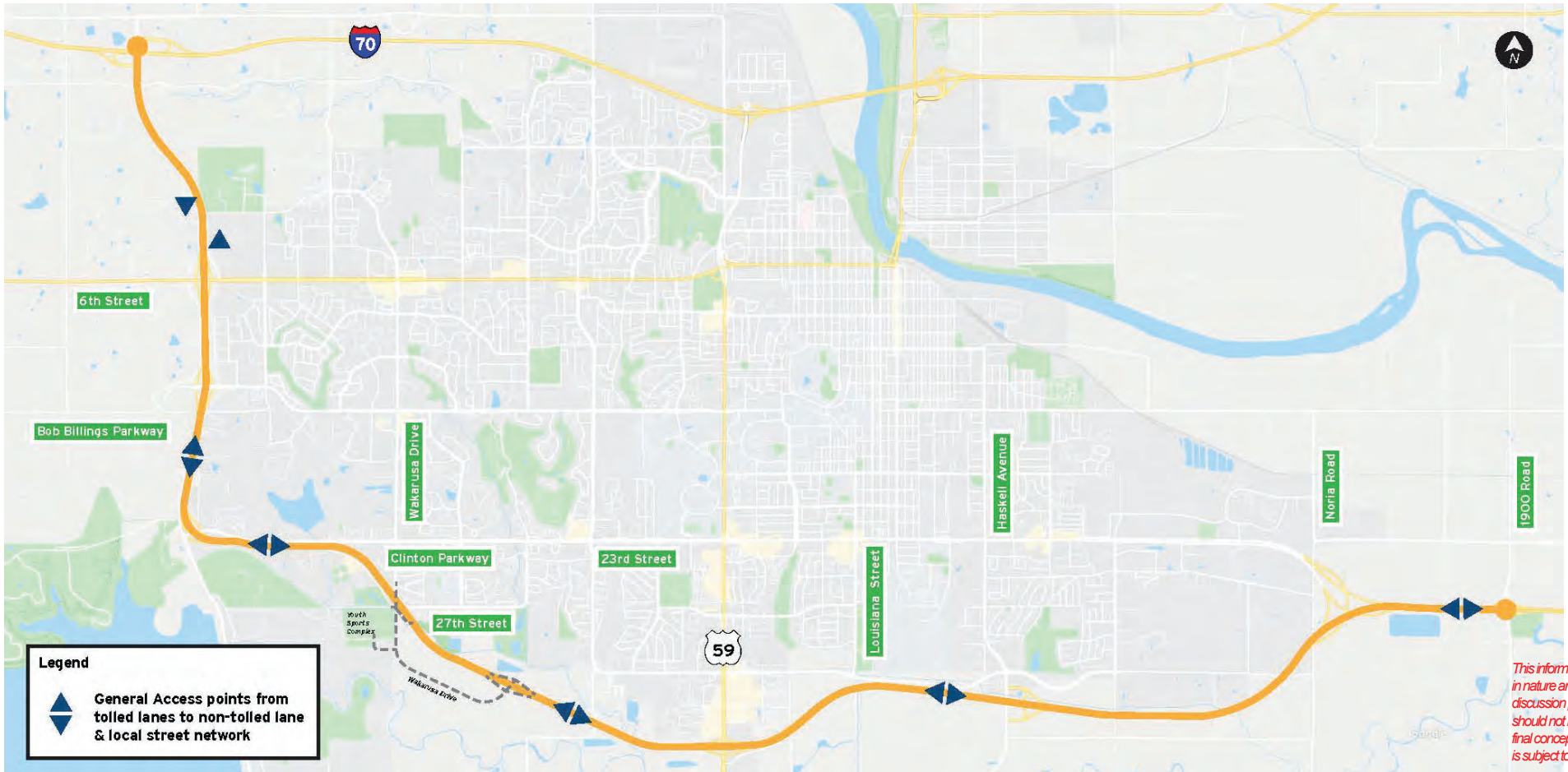
Range of Toll Alternatives



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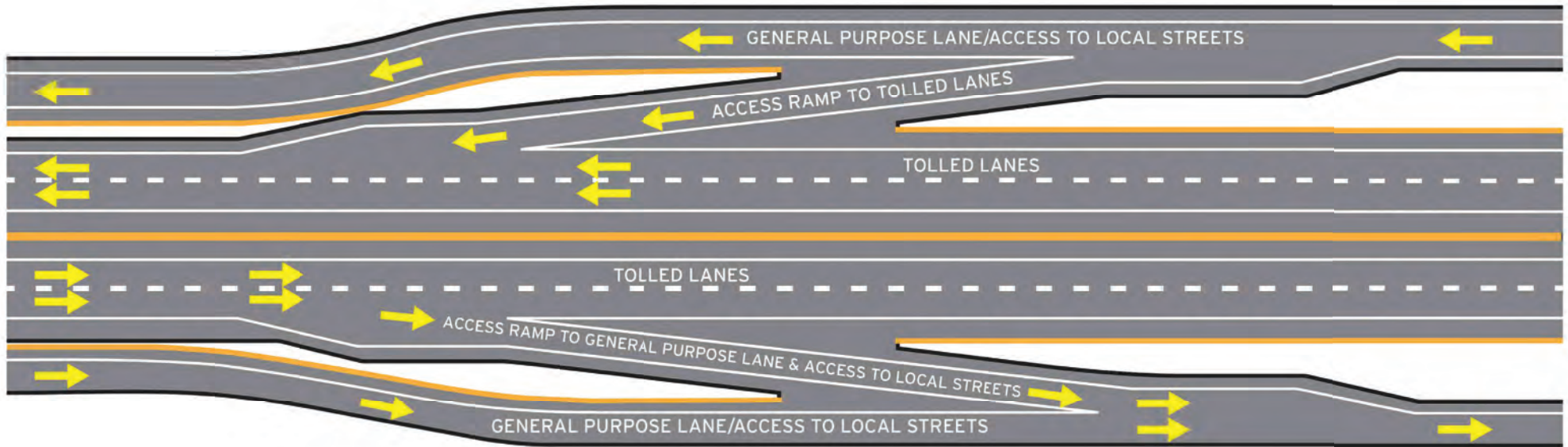


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Legend

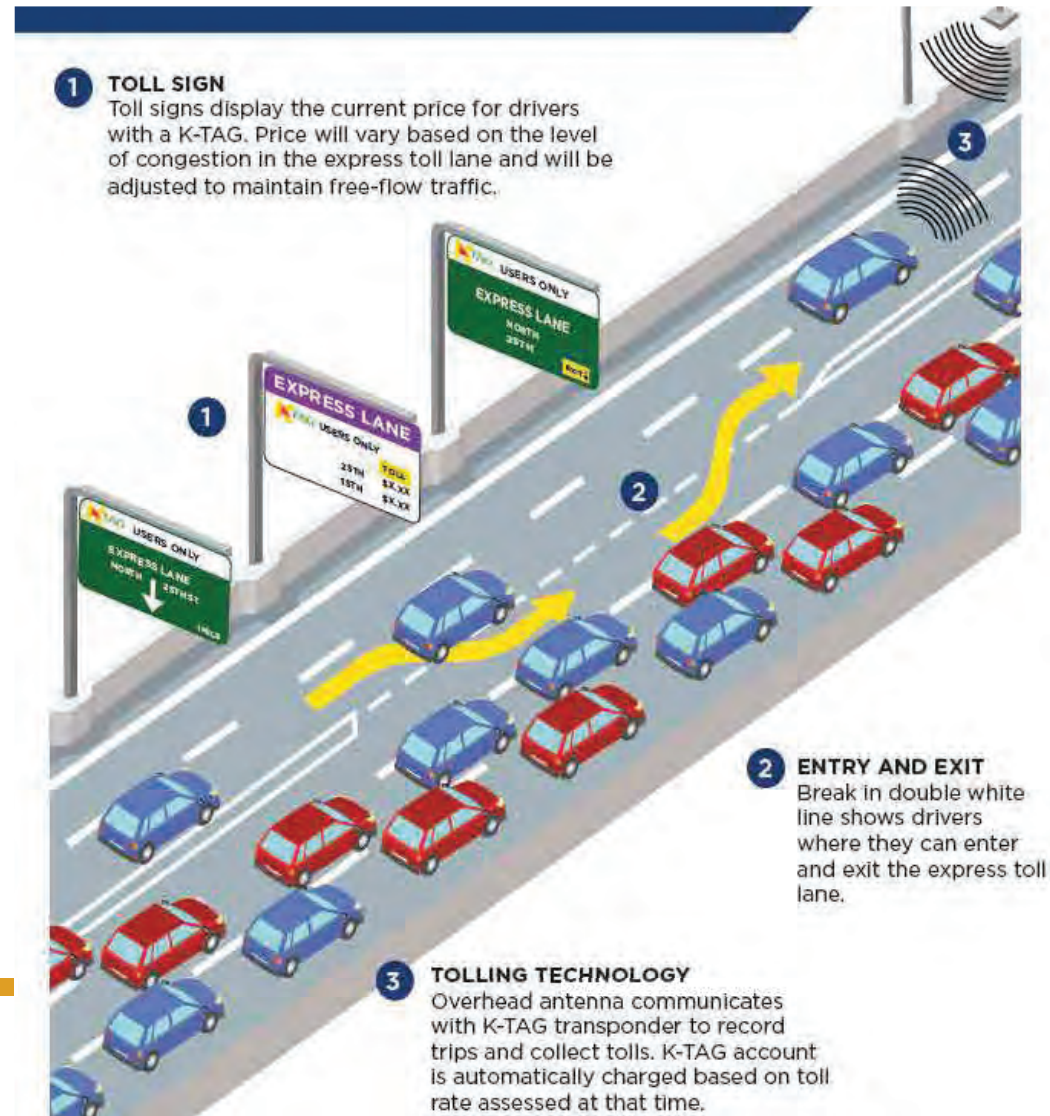
 Concrete Safety Barriers



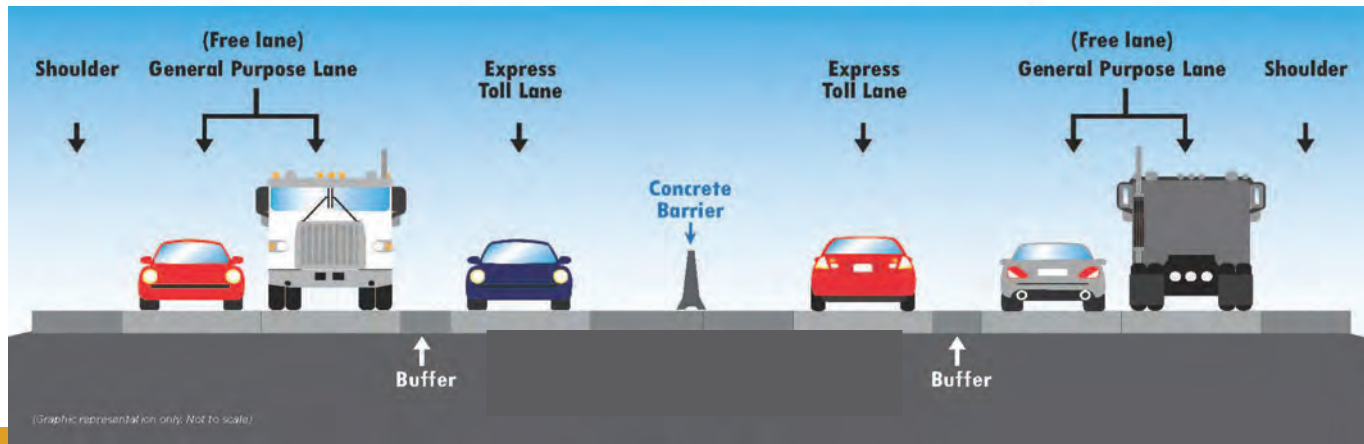
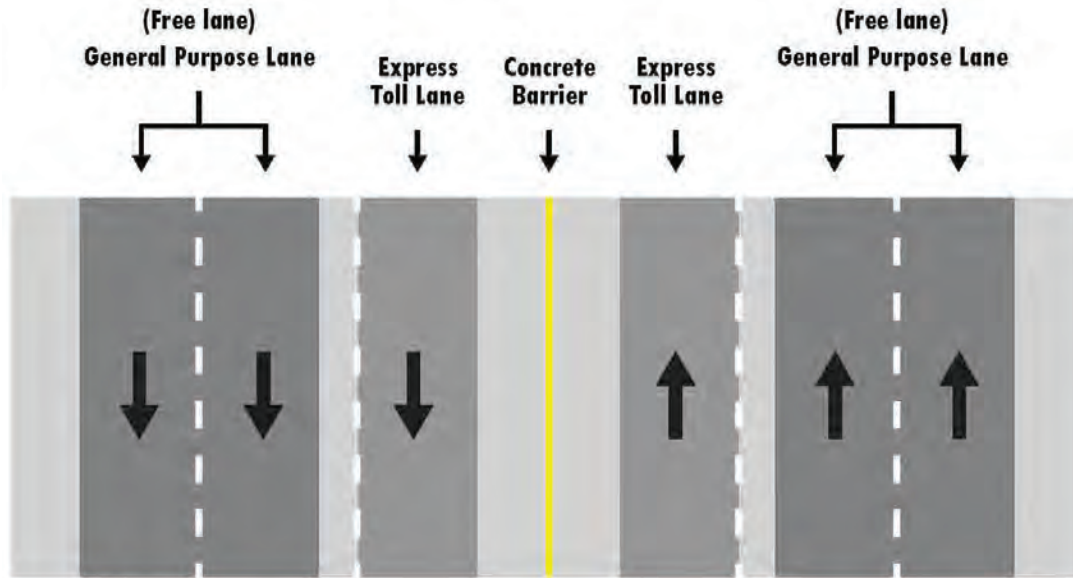
This information is preliminary in nature and is presented for discussion purposes only, it should not be considered final concepts or designs and is subject to change.

How express toll lanes work—for getting in and out

This information is preliminary in nature and is presented for discussion purposes only, it should not be considered final concepts or designs and is subject to change.



East Leg



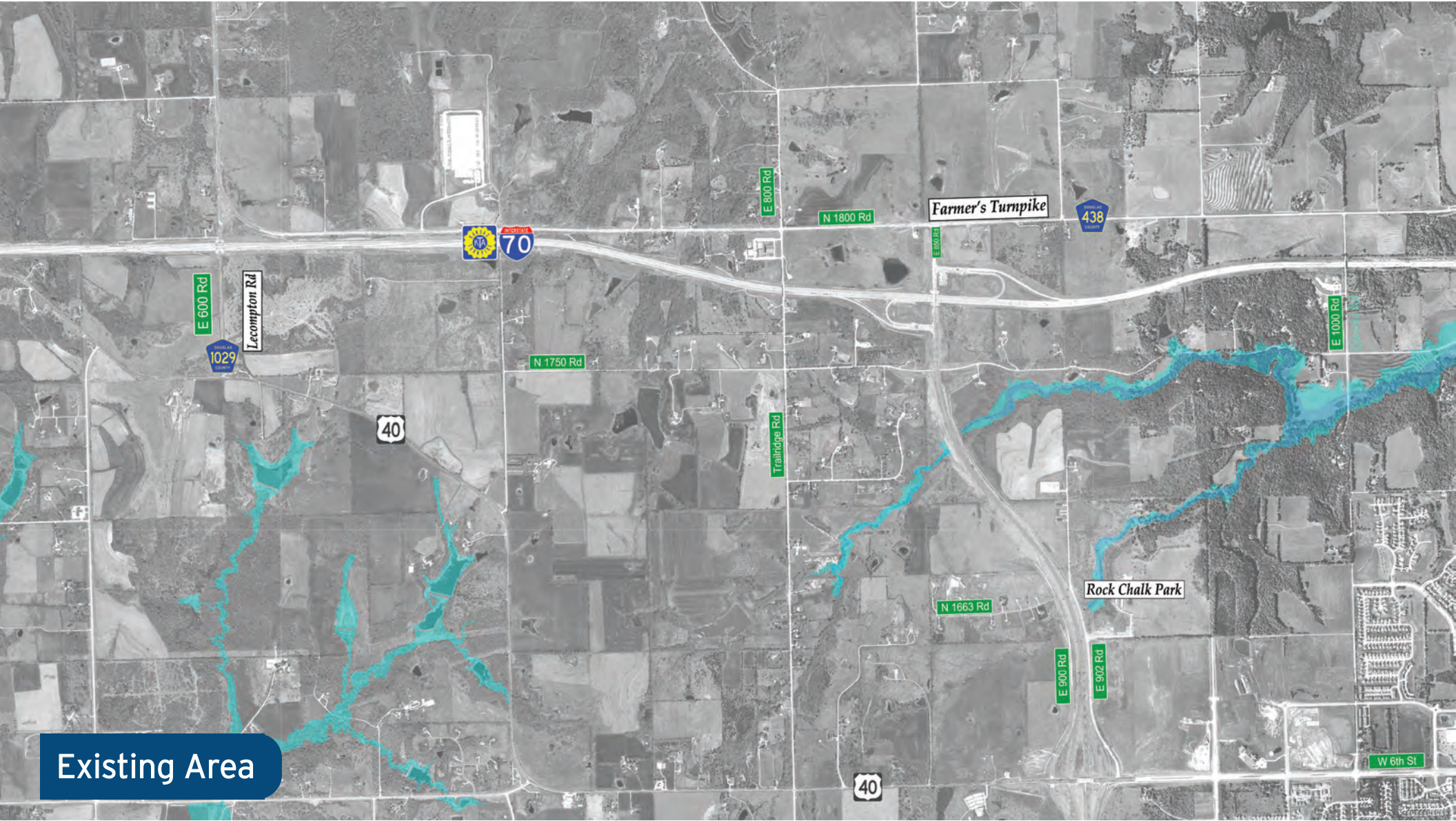
This information is preliminary in nature and is presented for discussion purposes only, it should not be considered final concepts or designs and is subject to change.

Questions?

North End Alternatives

Alignment Options

- Alternative 1 (2 interchanges with NO access to Farmer's Turnpike from SLT)
- Alternative 2 (2 interchanges WITH access to Farmer's Turnpike from SLT)
- Alternative 3 (single but large interchange)



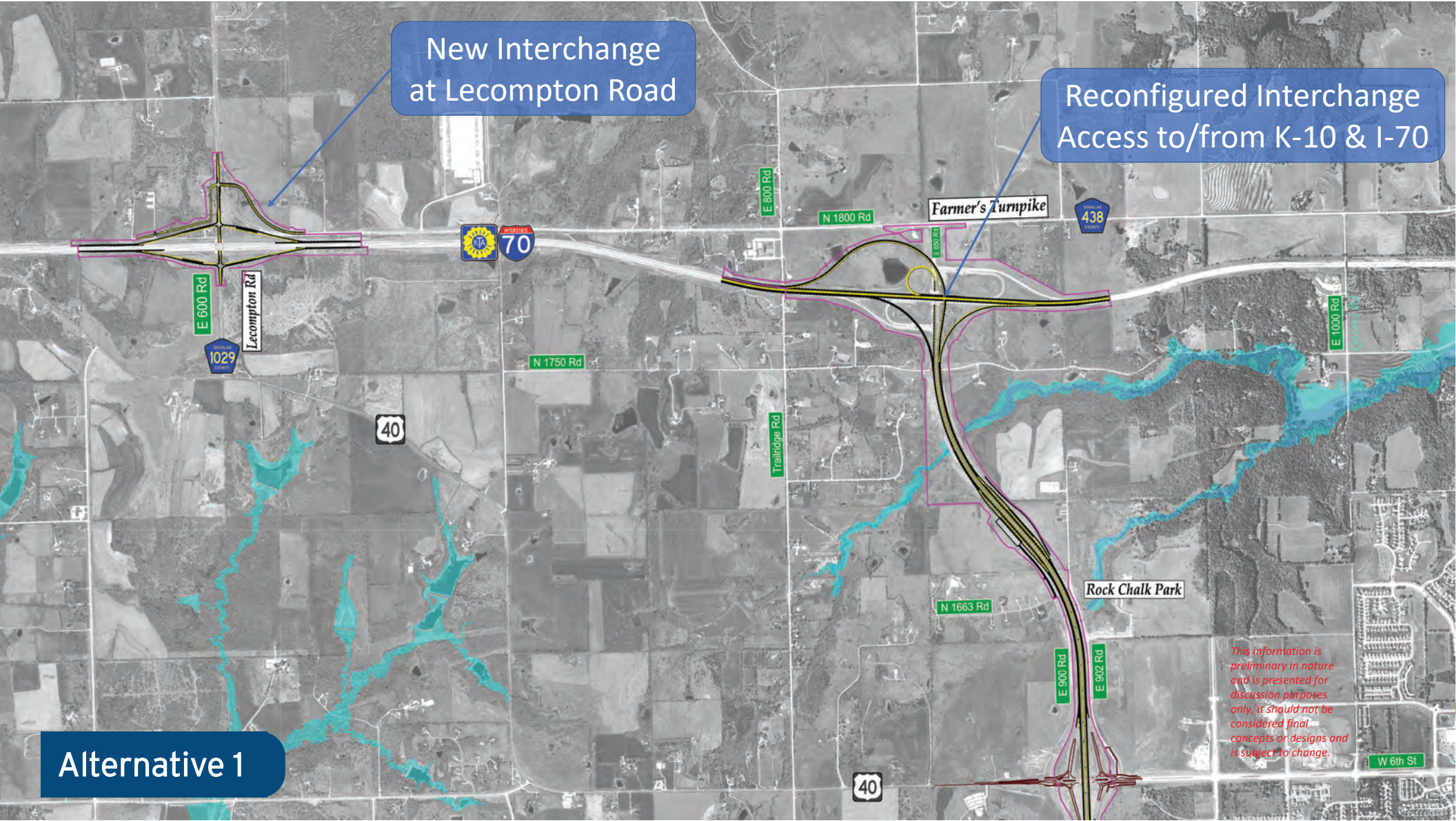
Existing Area

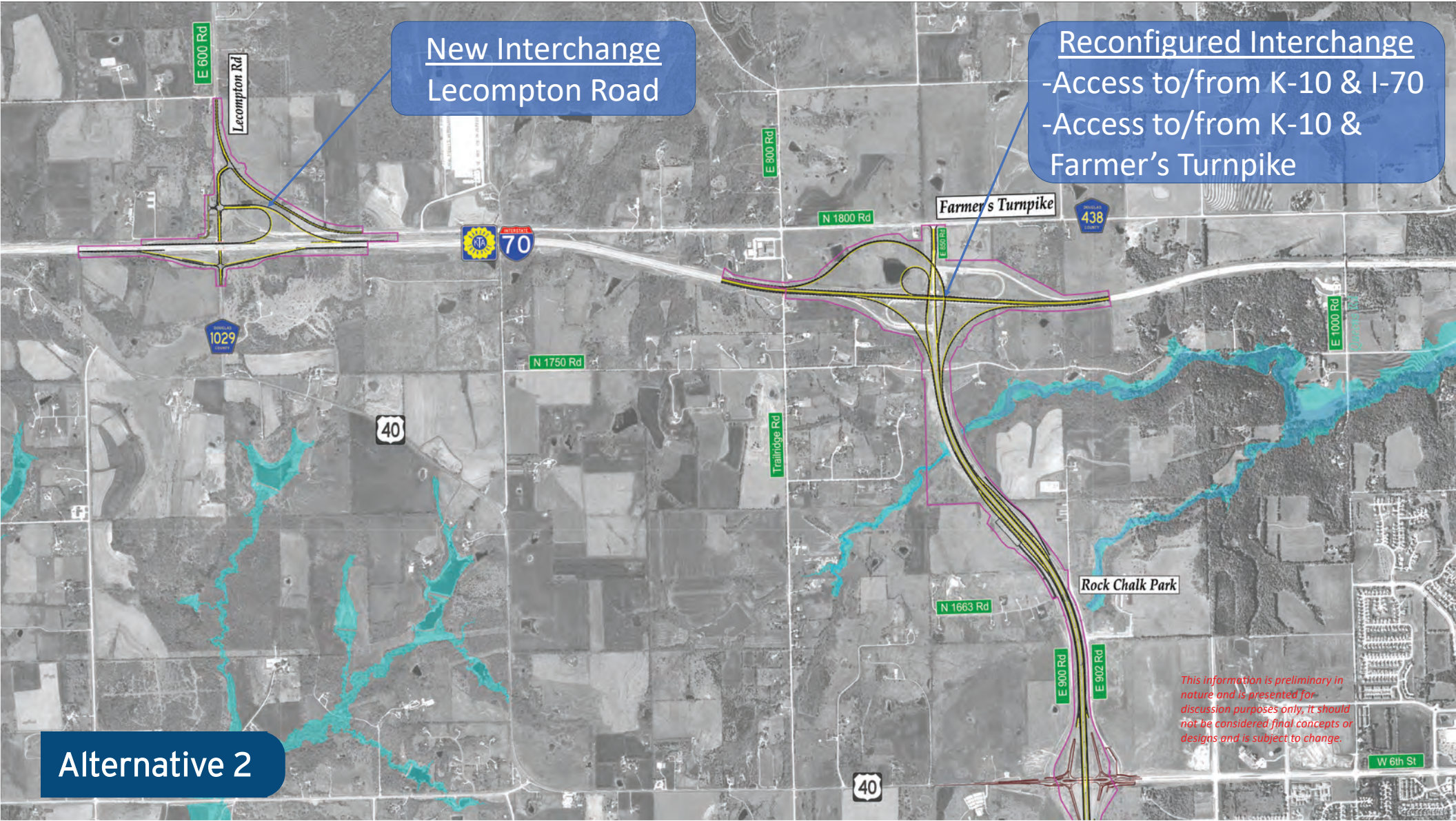
New Interchange at Lecompton Road

Reconfigured Interchange Access to/from K-10 & I-70

Alternative 1

This information is preliminary in nature and is presented for discussion purposes only, it should not be considered final concepts or designs and is subject to change.



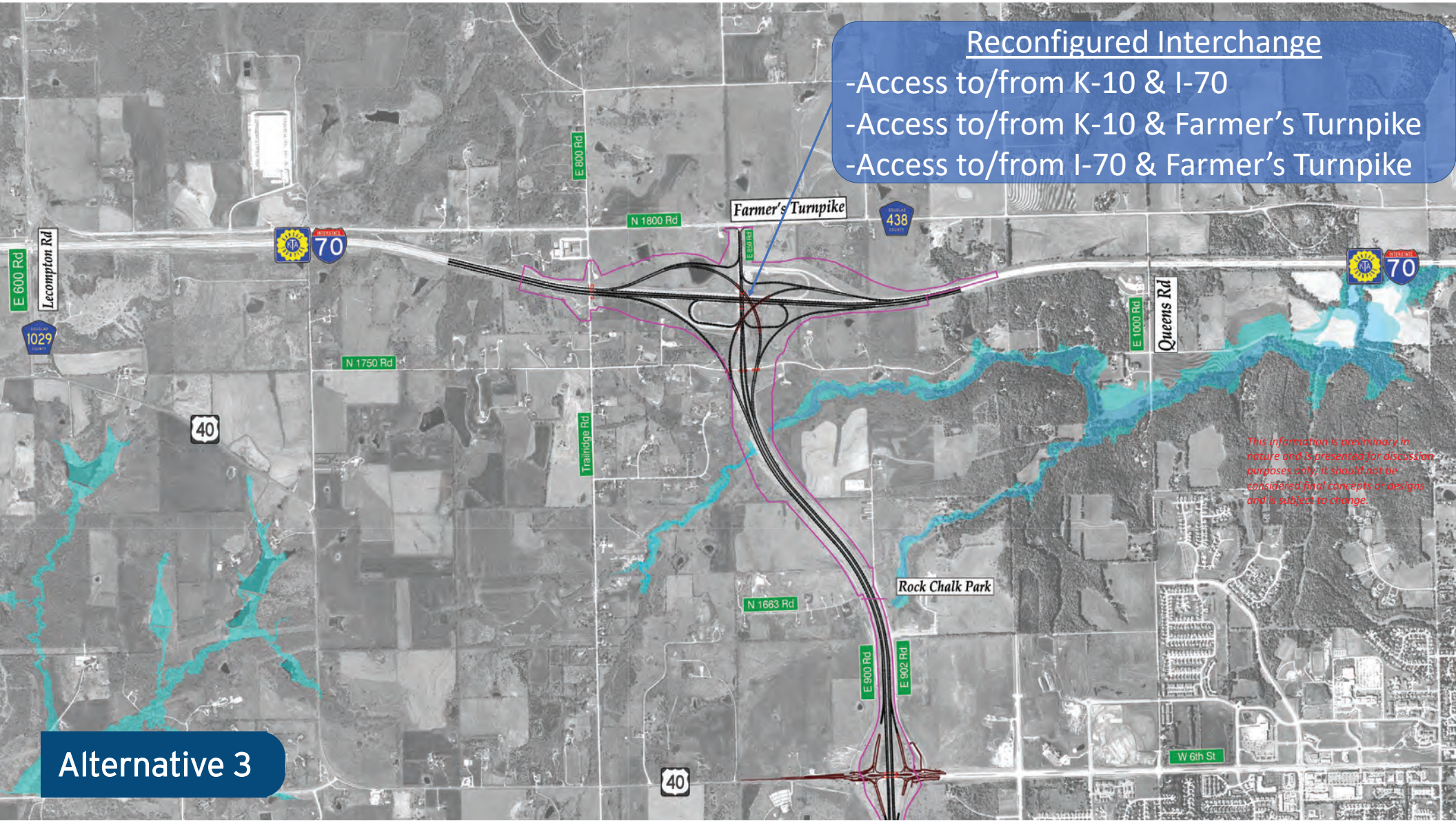


**New Interchange
Lecompton Road**

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 &
Farmer's Turnpike

Alternative 2

This information is preliminary in nature and is presented for discussion purposes only, it should not be considered final concepts or designs and is subject to change.

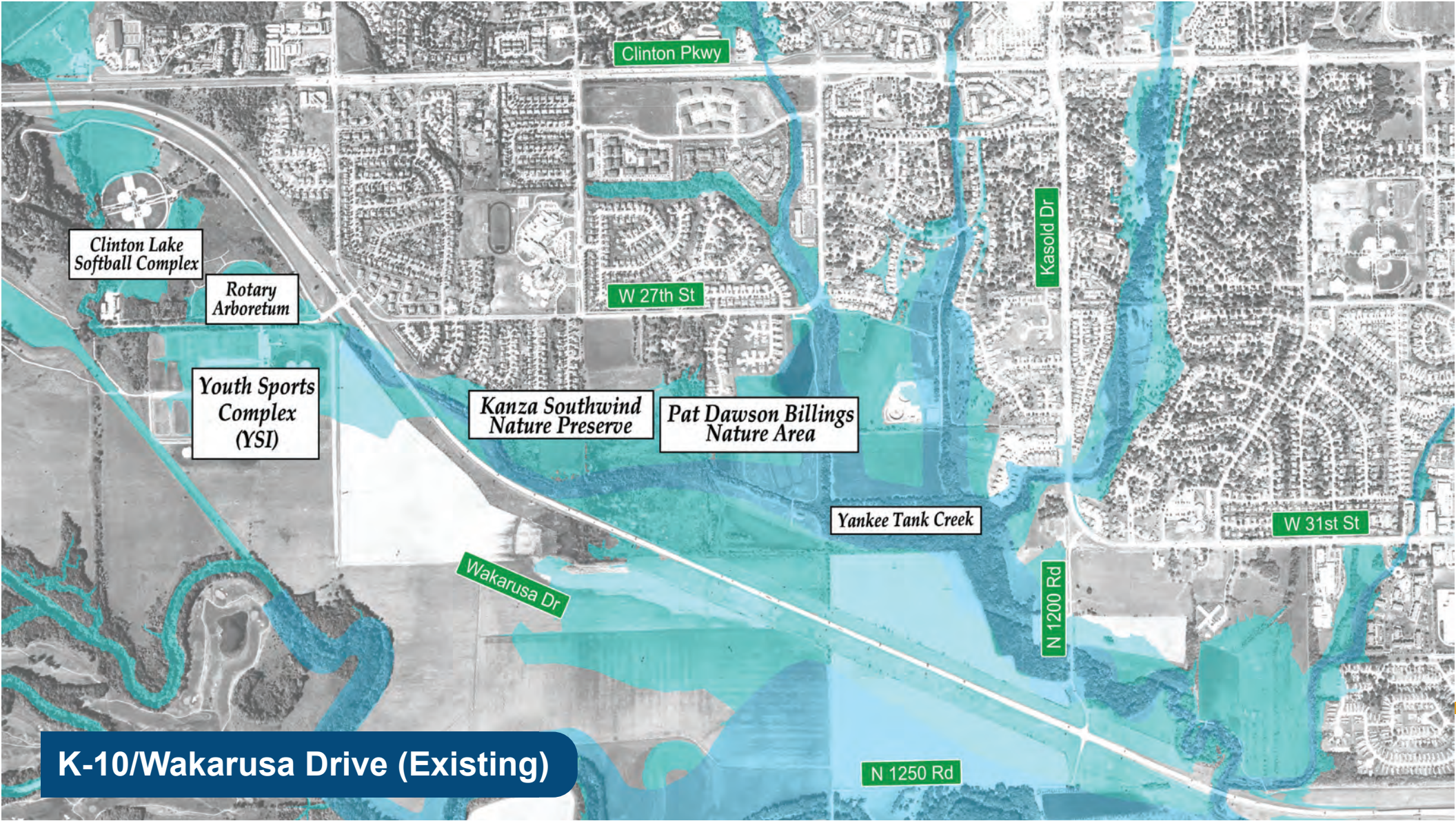


- Reconfigured Interchange
- Access to/from K-10 & I-70
 - Access to/from K-10 & Farmer's Turnpike
 - Access to/from I-70 & Farmer's Turnpike

Alternative 3

This information is preliminary in nature and is presented for discussion purposes only; it should not be considered final concepts or designs and is subject to change.

Questions?



Clinton Pkwy

W 27th St

Kasold Dr

W 31st St

N 1200 Rd

N 1250 Rd

Wakarusa Dr

Yankee Tank Creek

Pat Dawson Billings Nature Area

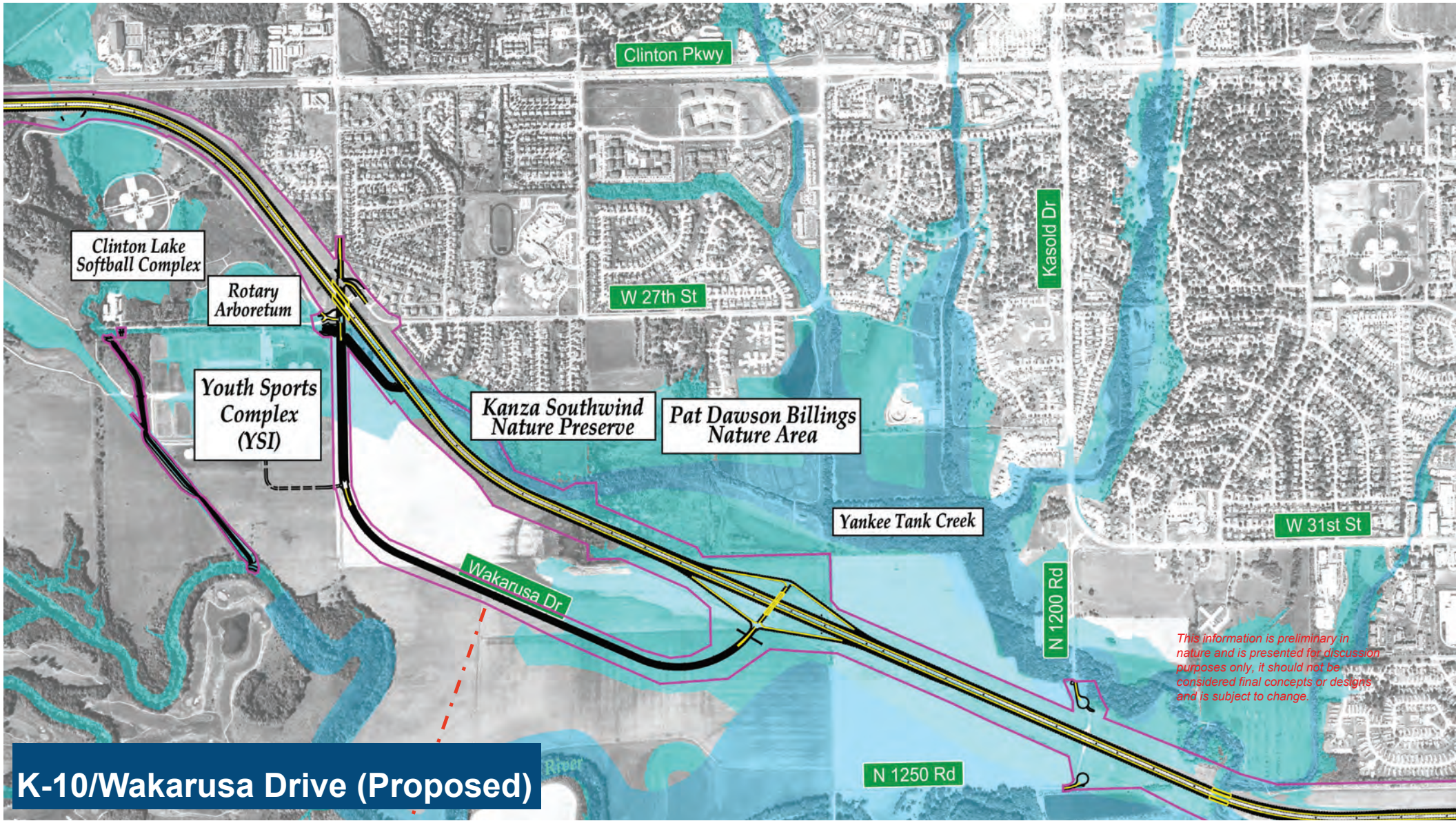
Kanza Southwind Nature Preserve

Youth Sports Complex (YSI)

Rotary Arboretum

Clinton Lake Softball Complex

K-10/Wakarusa Drive (Existing)



Clinton Pkwy

W 27th St

Kasold Dr

W 31st St

N 1200 Rd

N 1250 Rd

Clinton Lake Softball Complex

Rotary Arboretum

Youth Sports Complex (YSI)

Kanza Southwind Nature Preserve

Pat Dawson Billings Nature Area

Yankee Tank Creek

Wakarusa Dr

This information is preliminary in nature and is presented for discussion purposes only, it should not be considered final concepts or designs and is subject to change.

K-10/Wakarusa Drive (Proposed)

Focus Group Summary

Focus Group Make-up

- Total of 7 focus groups
- 62 residents participated; 17 ZIP Codes represented: Lawrence, Olathe, Topeka residents
- Three major topics covered:
 - North end alternatives
 - Tolloed alternative
 - Funding and tolling questions

North End Alternatives

- **Alternative 1:** (2 interchanges with NO access to Farmer's Turnpike from SLT)
 - Pro: Commute time from Lawrence to the east and west of I-70 would be improved.
 - Pro: Most thought this would be a significant improvement.
 - Con: Eliminating access to Farmer's Turnpike would add congestion to Highway 40.
 - Con: Potential bottleneck of traffic for those getting off I-70 and heading south on K-10.

North End Alternatives

- **Alternative 2:** (2 interchanges WITH access to Farmer's Turnpike from SLT)
 - Pro: Would significantly enhance safety.
 - Con: Safety risks and lack of improvements to Highway 40.

North End Alternatives

- **Alternative 3** (single but large interchange)
 - Pro: Ease of access to and from Farmer's Turnpike.
 - Pro: Best long-term solution for economic impacts to the area.
 - Pro: This option would provide greatest positive impacts to safety.
 - Con: Lack of improvements to Highway 40.
 - Con: Concerns about roundabouts. *(no longer included)*
 - Con: Concerns about high-speed exit/on ramps, particularly to older participants.

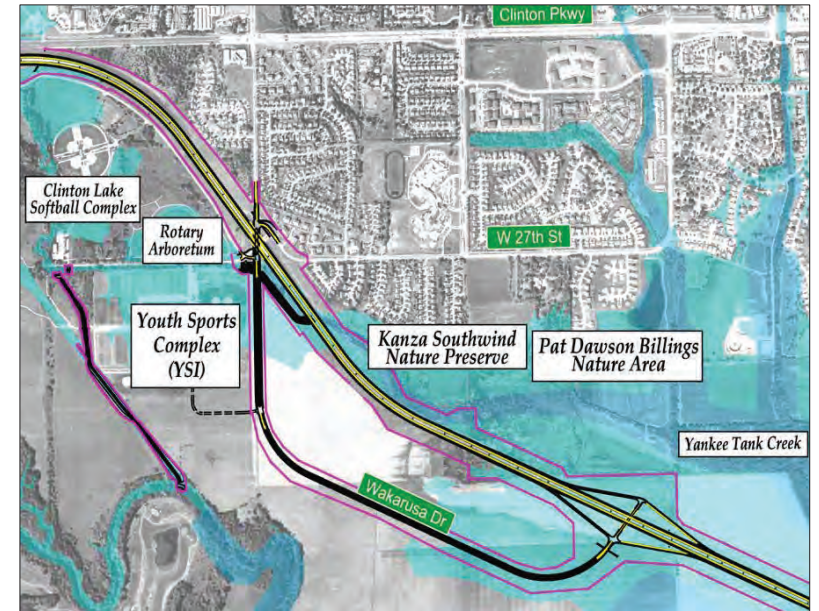
North End - Preferred Alternative

- 59 of 62 (95%) participants selected Alternative 3 as Preferred Alternative
- Reasons include:
 - Safety: More than 80% of participants perceived the alternative as the safer alternative.
 - Truck Traffic Management
 - Better for local traffic
 - Better for regional/thru traffic

K-10 and Wakarusa Drive Interchange

Reactions include:

- The initial reaction of most participants was that the proposed interchange would have a positive impact on safety.
- Negative takeaways involved limitations on access for residents who live in the area as well as the impact the large interchange would have on the environment/wetlands.



Funding Options

Reactions to funding and tolling options include:

- **State Gas Tax:** Less than 40% supported this option.
- **Dedicated Sales Tax:** Less than 25% supported.
- **Transportation Improvement Surcharges to Vehicle Registrations:** More than 50% were supportive and thought this was one of the better funding options.
- **Community Partnership with the City of Lawrence and Douglas County:** Less than 40% of participants were supportive of this option as residents already have high taxes.
- **Tolls:** About 33% were supportive of a tolled highway. Those that support think it is the fairest option.
- After understanding the rationale for the tolled alternative and how “free” lanes would be maintained and only new improvements would be tolled, more than **66% indicated they would support tolling.**

Interim Safety Improvement Projects

Interim Safety Improvements

- North Junction (K-10/I-70)
 - Light Pole for K-10/Farmer's Turnpike
 - Pavement Markings and Rumble Strips
- K-10/27th Street/Wakarusa
 - Queue Backup Warning System
 - Advanced Signal Warning System
 - Interim Intersection Improvements Study
- SLT Corridor (I-70 to East 23rd Street Interchange)
 - Three (3) Dynamic Message Signs



Reasonable Alternatives Evaluation Process

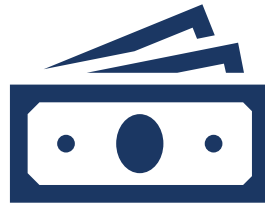


Reasonable Alternatives Evaluation Process

- Screening criteria and methodologies



- Funding considerations



- How alternatives will be evaluated and a preferred alternative identified



Next Steps



- Presentation to groups
 - Douglas County Commission—February 26
 - City of Lecompton City Council—March 2
 - City of Lawrence City Commission—March 17



- Public Meeting—TBD—looking for April/May dates

- Questions?

Thank you!



Date: August 12, 2020

Time: 2:00 p.m. to 4:00 p.m.

Subject: Advisory Group meeting #4

Location: Virtual Zoom Meeting
<https://us02web.zoom.us/j/89601845422?pwd=UVBRSWwrdktJbGhCNUpyMC9jNW5FUT09>

Agenda:

- **Welcome: Project Team and Advisory Group Introductions** (5 minutes)
 - Purpose of Today's meeting: Share process for screening Preferred Alternative
- **K-10 and I-70 Interchange Screening** (20 minutes)
 - Brief review of alternatives
 - How alternatives was evaluated, and a preferred alternative identified
 - Funding considerations
- **Reasonable Alternatives Screening Process and discussion** (20 minutes)
 - Brief review of alternatives
 - Screening Process
 - Screening criteria and methodologies
- **Additional discussion on Preferred Alternative** (10 minutes)
- **Wakarusa Interchange Evaluation** (5 minutes)
- **Interim Safety improvement projects** (10 minutes)
- **Public feedback on communications** (10 minutes)
 - Getting the message out
 - Broaden the reach
 - Suggestions?
- **Next Steps** (5 minutes)
 - Presentations to groups (county commission, other groups)
 - Public Hearing
 - Document review opportunities
 - Website: SLT-KS.org

South Lawrence Trafficway SEIS Advisory Group Meeting #4

PROJECT #:

10-23 KA-3634-01

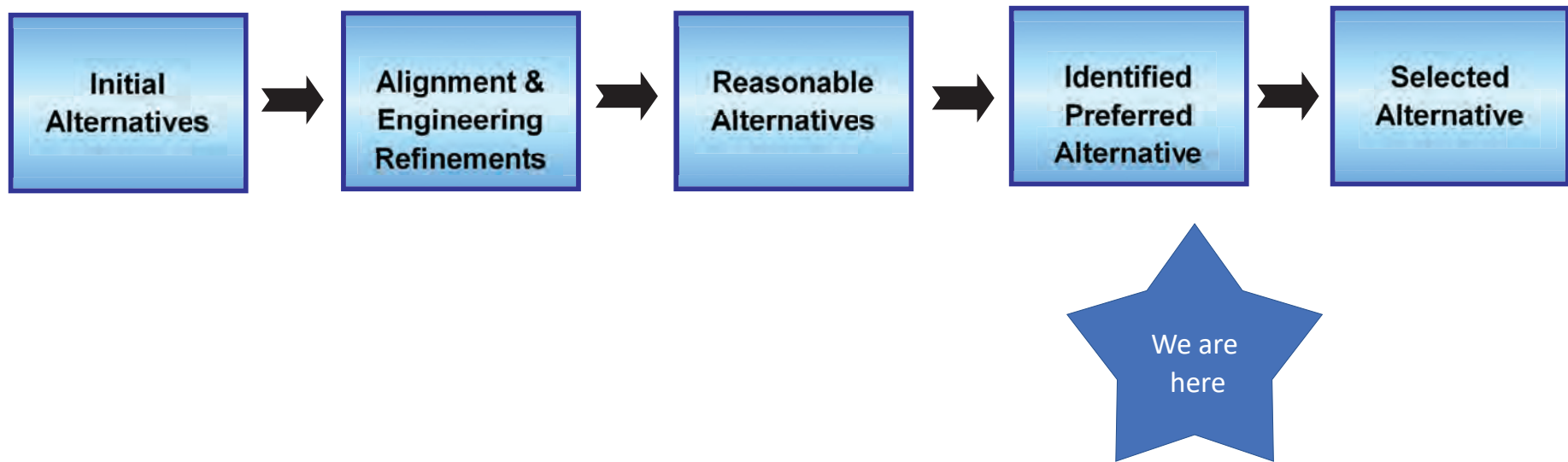
August 12, 2020

Welcome Agenda

- Project team members and AG introductions
 - Meeting purpose and logistics
- Reasonable alternatives screening process
 - Feedback on screening
- Interim safety improvements
- Public feedback on communications
- Next steps

Advisory Committee Members

- Mike Amyx – City of Lawrence
- Paul Bahnmaier – Lecompton Historical Society
- Larry Bartz – Standard Beverage
- Brian Bradfield – Lawrence Memorial Hospital
- Steve Buchholz – Douglas County Sheriff Office
- Hugh Carter – Lawrence Chamber of Commerce
- Dr. Bridgett Chapin – Haskell Nations Indian Univ.
- Jeff Crick – Lawrence/Douglas County MPO
- Dave Cronin – City of Lawrence
- JB Elliott – Perry School District
- David Hamby – BG Consultants
- Scott Hanks – Heritage Baptist Church
- Mark Hecker – City of Lawrence Parks & Rec
- Melissa Holder – Haskell Nations Indian Univ.
- Bonnie Johnson – KU Planning Dept.
- Pete Langston – Berry Global Inc.
- Cindy Nau – Univ. of Kansas
- Bill Noll – Jefferson County
- Robert Rombach – Kanwaka Fire Dept.
- Matt Sexson – Baker Univ.
- Dr. Irene Unger – Baker Univ.
- Chad Voigt – Douglas County
- Jimmy Wilkins – City of Lecompton
- Will Zung – Regional Traveler



South Lawrence Trafficway - West Leg

Reasonable Alternatives

Item or Condition	Exception	Rating																				Estimated Cost						
		Site/Travel Operations					Safety					Visual Quality					Cultural Resources					Construction Costs (\$/sq ft)	Lifecycle Costs (\$/sq ft)					
		Site	Travel	Local Street Network	Site	NOI/Current/Other	Land Use/Motion/Use	Disturbance	Other	Visual Quality	Land Use/Travel	Disturbance/Other	Visual Quality	Historical Resources	Archaeological Resources	Other Resources	Threatened/Endangered	Other Resources	Other Resources									
Light	Highly sensitive to light disturbance																											
Land Use/Travel	Highly sensitive to land use/travel disturbance																											
Other	Highly sensitive to other disturbance																											

Highly sensitive to light disturbance - Conditions that have a significant impact on the ability of a resource to function as intended.

Highly sensitive to land use/travel disturbance - Conditions that have a significant impact on the ability of a resource to function as intended.

Highly sensitive to other disturbance - Conditions that have a significant impact on the ability of a resource to function as intended.

Other Resources - Includes assessment of impacts on other resources such as wetlands, riparian areas, and other sensitive resources.

Threatened/Endangered - Includes assessment of impacts on threatened and endangered species and their habitats.

Other Resources - Includes assessment of impacts on other resources such as wetlands, riparian areas, and other sensitive resources.

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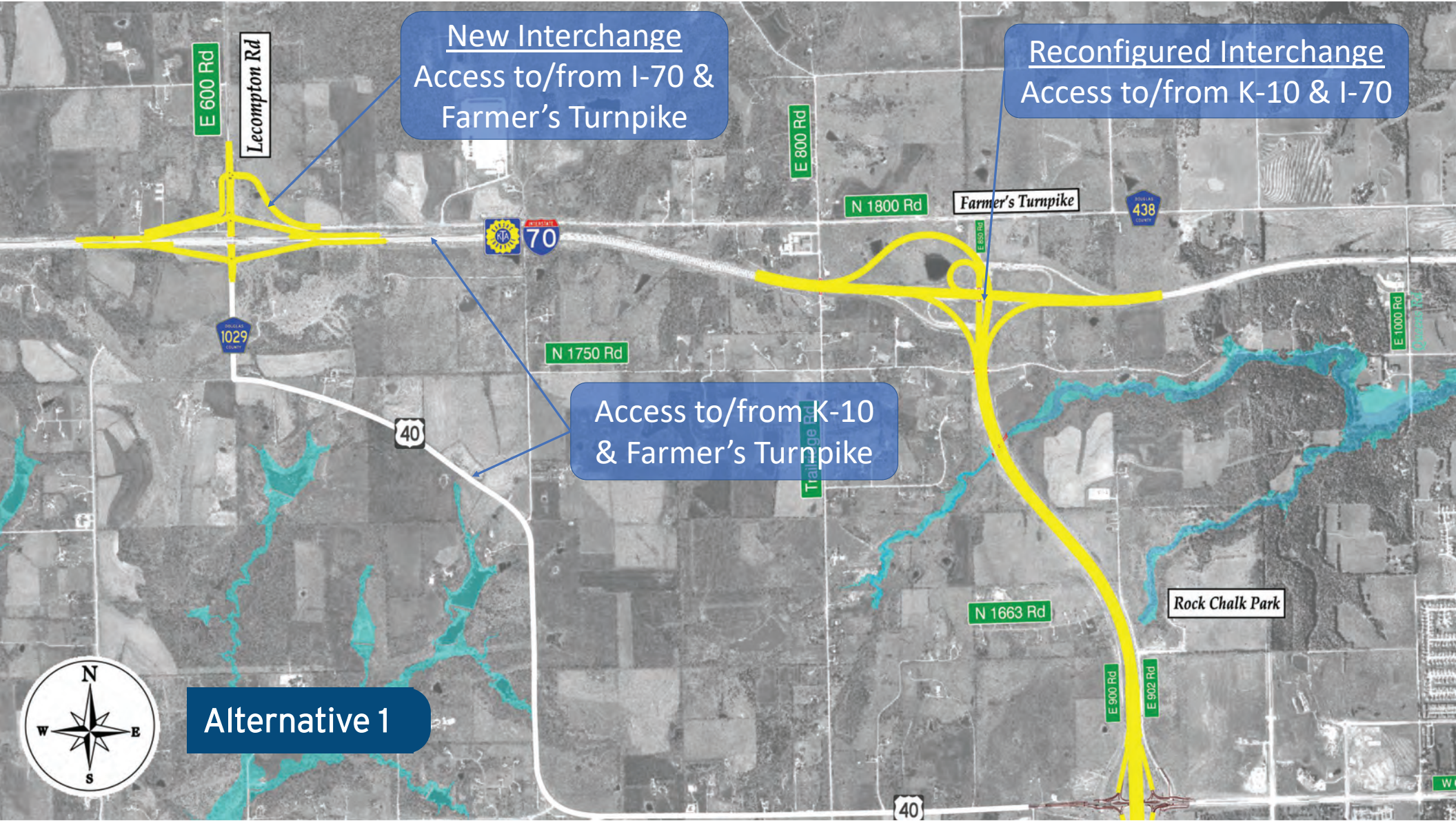
Criteria and methodology

All information presented in this presentation is in draft form and should not be construed as final in anyway. It is for discussion purposes only

K-10 and I-70 Interchange Screening

K-10 & I-70 Interchange Alternatives

- Alternative 1 (2 interchanges with NO access to Farmer's Turnpike from SLT)
- Alternative 2 (2 interchanges WITH access to Farmer's Turnpike from SLT)
- Alternative 3 (single but large interchange)



New Interchange
Access to/from I-70 &
Farmer's Turnpike

Reconfigured Interchange
Access to/from K-10 & I-70

Access to/from K-10
& Farmer's Turnpike

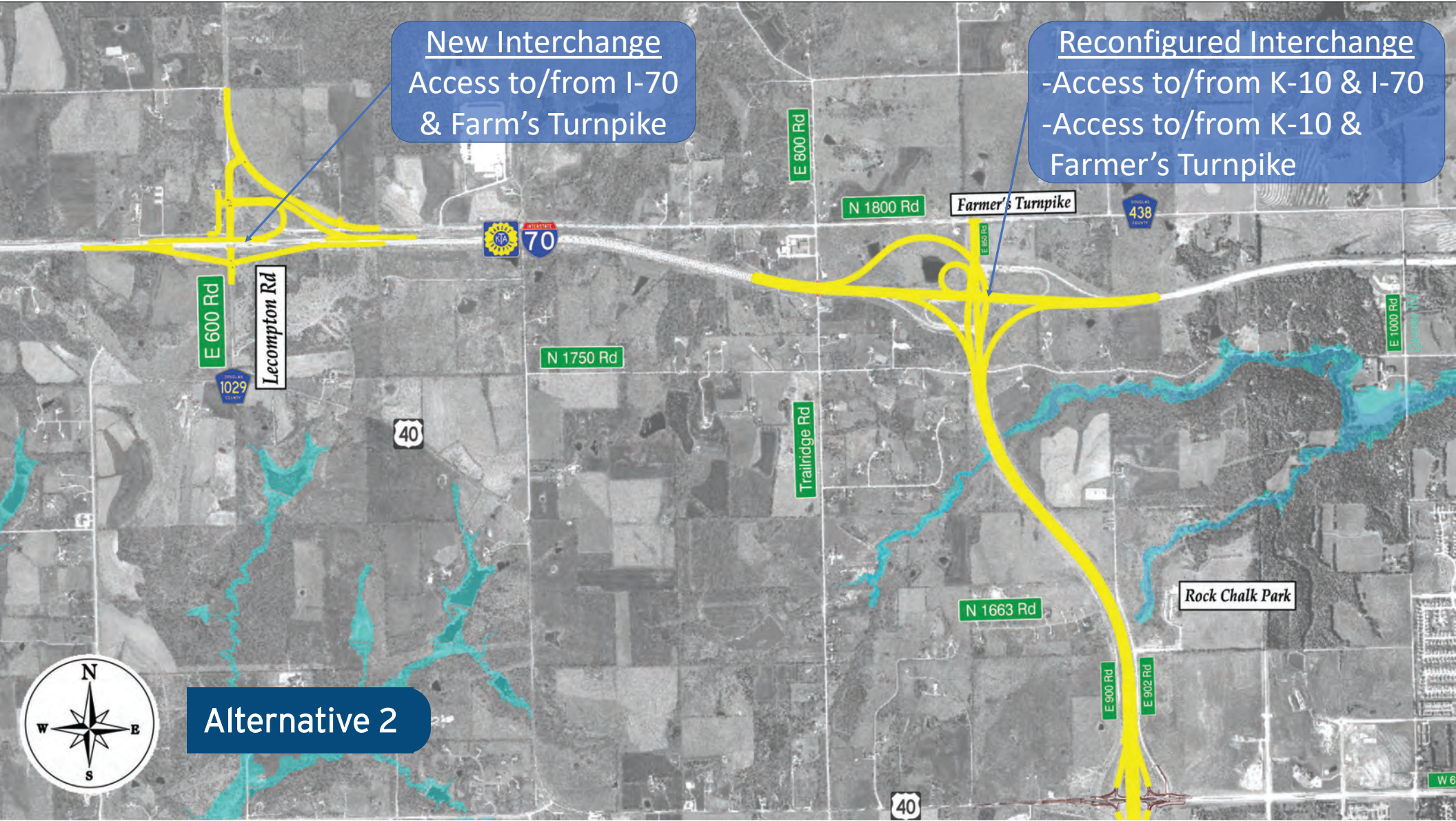
Alternative 1



New Interchange
Access to/from I-70
& Farm's Turnpike

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike

Alternative 2



E 600 Rd
Lecompton Rd

E 800 Rd

N 1800 Rd
Farmer's Turnpike

438

70

1029

N 1750 Rd

40

Trailridge Rd

N 1663 Rd

Rock Chalk Park

E 900 Rd

E 902 Rd

E 1000 Rd



Alternative 3

Reconfigured Interchange
-Access to/from K-10 & I-70
-Access to/from K-10 & Farmer's Turnpike
-Access to/from I-70 & Farmer's Turnpike

40

W 6

K-10 & I-70 Interchange Screening

South Lawrence Trafficway - West Leg																												
North Interchange Alternate Configurations																												
Alternate Configuration	Description	2045 Traffic Operations										Ratings										Estimated Cost						
		2045 Traffic Operations				SMT	BCT & Constructability	Long-Term Maintenance	Pavement	Access	Right of Way Utilization	Land Use Impacts	Environmental Aesthetics	Displacements	NW Wetland Impacts (Acres)	Wetland Impacts (Acres)	Floodplain Impacts 100 & 500-Yr (Acres)	NHD Stream Impacts (Feet)	Potential T&E Species Habitat Impacts (Acres)	Farmland Impacts (Acres)	Historic/Archaeological Property Impacts (Acres)	Park Impacts (Acres)	Trail Impacts (Feet)	Noise Impacts	Air Quality Impacts	Hazardous Materials Impacts (ftm)	Construction Cost (2020 Dollars)	Life-Cycle Costs (2025-2045)
		LTB	R-10	Farmer's Turf/Air/10 (ftm)	Leisure Use (ftm)																							
No-Build	Prevents normal operations and maintenance to maintain facility condition.	+	+	+	NA	+	+	+	+	+	+	+	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	N/A	N/A	0	\$0	N/A	
Alt. 1	Full-Access Farmer's Turfpike	+	+	NA	+	+	+	+	+	+	+	2	0.01	0.00	1.47	2,468.01	15.45	81.63	0.82	0.00	4,386.18	TBD	TBD	0	\$45M	N/A		
Alt. 2	Partial Restricted Farmer's Turfpike	+	+	+	+	+	+	+	+	+	+	1	1.81	0.00	1.47	2,594.52	14.33	89.21	0.00	0.00	4,397.64	TBD	TBD	0	\$55M	N/A		
Alt. 3	Restricted Farmer's Turfpike	+	+	+	NA	+	+	+	+	+	+	3	1.14	8.54	1.42	2,993.59	19.28	58.25	0.00	0.00	4,253.88	TBD	TBD	1	\$58M	N/A		

Alternative 3 was Identified Preferred Alternative

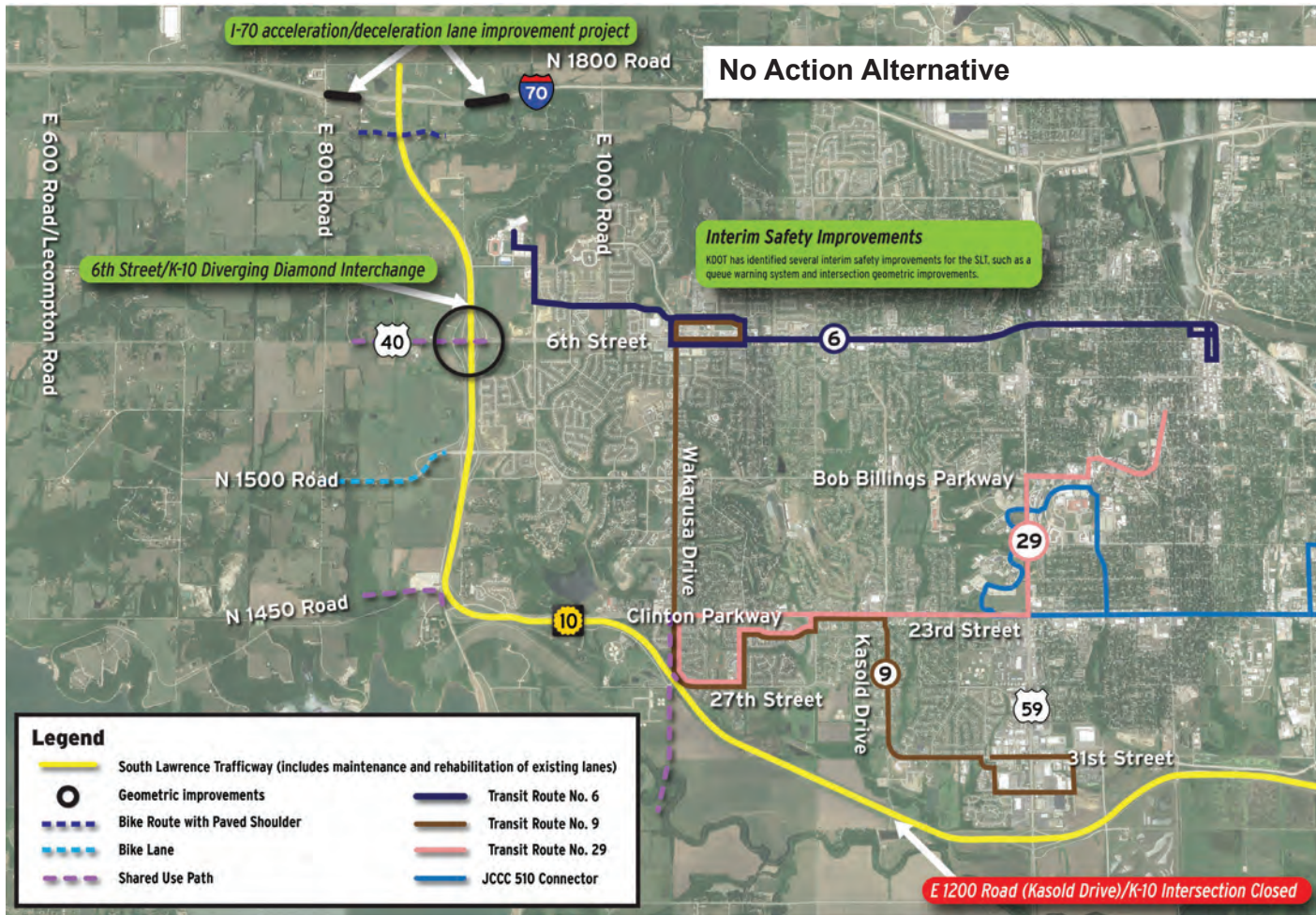
K-10 & I-70 Interchange Screening

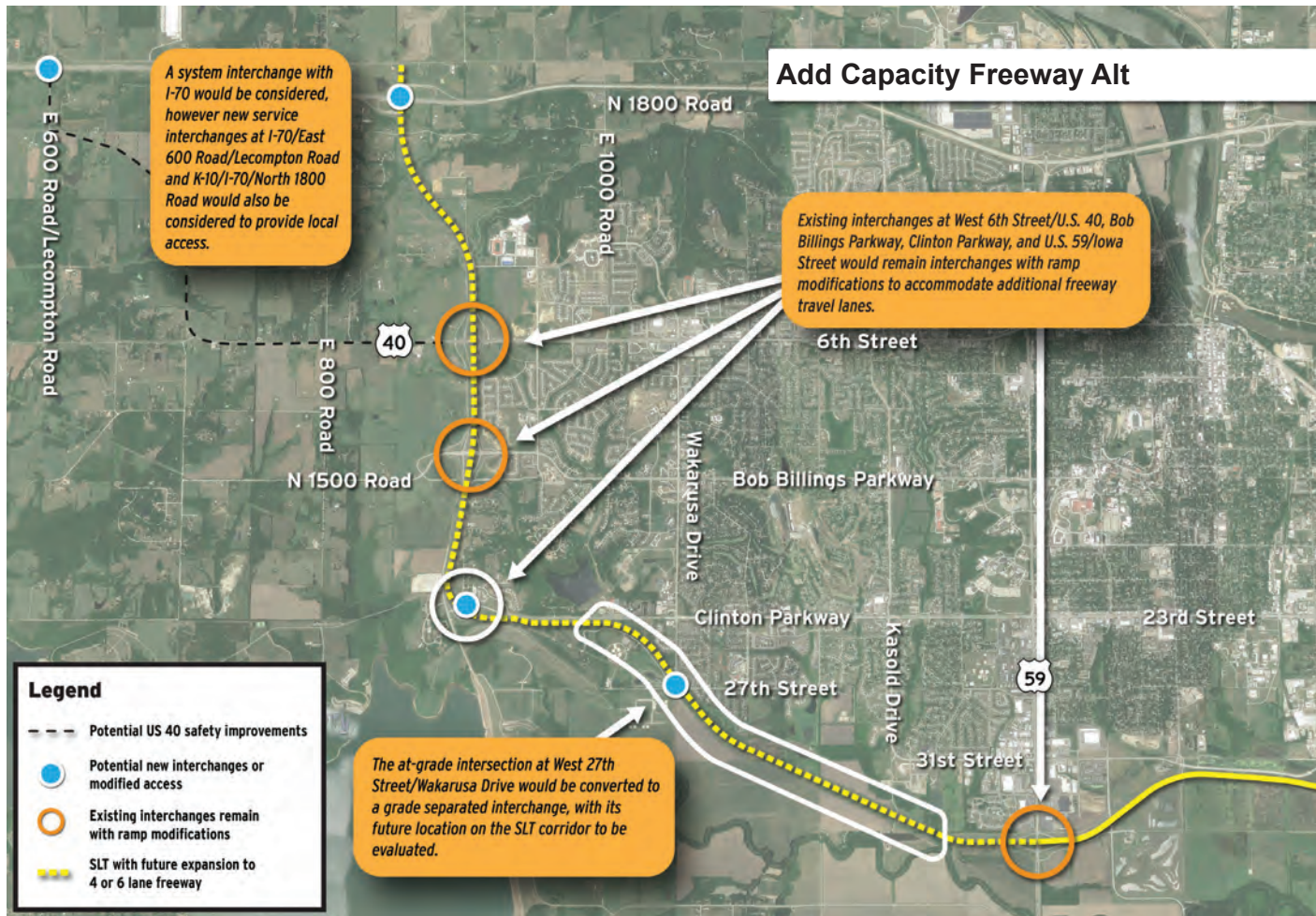
- **Traffic Operations Similar**
- **Alternative 3 – Identified Preferred Alternative**
 - Preferred access pattern of public
 - Avoids environmental red flags
 - Smallest right-of-way impact
 - Best anticipated safety performance
 - Highest cost alternative

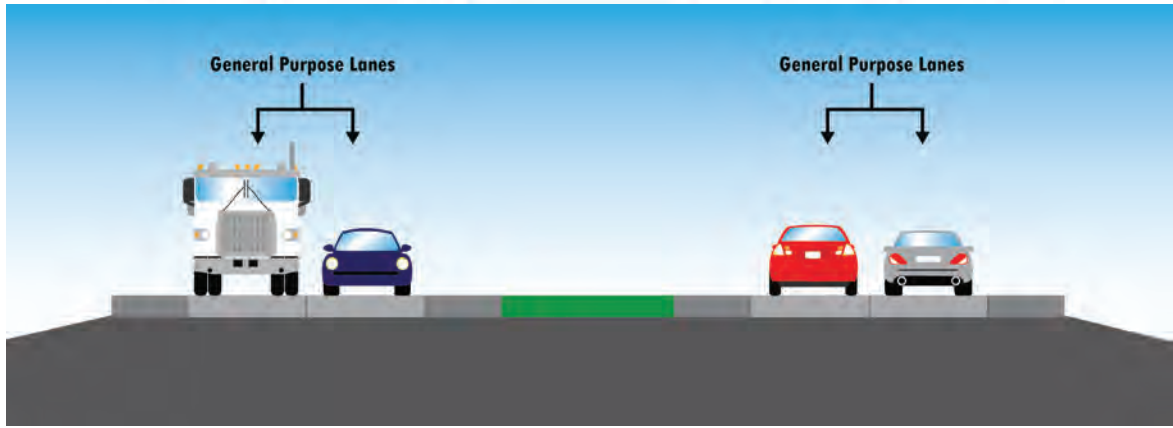
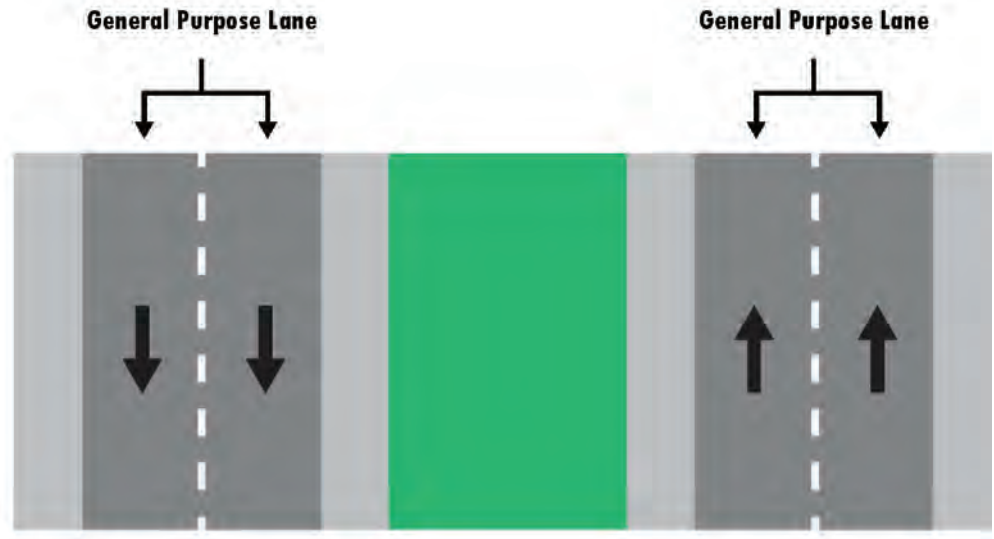
Reasonable Alternative Screening

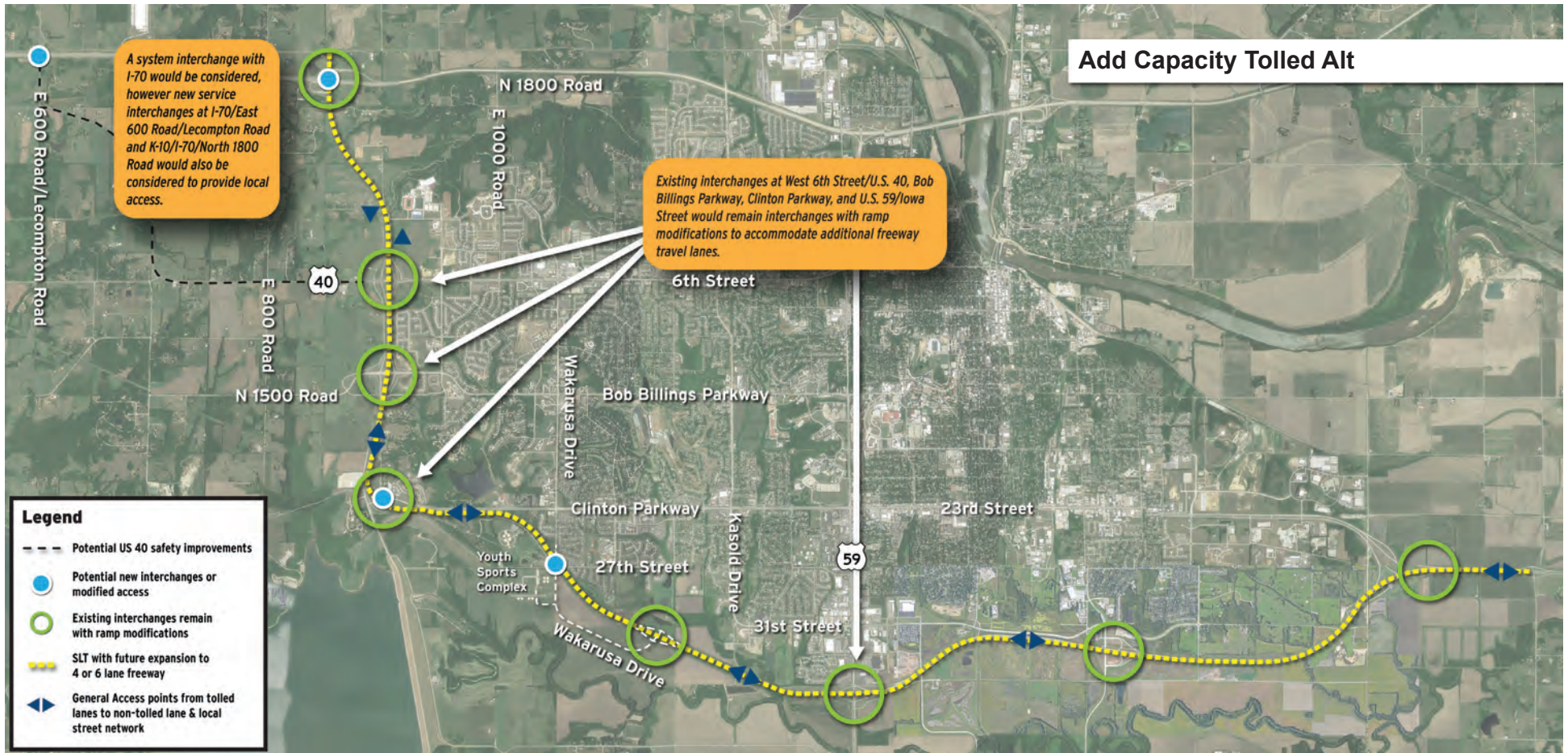
Reasonable Alternatives

- **No Action**
- **Build Alternative – Add Capacity Freeway**
- **Build Alternative – Add Capacity Tolled Highway**

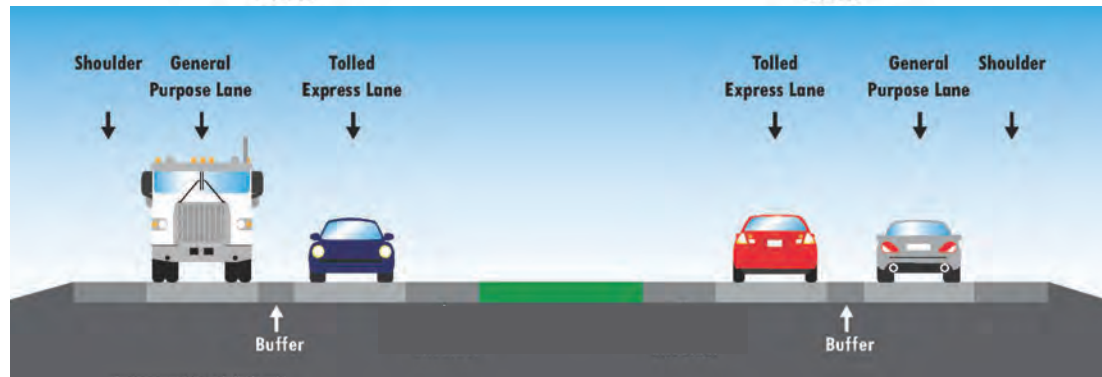
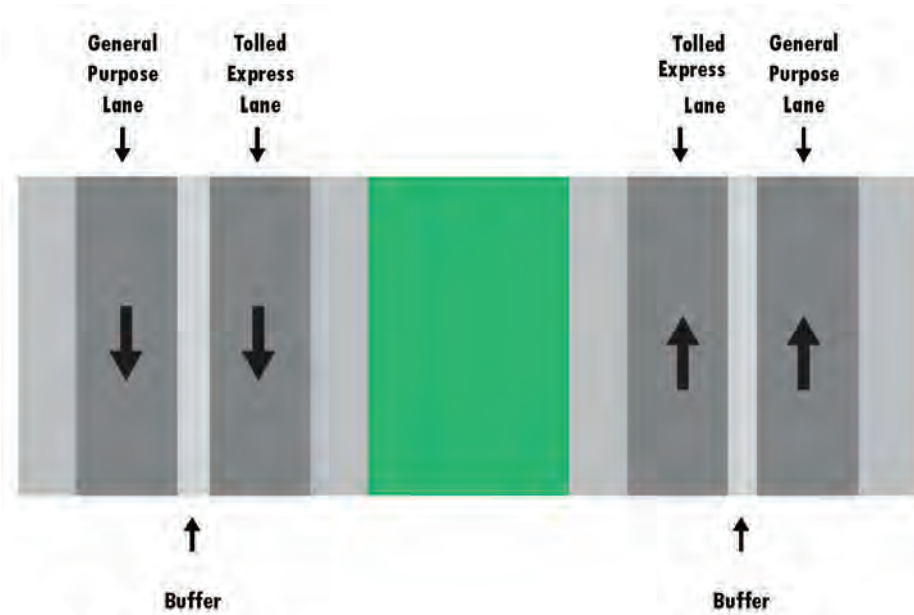








SLT | South Lawrence Trafficway **Add Capacity Tolled Highway Alternative**



South Lawrence Trafficway

Add Capacity Tolloed Highway Alternative













Screening Matrix

South Lawrence Trafficway - West Leg																												
Reasonable Alternatives																												
Alternative Configuration	Description	2045 Traffic Operations										Ratings										Estimated Cost						
		2045 Traffic Operations			Safety	MITT & Convertibility	Long-Term Maintenance	Public Input	Access	Height of Way/Signs	Land Use Impacts		Environmental Justice	Displacement	AWI Wetland Impacts (Acres)	AWI Flood Impacts (Acres)	Knoxham Impacts 100 & 500 Ft (Acres)	NRE Stream Impacts (Ft)	Potential T&E Species Habitat Impacts (Acres)	Cultural Impacts (Acres)	Historic/Archaeological/Prehistoric Impacts (Acres)	Park Impacts (Acres)	Trail Impacts (Feet)	Noise Impacts	Air Quality Impacts	Hazardous Materials Impacts (Gt/yr)	Construction Cost (2022 Dollars)	Life-Cycle Costs (2025-2045)
		Achievement	Achievement	Achievement							Impact	Impact																
No-Build	Available only for maintenance activities to keep the South Lawrence Trafficway open and operating.	+	+	+	+	+	+	+	+	+	+	+														\$0	\$13M	
Non-Tolled Freeway Alternative	2-lane Level Freeway with grade separation at all intersections if roadway can be separated at all 6 main locations in the study. Includes Alternative 2 at R-12 & R-75 interchange.	+	+	+	+	+	+	+	+	+	+	1	74-81	6.78	209.03	12,441.78	34.47	148.83	0.00	28.87	28.84	28,734.85	TBD	TBD		\$175M	\$88M	
Express Toll Lane Freeway Alternative (Range of Tabled Solutions)	Express Toll Lane or one Toll Lane and One General Purpose Lane in each direction. Includes an evaluation of range of solutions for specific sections from High-End to Low-End. Ranges include the impacted range from High-End to Low-End Tabled Alternative. Includes Alternative 2 at R-12 & R-75 interchange.	+	+	+	+	+	+	+	+	+	+	4	74.43-177.76	8.78	209.03-212.58	12,441.78-15,888.77	34.87-35.81	148.83-164.2	0.00	28.87	28.84	28,734.95-33,486.24	TBD	TBD	1	\$195-237M	\$3M*	

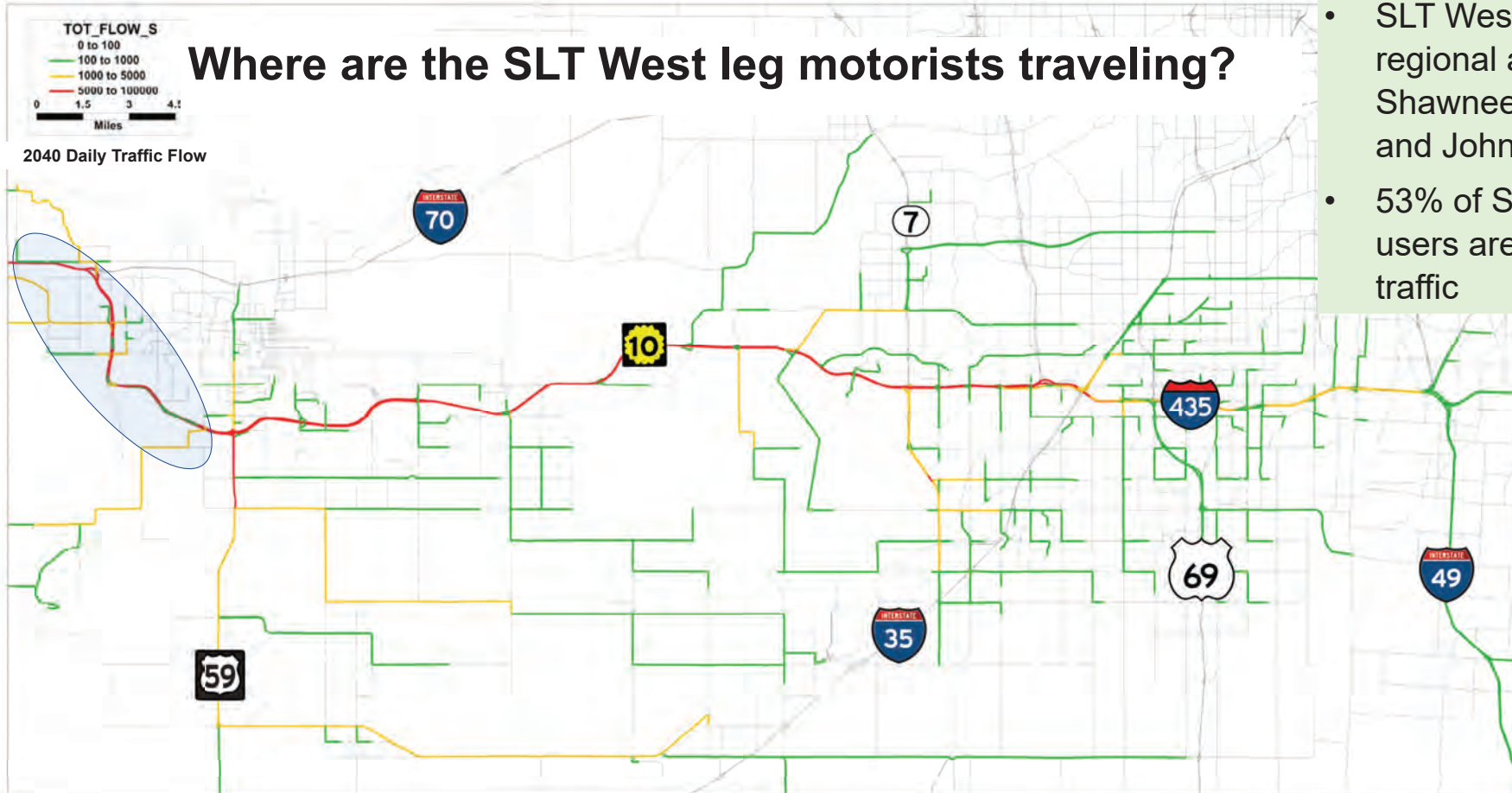
Non-Tolled Alt. was Identified Preferred Alternative

Traffic & Safety Evaluation

- No-Build has a high impact on infrastructure
- Both the Toll-Free and Tolloed Alternative provide a high achievement / level of service

Alternate Configuration	2045 Traffic Operations			Safety
	I-70	K-10	Local Street Network	
	Achievement	Achievement	Achievement	Achievement
No-Build				
Non-Tolloed Freeway Alternative				
Express Toll Lane Freeway Alternative (Range of Tolloed Solution)				

Traffic & Safety Evaluation

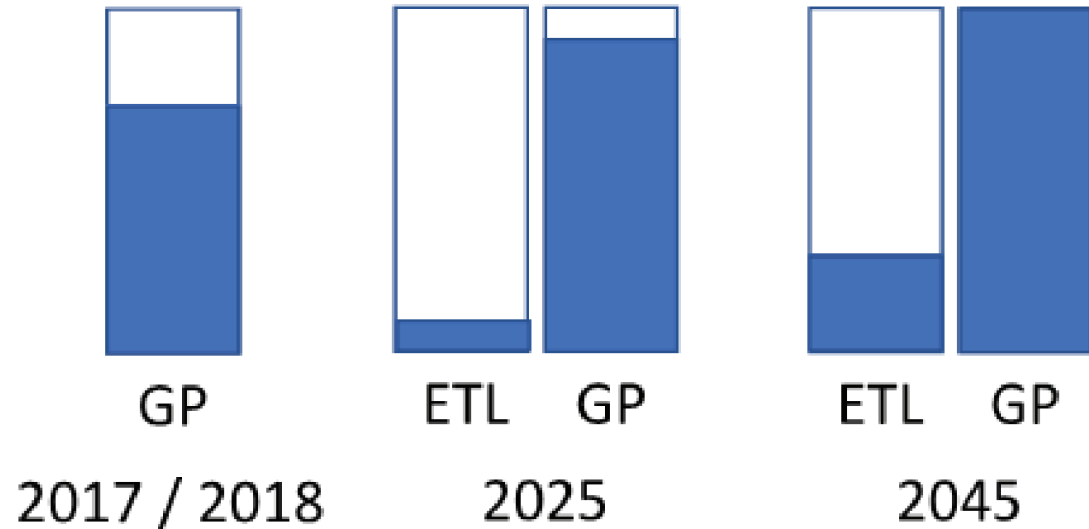


Takeaway

- SLT West provides regional access to Shawnee, Douglas and Johnson County
- 53% of SLT West users are through traffic

Traffic & Safety Evaluation

SLT Peak Hour
Traffic Volume to
Capacity
(Illustrative)



GP = General Purpose Lane
ETL = Express Toll Lane

Environmental Evaluation

South Lawrence Trafficway - West Leg

Reasonable Alternatives

Ratings

Environmental Screening

Alternate Configuration	Land Use Impacts	Environmental Justice	Displacements	NWI Wetland Impacts (Acres)	NWI Pond Impacts (Acres)	Floodplain Impacts 100 & 500 Yr (Acres)	NHD Stream Impacts (Feet)	Potential T&E Species Habitat Impacts (Acres)	Farmland Impacts (Acres)	Historic/Archaeological Property Impacts (Acres)	Park Impacts (Acres)	Trail Impacts (Feet)	Noise Impacts	Air Quality Impacts	Hazardous Materials Impacts (Sites)
	Impact	Impact													
No-Build			-	-	-	-	-	-	-	-	-	-	TBD	TBD	0
Non-Tolled Freeway Alternative			4	74.43	6.78	209.03	12,441.78	34.47	148.53	0.00	26.57	28,734.95	TBD	TBD	1
Express Toll Lane Freeway Alternative (Range of Tolled Solution)			4	74.43 - 77.75	6.78	209.03 - 212.58	12,441.78 - 13,698.77	34.47 - 35.83	148.53 - 154.2	0.00	26.57 - 28.84	28,734.95 - 33,466.24	TBD	TBD	1

Other Evaluation Criteria

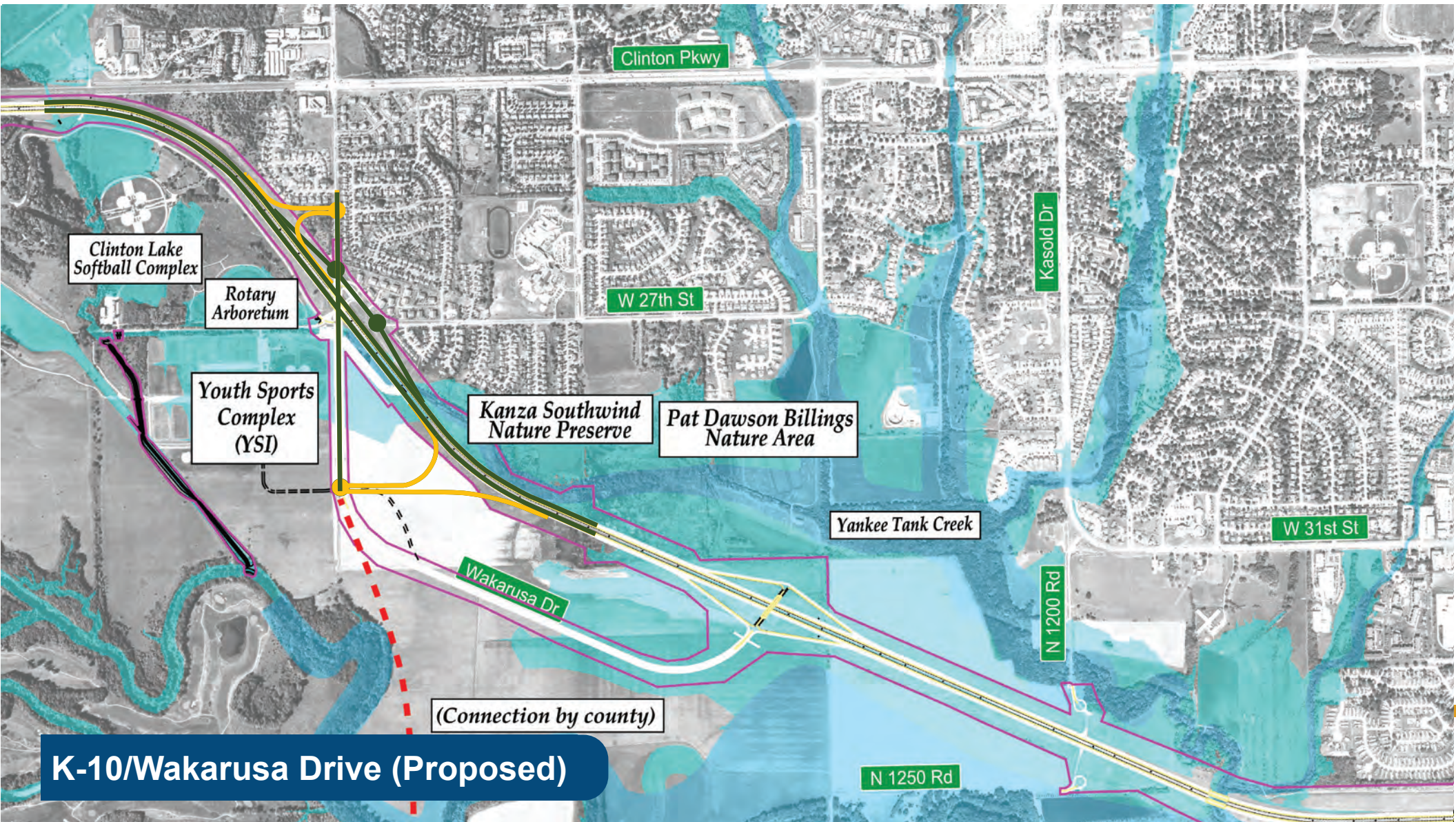
- Public Input
- Long-Term Maintenance
- Cost

South Lawrence Trafficway - West Leg							
Reasonable Alternatives							
Alternate Configuration	Ratings					Estimated Cost	
	MOT & Constructability	Long-Term Maintenance	Public Input	Access	Right of Way/Utilities	Construction Cost (2020 Dollars)	Life-Cycle Costs (2025-2045)
	Impact	Impact	Achievement	Impact	Impact		
No-Build						\$0	\$13M
Non-Tolled Freeway Alternative						\$175M	\$8M
Express Toll Lane Freeway Alternative (Range of Tolled Solution)						\$195-237M	\$3M*

Identified Preferred Alternative

- **Similar Traffic Operations**
- **Similar Environmental and R/W Impacts**
- **Non-Tolled Freeway – Identified Preferred Alternative**
 - Low predicted utilization of Express Toll Lanes
 - Public feedback
 - Lower cost

Wakarusa Interchange Alternatives



Clinton Pkwy

W 27th St

Kasold Dr

Clinton Lake Softball Complex

Rotary Arboretum

Youth Sports Complex (YSI)

Kanza Southwind Nature Preserve

Pat Dawson Billings Nature Area

Yankee Tank Creek

W 31st St

Wakarusa Dr

N 1200 Rd

(Connection by county)

N 1250 Rd

K-10/Wakarusa Drive (Proposed)

Interim Safety Improvement Projects

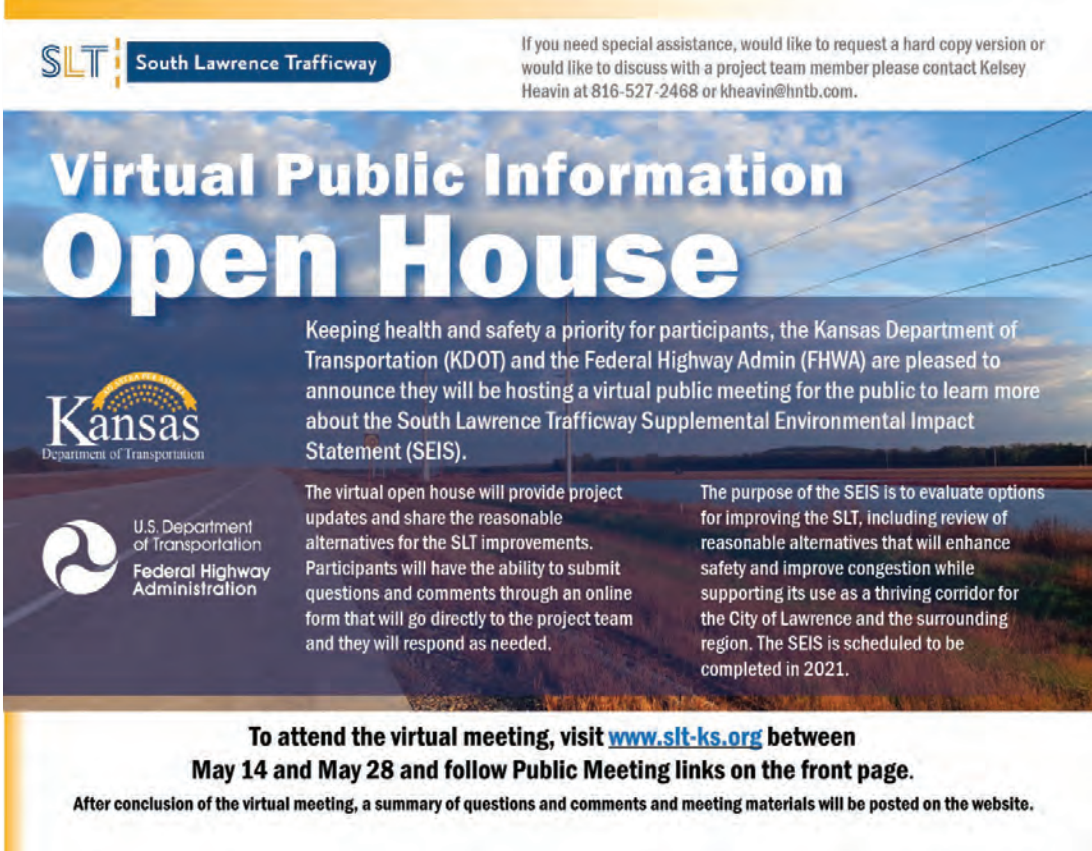
Interim Safety Improvements

- K-10/I-70 Interchange--Completed
 - Light Pole for K-10/Farmer's Turnpike
 - Pavement Markings and Rumble Strips
- K-10/27th Street/Wakarusa
 - Advanced Signal Warning System
 - Interim Intersection Improvements Study
 - Queue Backup Warning System
- SLT Corridor (I-70 to East 23rd Street Interchange)
 - Three (3) Dynamic Message Signs



Virtual Public Meeting

- May 14 to June 4, 2020 (*extended one week*)
 - Email notices
 - Advisory Group dissemination
 - Lawrence Journal World articles
 - City Council/Commission meetings
- Link to meeting posted on www.slt-ks.org
- 202 participants signed in
- 115 comments received



SLT | South Lawrence Trafficway

If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

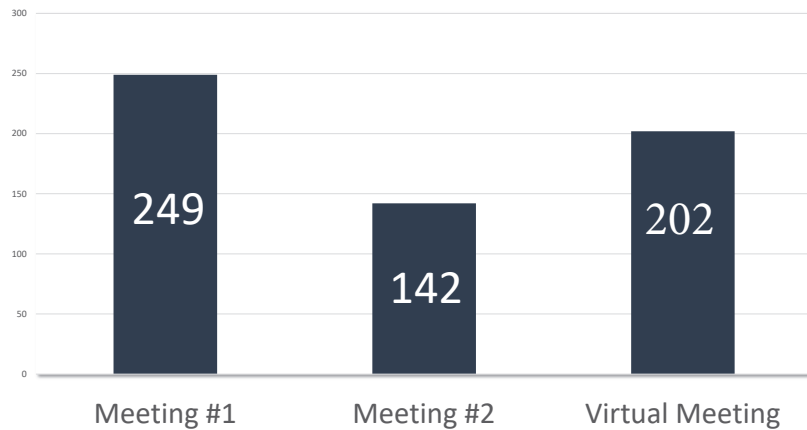
After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

Kansas
Department of Transportation

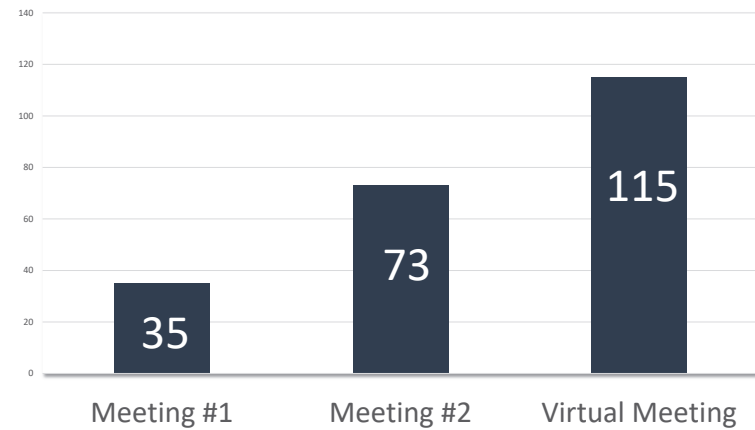
U.S. Department of Transportation
Federal Highway Administration

Virtual vs. Face-to-Face - By the numbers

SLT Public Meeting Attendance



Number of comments received per public meeting



SLT Survey – Summer 2020

Conducted June 22 to July 3, 2020

561 Responses

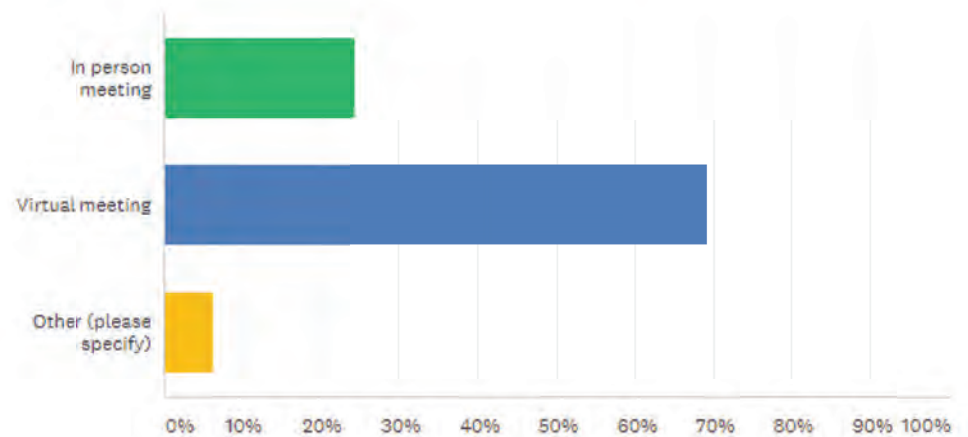
402 Completed

15% attended
virtual meeting

Nearly 70% of all participants prefer virtual meeting format

For similar KDOT Public Meetings, would you prefer:

Answered: 371 Skipped: 162

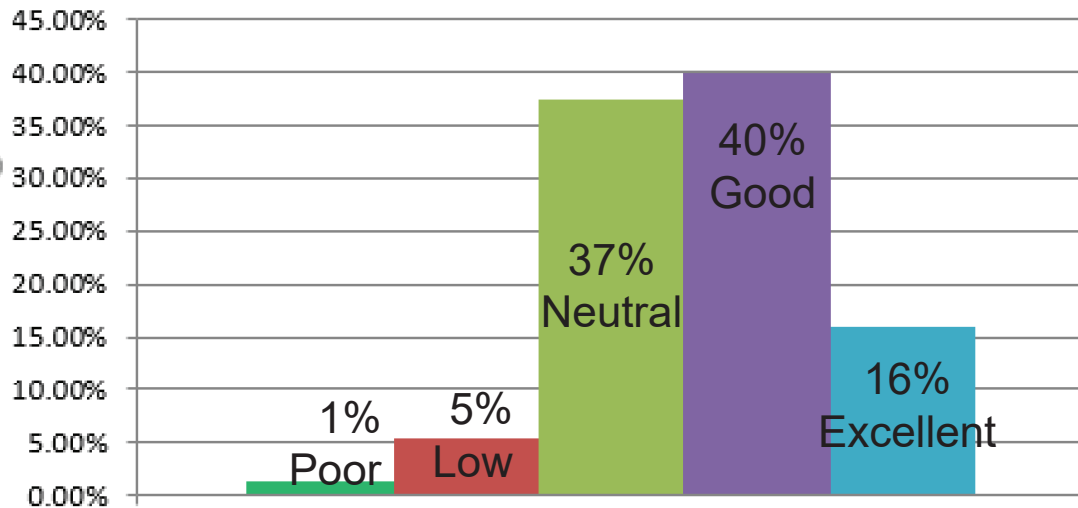


South Lawrence Trafficway

Public feedback on communications

SLT Survey – Summer 2020

Conducted June 22 to July 3, 2020



How was your overall experience with the virtual meeting?

93%
Of those that attended the meeting said they would attend another virtual public meeting

How can we do better to get the word out about the study and get additional feedback?



Next Steps



- Presentation to groups
 - Douglas County Commission
 - City of Lecompton City Council
 - City of Lawrence City Commission
- Public Hearing—fall—November timeframe
- Document review opportunities
 - Website
 - Libraries
 - City offices
- Questions?

Questions?

Thank you!

Supplemental Environmental Impact Statement (SEIS)

Advisory Group Meeting #4 Summary

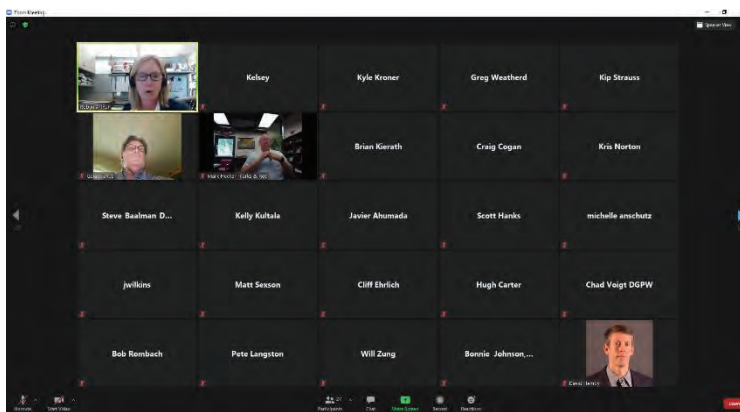
August 13, 2020

KDOT Project # 10-23 KA-3634-01

The Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) hosted the SLT Advisory Group meeting #4 as a virtual meeting using Zoom as the meeting platform. The meeting was held Wednesday, August 12, 2020 from 2-4 pm.

The purpose of the meeting was to share the process for screening and evaluating the Preferred Alternative for the SEIS document. The purpose of the SEIS is to help KDOT evaluate the options for improving the SLT to enhance safety and improve congestion while trying to minimize impact to the environment.

The study team members presented information on the screening criteria and the preferred alternatives as noted in the attached presentation. Advisory Group members provided questions and comments through the Chat function and by participating in the meeting by asking questions. Attached is the PowerPoint presentation. The summary below provides the highlights of the meeting and the questions generated.



Introductions

Brian Kierath, KDOT, welcomed the group and reviewed the agenda. The purpose of the meeting is to discuss the screening process and criteria and share the identified preferred alternatives.

Kyle Kroner, HNTB, reviewed the evaluation process for the Supplemental Environmental Impact Statement and reminded the group of the steps in the process. The evaluation process compares the alternatives on how well they each meet the Purpose and Need criteria developed at the beginning of the study. The evaluations also consider how the alternatives meet engineering criteria and how the natural, social and built environments are affected by the alternatives.

I-70 and K-10

Craig Cogan with HNTB reviewed the three interchange alternatives at I-70 and K-10 that were evaluated. The alternatives evaluated were:

- Alternative 1 (2 interchanges with NO access to Farmer’s Turnpike from SLT)
- Alternative 2 (2 interchanges WITH access to Farmer’s Turnpike from SLT)
- Alternative 3 (single but large interchange)

**Supplemental Environmental Impact Statement (SEIS)
 Advisory Group Meeting #4 Summary
 August 13, 2020
 KDOT Project # 10-23 KA-3634-01**

Alternative 3 was selected as the identified preferred interchange alternative to be carried forward as part of the overall alternative in the SEIS. Main reasons can be summarized as:

- Preferred access pattern of public
- Avoids environmental red flags
- Smallest right-of-way impact
- Best anticipated safety performance



Questions:

Q: Alt 1 – If tolled, would this alt include a toll for SLT Traffic utilizing I-70 to access Farmer’s Turnpike??

A: Yes, that movement on I-70 would be tolled, consistent with tolling structure of I-70

Q: Would the trip from K-10 to Farmer’s Turnpike be a tolled trip in Alternatives 2 or 3?

A: No, those would not be a tolled trip.

Comments: There was strong consensus amongst the group in support for Alternative 3. Members recognized it for its safety, access, and avoiding additional traffic diversion to US 40. Pleased to see Alternative 3 selected. There is a hope that the name of the interchange, known as Lecompton Interchange, will remain.

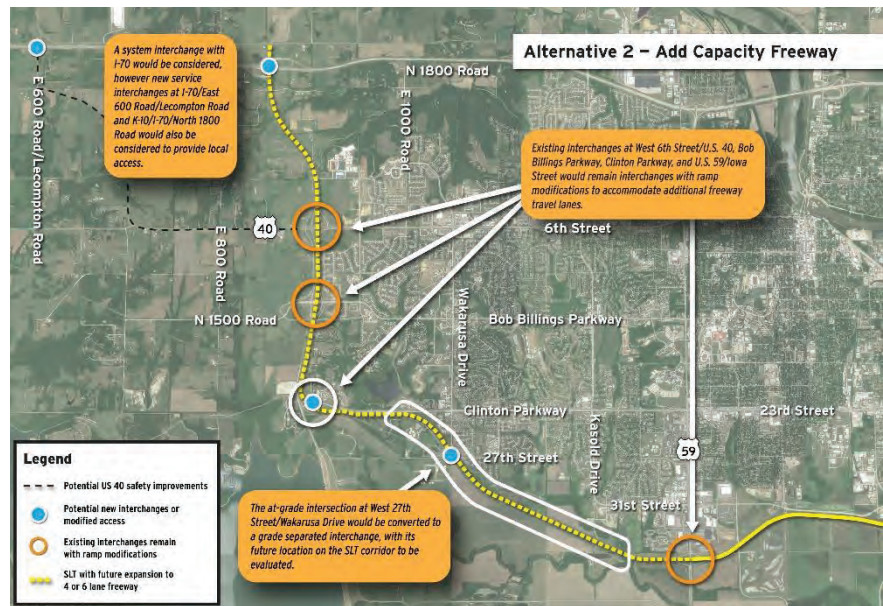
Three Reasonable Alternatives Screening the Corridor

Craig Cogan reviewed the Reasonable Alternatives for the remainder of the SLT West corridor that are currently being evaluated and reminded the group that multimodal and transportation technology can be incorporated into these alternatives. The three Reasonable Alternatives are:

- No Action
- Build Alternative – Add Capacity Freeway
- Build Alternative – Add Capacity Tolle Highway

The Add Capacity Freeway Alternative was selected as the identified preferred alternative. The summary of comparison includes:

- No Action alternative did not meet the Purpose and Need of the project.
- Similar Traffic Operations between both Build Alternatives
- Similar Environmental and R/W Impacts between both Build Alternatives
- Low predicted utilization of Express Toll Lanes
- Public feedback in support of Non-Tolled solution
- Lower cost of Non-Tolled solution.



Questions regarding the identified preferred alternative:

Q: Add Capacity Freeway – On which side of the existing alignment will the new capacity be added?

A: It depends on where you are in the corridor. North of Bob Billings – expansion will be primarily on the west side of the existing alignment. Through the Clinton Pkwy interchange K-10 will be realigned to the inside of the existing curve to address existing alignment deficiencies. South of Clinton Pkwy the expansion is mostly on south/southwest side of the existing alignment.

As part of the discussion on the alignments a review of the add-capacity tolled highway was reviewed and there were several questions around it. Kyle Kroner and Kip Strauss from HNTB presented information on Traffic and Environmental impacts.

Q: For the tolling option presented, would access be provided to move into the general-purpose lane for passing opportunities?

A: Yes, it would be possible to move between the general purpose and express lanes at specified points along the corridor. However, if driving in the express lane users would be charged a toll.

Supplemental Environmental Impact Statement (SEIS)

Advisory Group Meeting #4 Summary

August 13, 2020

KDOT Project # 10-23 KA-3634-01

Q: Will there be different speed limits between the general-purpose Lane and the express toll lane?

A: No, the scenarios analyzed assumed that the speed limit would be the same for each lane.

Q: Earlier discussions indicated that tolling might help the project get to construction earlier. If it's not tolled, what happens to the schedule?

A: The SLT is part of the new IKE Transportation Program and is a priority to get the plans done and into the pipeline for construction. KDOT knows the safety, congestion issues and is committed to looking at options for phasing in the improvements over time, if funding is not available to build all of the improvements of the identified preferred alternative immediately. KDOT is currently investigating methods for phasing the improvements to get to some of the priority areas addressed more quickly.

Q: Express toll lane freeway has more "components" to it. Is the life-cycle cost lower because it takes into account the collected tolls?

A: The tolled highway alternative would require additional infrastructure. The analysis done to project potential revenue generated by the Express Toll Lane indicated that it would likely not be sufficient to offset the additional costs.

Q: What methodology was used to predict the express toll lane utilization?

A: The KDOT 5-County travel demand model was utilized to forecast the tolled traffic alternative. This model takes into account regional and local trips, population and economic forecasts for the area. The analysis predicts that travel demand in the corridor will remain low enough that travel speeds in the general purpose lanes will remain relatively high and subsequently a significant amount of travelers are not expected to elect to use the Express Toll Lane in the near term analysis.

Q: How many years would it take for the tolls to pay off the improvements?

A: The high-level revenue analysis that was performed indicates that the tolls collected in the Express Toll Lane are unlikely to pay off the additional infrastructure costs of the Tollel-Alternative within the life of the infrastructure.

Q: From a Baker Wetlands perspective, we are expecting eventual development of the area south of K-10 and west of E 1350 Rd. Any plans to allow access to the area in anticipation of development? (**Rumors generating around this) – Is there a plan to have significant off ramp with 59?

A: The improvements at K-10 and US-59 were adjusted to account for future development in this area. The adjustments included changing the eastbound interchange ramps to align with a future access road into this area.

Supplemental Environmental Impact Statement (SEIS)

Advisory Group Meeting #4 Summary

August 13, 2020

KDOT Project # 10-23 KA-3634-01

Generally, Advisory Group members thought the non-tolled option made the most sense as the identified preferred alternative and appreciated the information on how the evaluation process worked.

Wakarusa Area Interchange

Brian Kierath discussed the interchange options at Wakarusa. KDOT has been reviewing some additional interchange options for the Wakarusa/27th Street area as a result of comments about the proposed interchange location and concern over out-of-direction travel. KDOT is exploring some alternatives that would move the interchange location closer to the existing intersection location (all options would include a new grade separation of K-10 and Wakarusa). There are several constraints in this area, but we have a few solutions to consider.

The Advisory Group appreciated that KDOT was looking at other alternatives. Several members expressed this.

Q: The access at that location would not be at-grade, correct?

A: Correct, there would be a grade separated interchange with entrance and exit ramps off of K-10 to the local street.

Q: Is K-10 still going over Wakarusa?

A: Yes, it is assumed with any alternative that K-10 will cross over Wakarusa.

Interim Safety

Steve Baalman presented the interim safety plans for the area and discussed the work currently going on in the corridor. He explained the anticipated benefits for travelers in the corridor.

Q: Is 27th street westbound to be a stop sign instead of yield at the reconfigured 27th/Wakarusa intersection?

A: Yes, it will be a stop sign.

Public Input

Robyn Arthur, HNTB, presented results of the late May Virtual Meeting and follow up survey. While participation in the meeting was good, just over 200 participants, results from the survey indicated there are still people who are unaware of the study. Robyn asked the group, "How can we get the word out better in the future?"

- Brian with LMLH indicated he could help share information with its 1800 associates.
- The group agreed that Nextdoor might be an effective platform for reaching individuals who live in the area.

Supplemental Environmental Impact Statement (SEIS)

Advisory Group Meeting #4 Summary

August 13, 2020

KDOT Project # 10-23 KA-3634-01

- It was suggested that use of digital road signs could be expanded and deployed on Clinton Parkway, Iowa Street or 6th Street. (While a good suggestion, KDOT said this typically goes against the signage policy and likely couldn't be approved.)
- The Lawrence Chamber expressed willingness to host a presentation or info session webinar.

Supplemental Environmental Impact Statement (SEIS)
Advisory Group Meeting #4 Summary
August 13, 2020
KDOT Project # 10-23 KA-3634-01

Advisory Group Attendance:

Hugh Carter, Lawrence Chamber of Commerce
David Hamby, BG consultants, Bike/Ped
Bob Rombach, Kanwaka Fire Dept.
Mark Hecker, Parks & Recreation
Will Zung, commuter,
Jimmy Wilkins, City of Lecompton
Pete Langston, Berry Global
Mike Amyx, State Representative
Matt Sexson, Baker Wetlands
Chad Voigt, Douglas County
Scott Hanks, Heritage Baptist Church
Bonnie Johnson – Indian hills neighborhood, KU Professor
Cindy Nau, Resident, Commuter
Brian Bradfield, LMH
Paul Bahnmaier, Lecompton Historical Society

KDOT and HNTB Attendance:

KDOT: Kris Norton, Brian Kierath, Kelly Kultala, Cliff Ehrlich, Steve Baalman, Michelle Anchutz,
FHWA: Javier Ahumada
HNTB: Greg Weatherd, Craig Cogan, Kyle Kroner, Kip Strauss, Robyn Arthur, Kelsey Heavin

Public Meetings



Public Information Open House

Wednesday, November 14, 2018 • 5:00 pm – 7:00 pm

Southwest Middle School, 2511 Inverness Drive, Lawrence, KS 66047



U.S. Department
of Transportation
**Federal Highway
Administration**

**KDOT Project
No. 10-23 KA-3634-01**

Please join the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The purpose of the SEIS is to evaluate options for improving the SLT, including review of concept alternatives, that will enhance safety and improve congestion, while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS process exists to ensure proper identification and minimization of impacts to sensitive environmental features within the project study area. The SEIS is scheduled to be completed in 2021.

At the open house, attendees can learn about the SLT SEIS process and schedule. The first meeting will focus on gathering public input on the purpose and need for the project and understanding what concerns people have with the corridor. Stop by anytime to speak with KDOT, FHWA, and project team staff and provide your input. There will be no formal presentation.

If you have questions or need special assistance at the open house, please contact Kelsey Heavin at 816-527-2468 or info@slt-ks.org.



FOR IMMEDIATE RELEASE

November 1, 2018

News Contact: Laurie Arellano, (785) 296-3956 or Laurie.Arellano@ks.gov
Aaron Frits, P.E., (785) 296-4139 or Aaron.Frits@ks.gov

South Lawrence Trafficway Public Open House Scheduled for November 14

The Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are hosting the first of four public information meetings on Wednesday, November 14. The public is invited to attend the open house style meeting anytime between 5:00 p.m. and 7:00 p.m. at Southwest Middle School, 2511 Inverness Drive, Lawrence, KS 66047.

At the open house, attendees can learn about the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) process and schedule. The first meeting will focus on gathering public input on the purpose and need for the project and understanding what concerns people have with the corridor. KDOT, FHWA, and project team staff will be on hand to answer questions. There will be no formal presentation.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of concept alternatives, that will enhance safety and improve congestion, while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS process exists to ensure proper identification and minimization of impacts to sensitive environmental features within the project study area. The SEIS is scheduled to be completed in 2021.



For more information on the SEIS process or the South Lawrence Trafficway Project, please contact Laurie Arellano, Kansas DOT Public Affairs Director, at 785-296-3956 or Laurie.Arellano@ks.gov. You can also contact members of the project team by emailing: info@slt-ks.org

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This information can be made available in alternative accessible formats upon request. For information about obtaining an alternative format, contact the Bureau of Transportation Information, 700 SW Harrison St., 2nd Fl West, Topeka, KS 66603-3754 or phone 785-296-3585 (Voice)/Hearing Impaired – 711.

Click below to connect to KDOT's Social Networks:





SLT | South Lawrence Trafficway

WELCOME

Tonight's Meeting is an open house. Please visit display boards and talk with Project Team members. There will be no formal presentation.

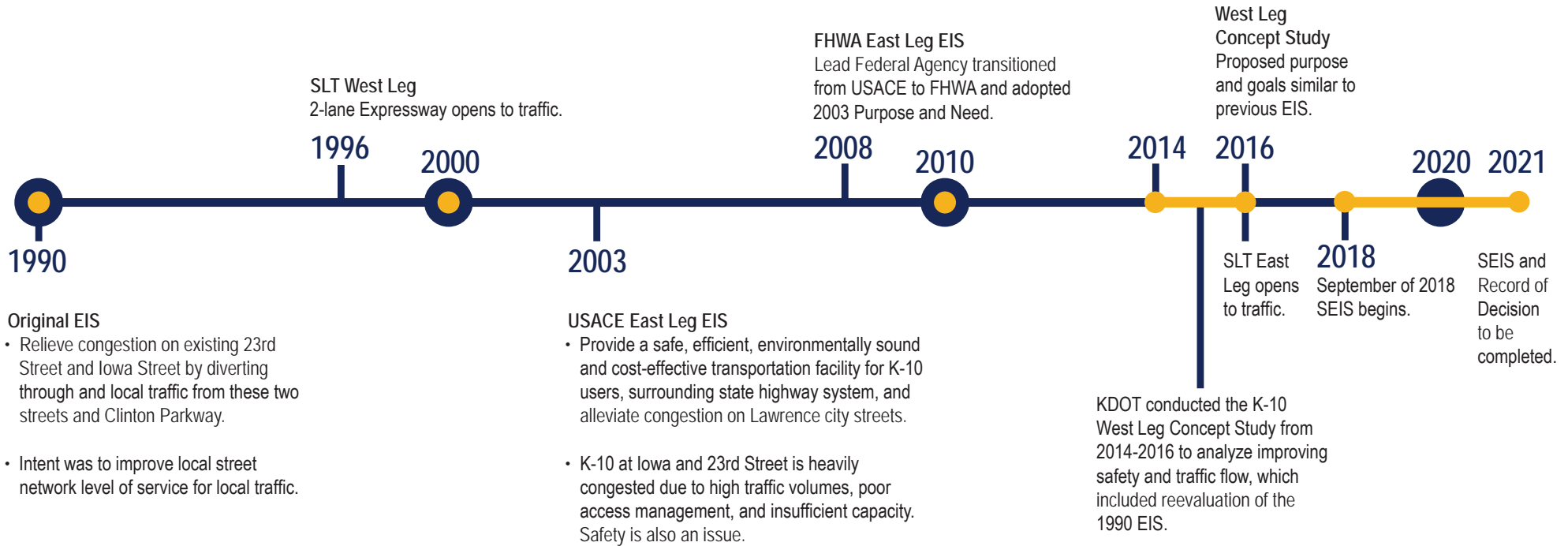


Thank you for attending tonight's meeting. Please sign in using our new electronic Public Involvement Management Application.

Project Summary

South Lawrence Trafficway is a vital corridor for the local community and commuters.

The Project Team recognizes the need to look at alternatives to enhance safety and improve capacity while minimizing impacts to the surrounding environment.



The SLT:

- SEIS includes both West Leg and East Leg of the South Lawrence Trafficway (SLT).
- Study duration is 3 years.
- Currently has no funding for improvements.
- K-10 West Leg Concept Study and 1990 EIS will be used as baseline for the SEIS.
- Discusses and evaluates freeway conversion, access changes and funding options within SEIS.

Study Area



SEIS Approach

What is a Supplemental Environmental Impact Statement?

- An Environmental Impact Statement or EIS is a document required by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and man-made environment.
- A Supplemental Environmental Impact Statement (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

SEIS Process



Why are we reviewing this corridor again?

KDOT conducted the K-10 West Leg Concept Study from 2014-2016, which proposed adding two new lanes between I-70 and US-59 and modifying existing access locations to improve safety and traffic flow. In the spring of 2016, the public raised concerns regarding K-10 access at Farmer's Turnpike that led to the Project Team recommending additional evaluation of the proposed alternatives and the study area through a Supplemental Environmental Impact Statement (SEIS). The SEIS will review the alternatives and evaluate the corridor for impacts, and identify ways to minimize or avoid impacts to sensitive project environmental features within the project area.

Purpose and Need

The purpose of the SLT is to provide the traveling public with an efficient and cost-effective transportation facility for users of K-10 Highway and the connected state highway system. In addition, the purpose and need established in the 1990 EIS will be carried forward for the SEIS, which is to relieve congestion on the local street network within the city of Lawrence.

The proposed project is needed to:

- Reduce congestion and improve the traffic capacity to meet existing and future travel demands,
- Enhance safety to help address high crash locations within the study area,
- Promote a multi-modal transportation system by identifying opportunities to accommodate the needs of other transportation modes, and
- Support local and regional growth by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

What is a Purpose and Need Statement?

In an environmental document, the Purpose and Need Statement is essentially the guiding principles of the project that reflects issues the proposed improvements solve or address.

Is there anything else to include in the Purpose & Need Statement? Tell us!

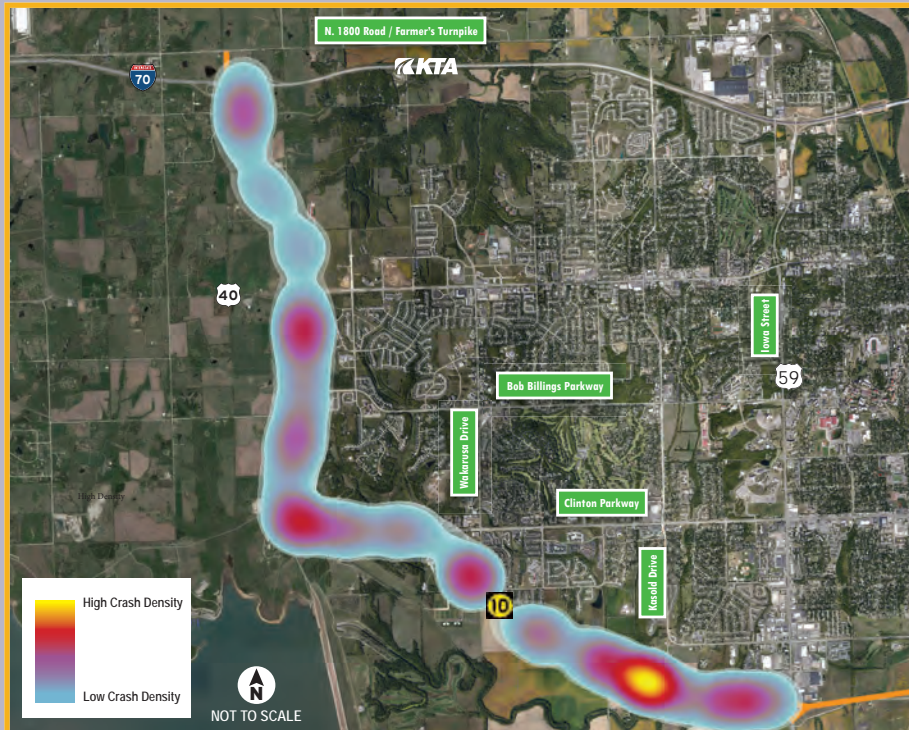
Provide your thoughts on a post-it note

Traffic and Safety

Existing traffic and safety conditions along the SLT West Leg.

Safety

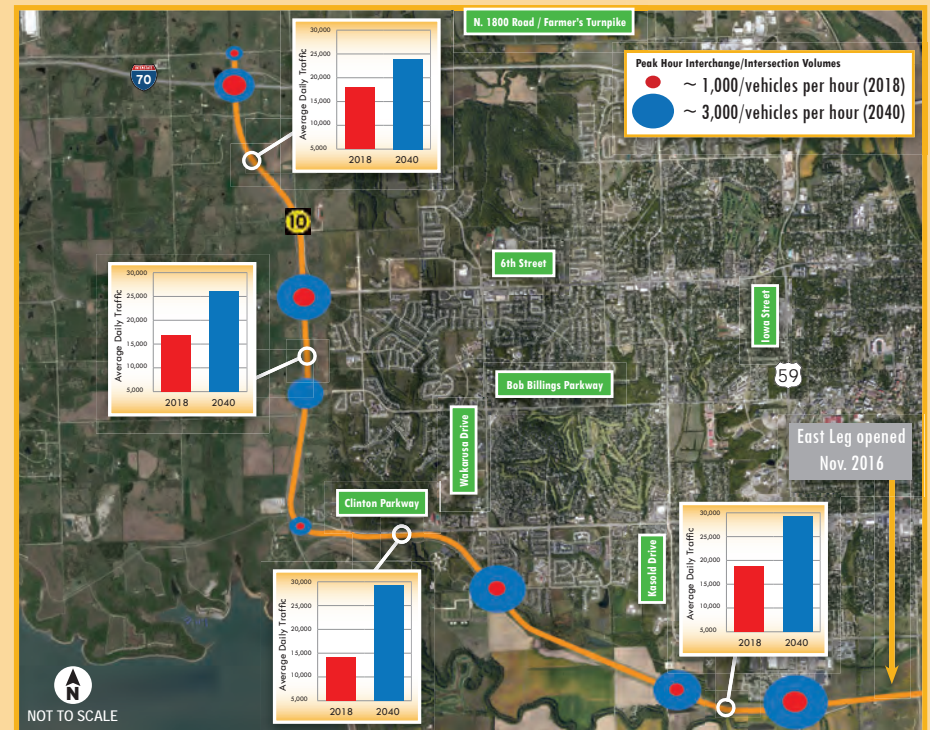
The frequency and severity of crashes are anticipated to increase along the corridor with no improvements to the K-10 West Leg.



- Rear end and angle side impact crashes make up 73% of all crashes on the SLT.
- Fatal crash rates are higher than on other similar Kansas roadways.

Traffic Volumes

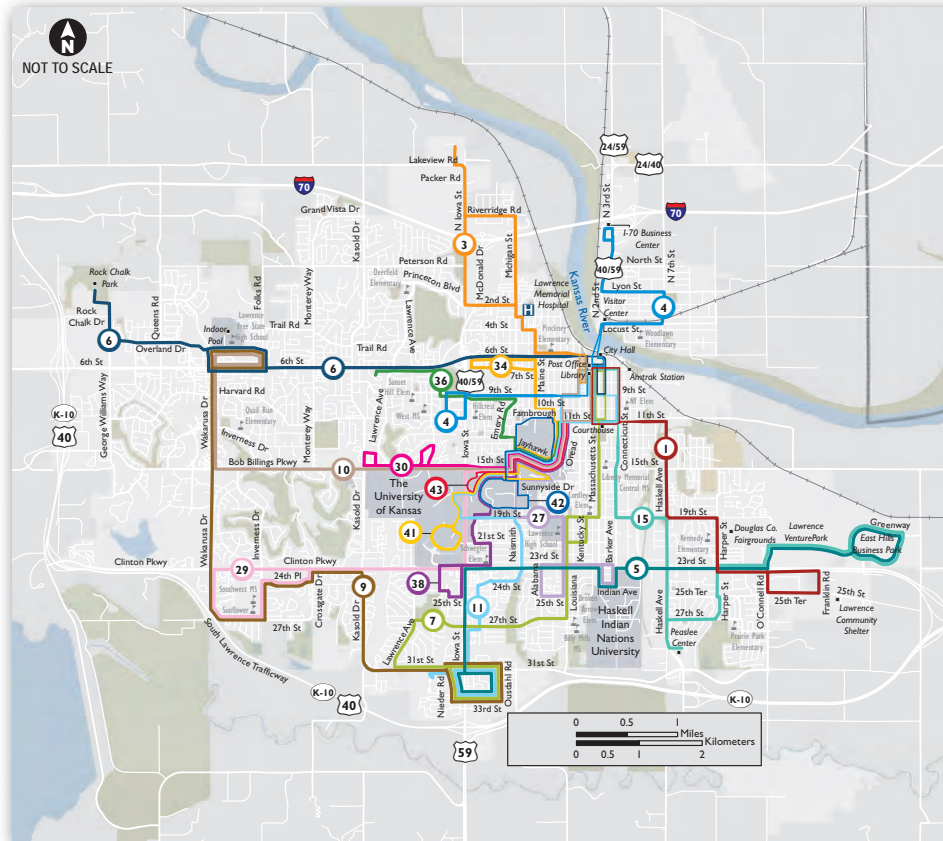
Traffic volumes, travel times, and intersection delay are expected to increase with no improvements to the K-10 West Leg.



The Future "No-Build" Alternative represents the existing SLT East Leg from Iowa Street to K-10/23rd Street as a four-lane freeway and the existing West Leg as a two-lane expressway from I-70 to Iowa Street/ US-59.

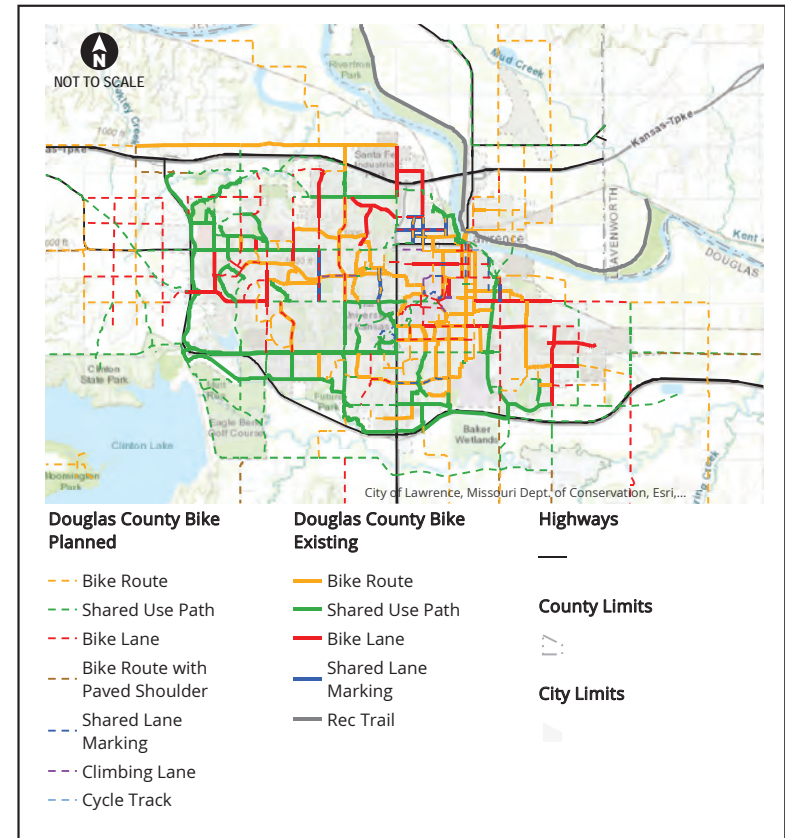
Multi-Modal Considerations

Transit Routes



Source: Lawrence Transit

Bike and Pedestrian Trails

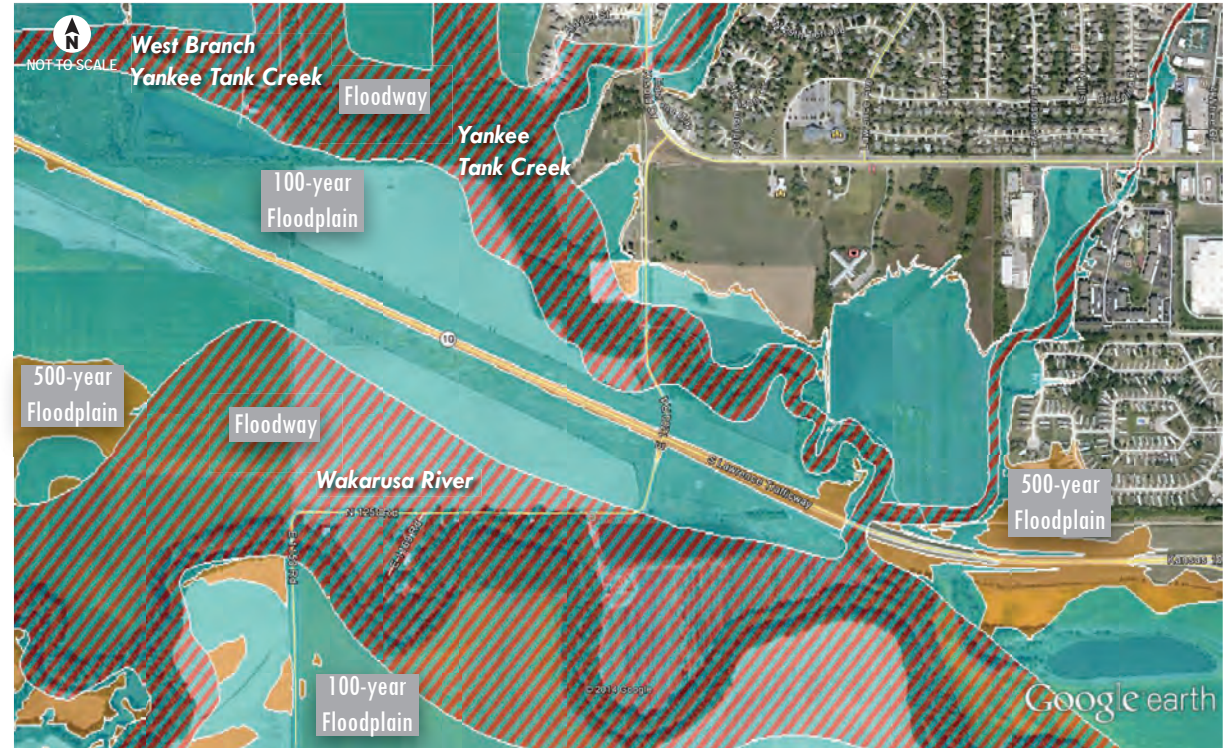
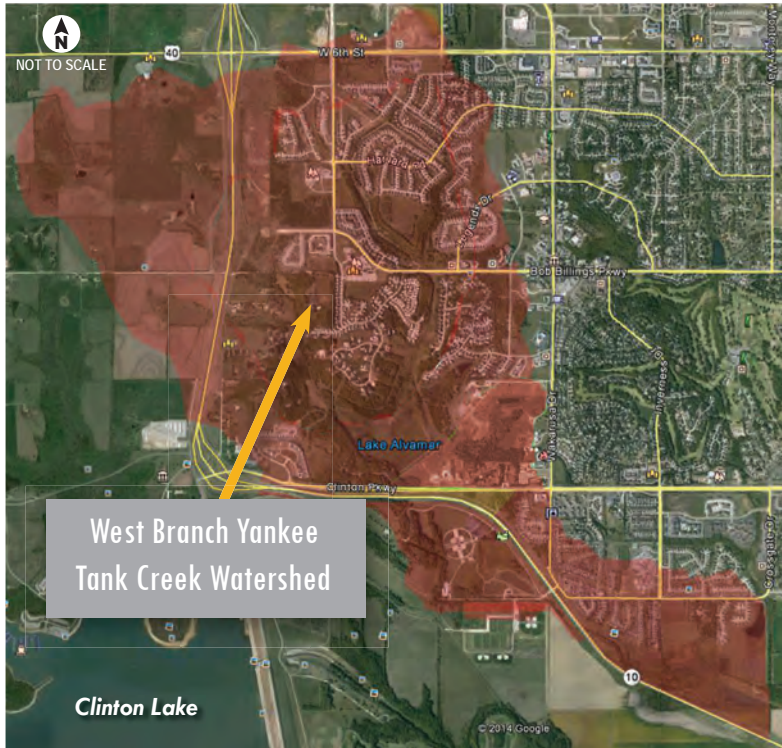


Source: City of Lawrence, Kansas

All multi-modal (pedestrian, bicycle, transit, vehicular, freight) considerations are included as part of this study. The I-70 and SLT corridors are identified in the Kansas Freight Plan as priority corridors for improvement. Together I-70 and the SLT are 2 of 17 critical urban freight corridors identified in the state.

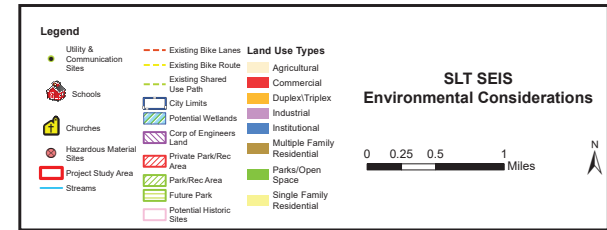
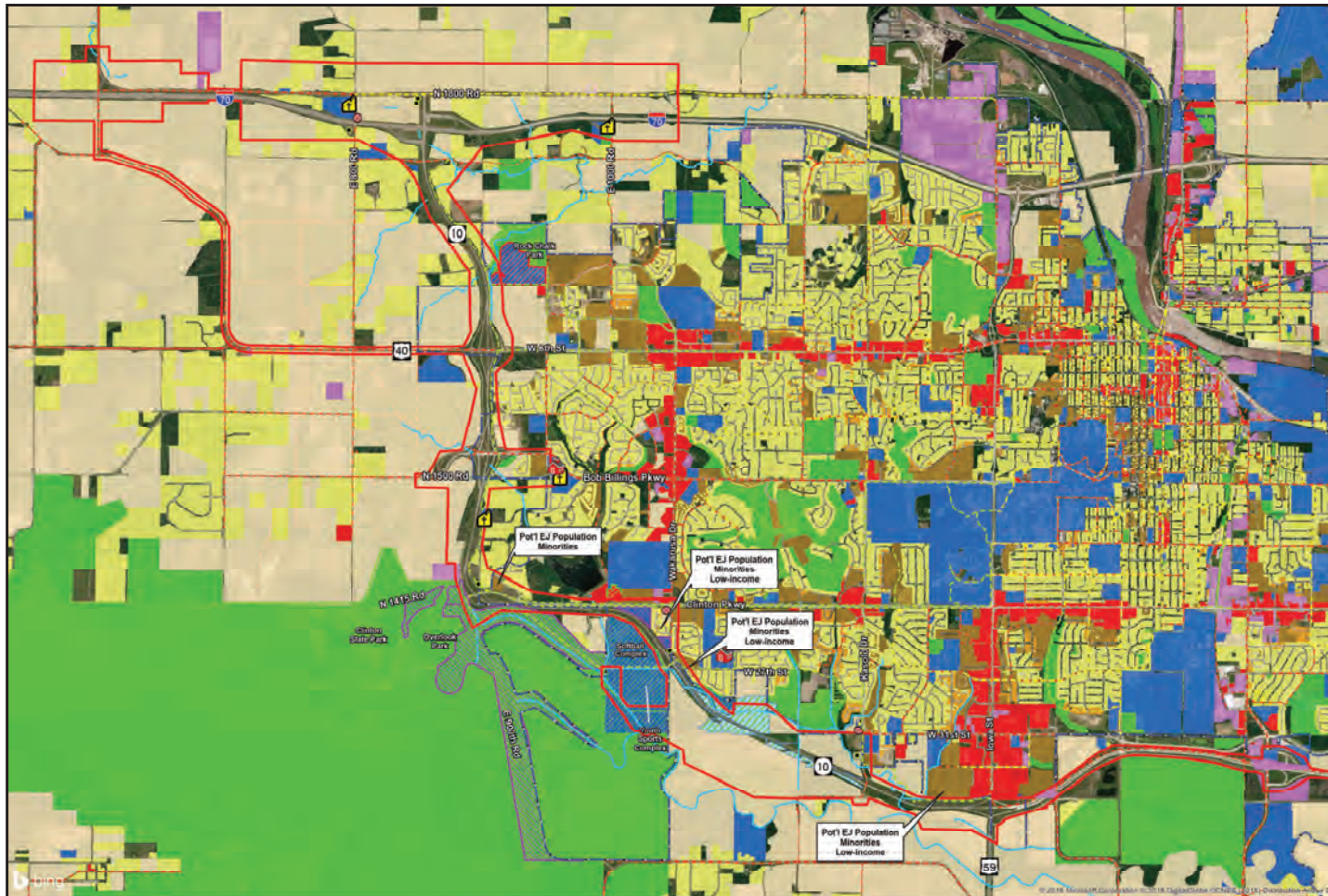
Project Influences: Water Resources

How water flows and drains in this area is important to consider as improvement concepts are developed. Some of the land along K-10 is in the floodway or the floodplain, which has specific implications as to what can be constructed and how water flows.



Environmental Considerations

Impacts to the natural and man-made environment must be reviewed and evaluated in comparison to the original EIS (approved January 1990). KDOT is reviewing:



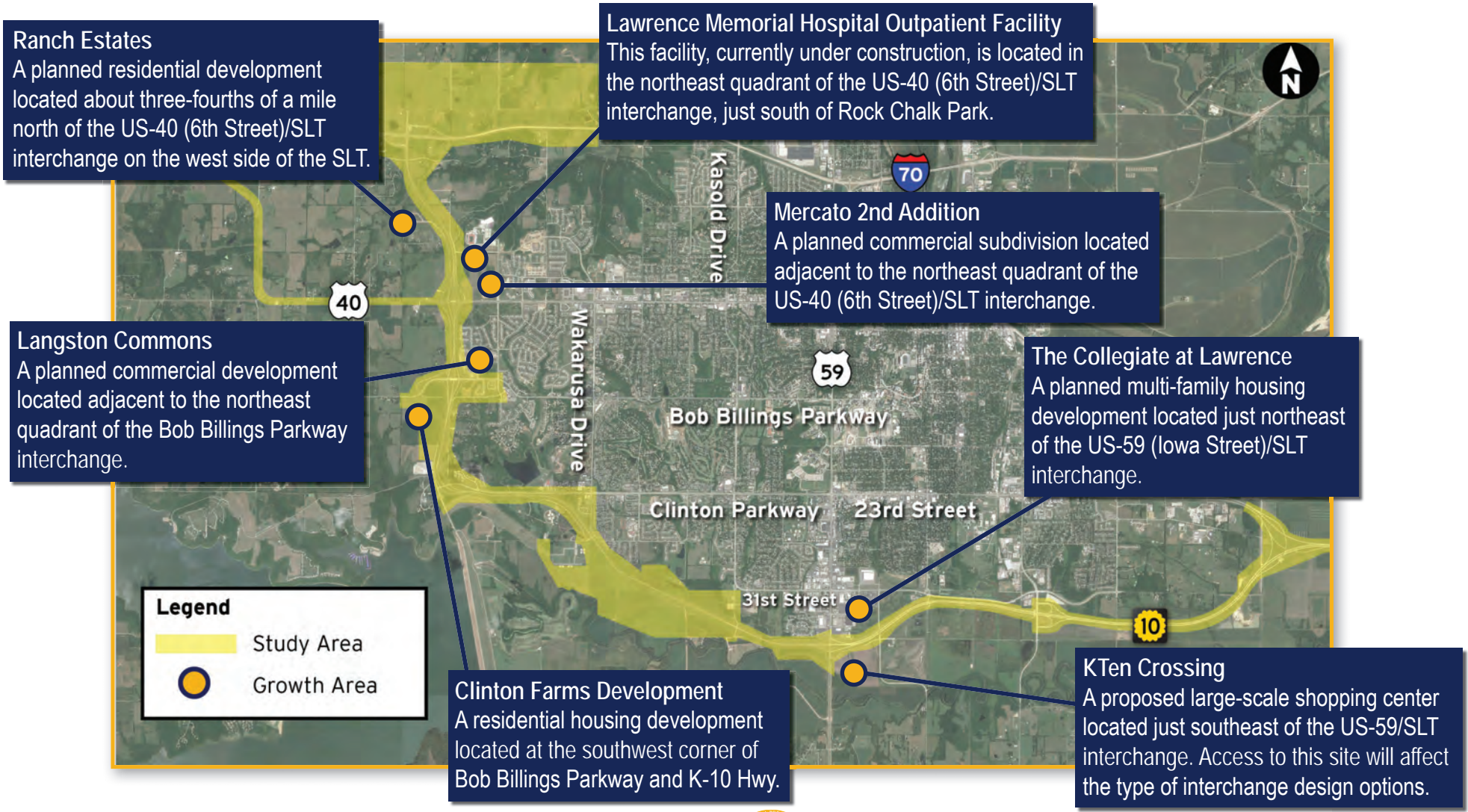
- New residential development in the corridor
- Future land use plans (SLT compatibility)
- Environmental Justice* (EJ) populations (includes minority and low income)
- Noise sensitive receptors
- Potential historic sites (National Register of Historic Places-eligible)
- Parks & recreation areas - potential Section 4(f)**
- Archaeological investigation
- Threatened and endangered species
- Wetlands and water resources

* Environmental Justice is the fair treatment and meaningful involvement of all people regardless of ethnicity, income or education level. For this project, that means no group will be disproportionately impacted by transportation decisions.

** Section 4(f) is a NEPA designation and means any impacts have to be avoided, minimized or mitigated.

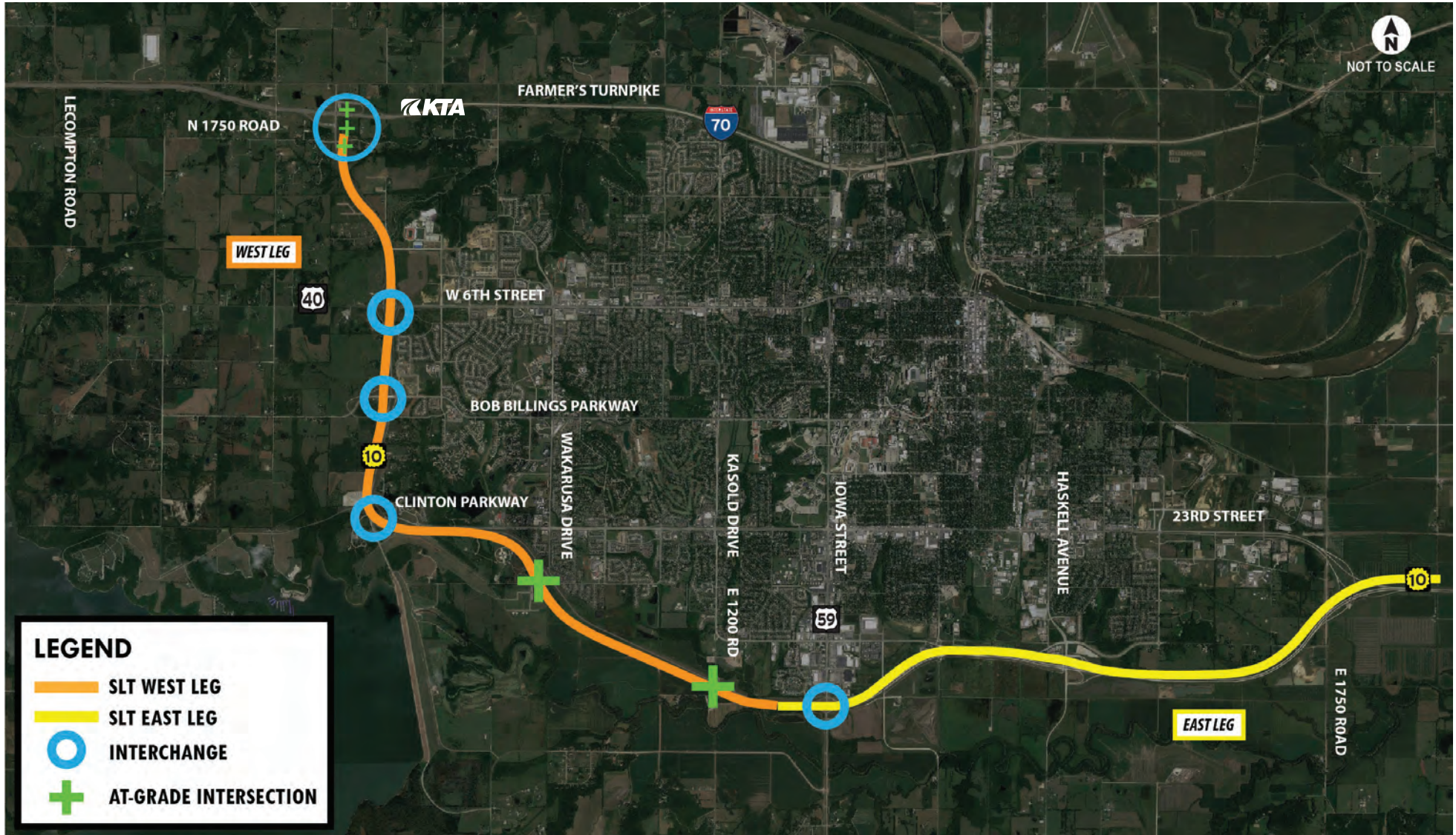
Local & Regional Growth Considerations

All City, County and Metropolitan Planning Organization (MPO) plans will be reviewed as alternatives are evaluated. This map shows some of the plans currently approved or being discussed that will influence growth and travel along the SLT.



Map of the Existing Corridor

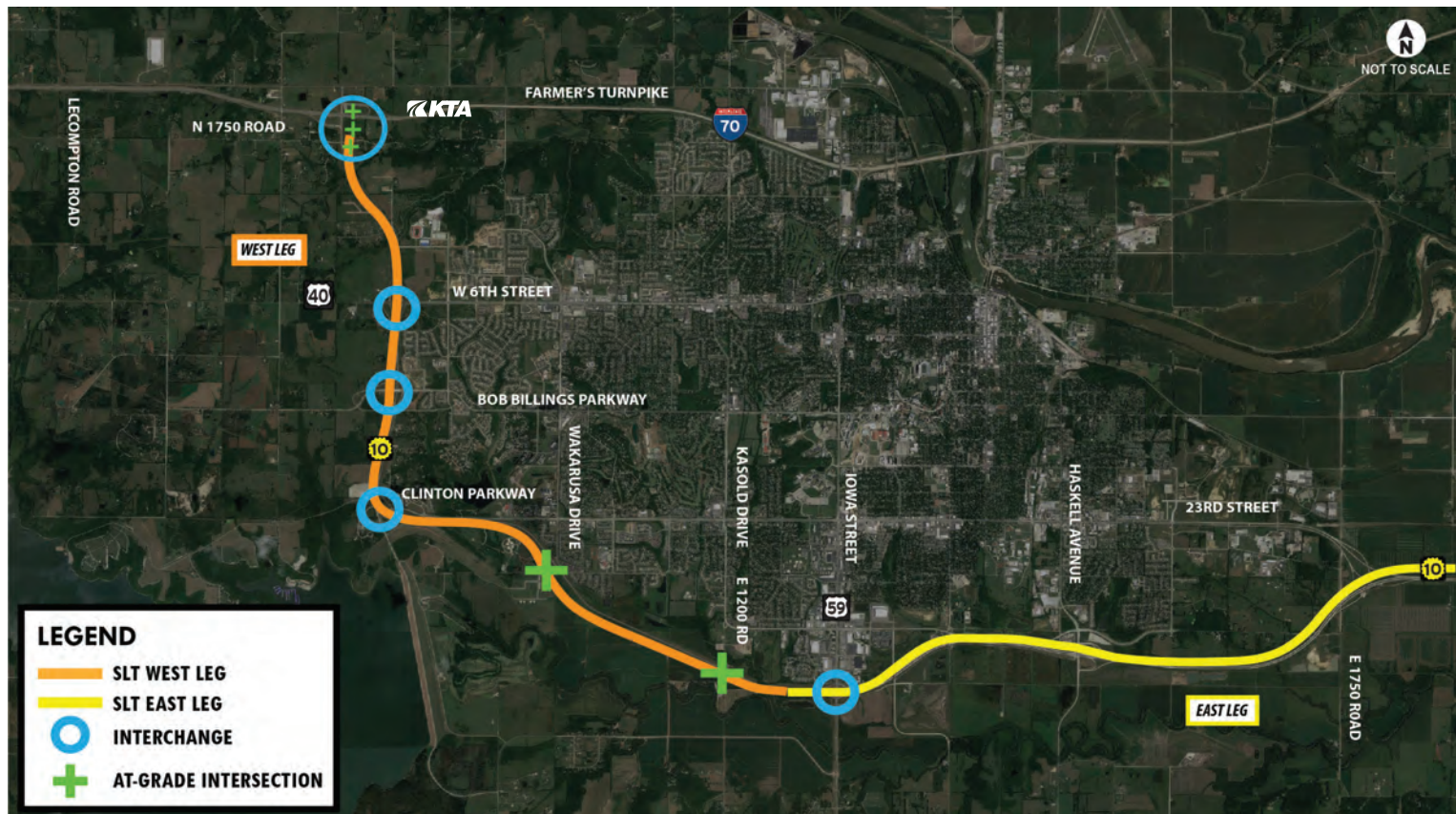
All interchanges and intersections identified have the potential for minor or major modifications.



Input

Please take a set of dots and place a dot on the map next to where you see as the areas you are most concerned:

- Congestion - where is congestion the worst for you? Place a **red** dot there.
- Safety - where are you most concerned about safety? Place a **yellow** dot there.
- Multi-modal - where are the opportunities or concerns for multi-modal accommodations? Place a **blue** dot there.
- Growth - where do you see the most potential for growth? Place a **green** dot there.
- Other - where do you see other areas of concern? Place a **purple** dot there.



Public Engagement

	2018		2019				2020				2021			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Create Stakeholder Engagement Plan	🕒													
KDOT & FHWA Review Meeting of Stakeholder Engagement plan	🕒													
Stakeholder Coordination														
Advisory Group		▲	▲				▲		▲					
Elected Official Coordination		■	■				■		■					
Stakeholder Meetings							<i>As needed and requested</i>							
Focus Groups			▲											
Public Coordination														
Public Meetings		▲	▲						▲					
Community Presentations							<i>As needed and requested</i>							
Audio/Web Meeting*									●					
Kiosks or Community Displays at Community Events*			●						●					
Surveys														
Develop Materials/Collateral/Web														
Project Website Launch		🕒												
Informational Fliers Distributed*	●		●				●					●		
Compile Final Public Engagement Report/Log							<i>Ongoing throughout project</i>						★	

Legend

- 🕒 Initial Start-up Activity
- Event / Activity
- ▲ Meeting
- Presentation

*Dates for these activities are subject to change.

The Public Involvement Plan outlines goals and activities:

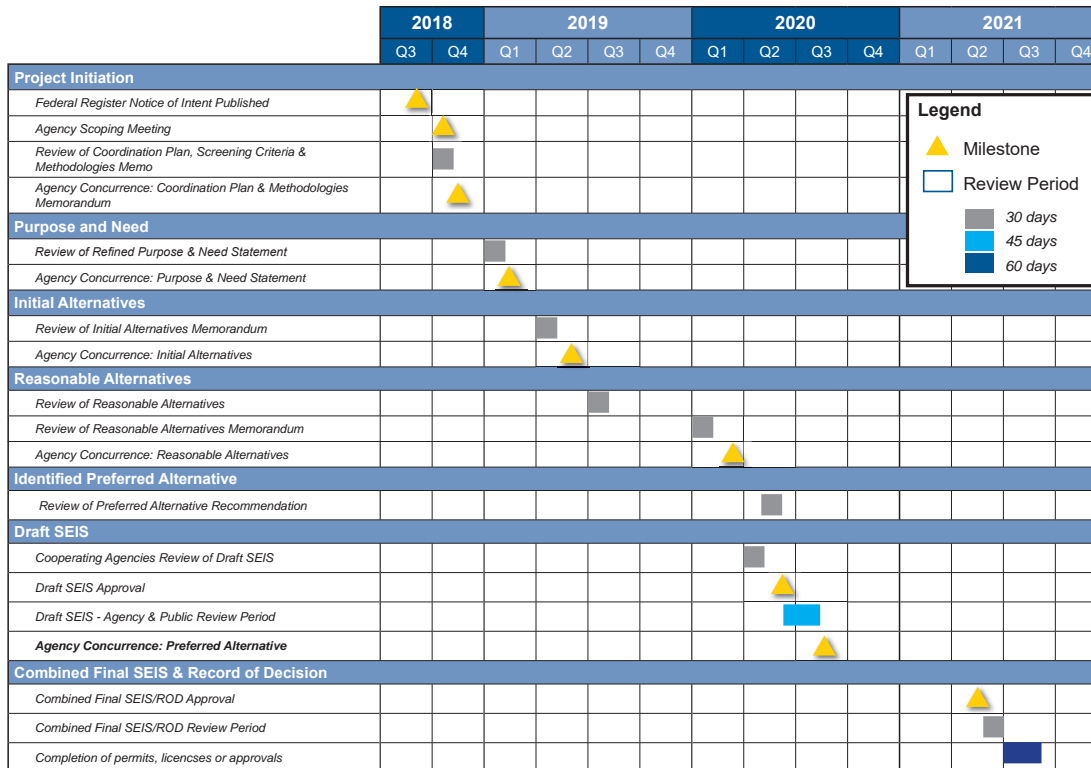
- Engage project stakeholders and the public in the SEIS process.
- Enhance the visibility and online presence of the SLT project.
- Gather input on transportation needs in the community.

Activities:

- Advisory Group
- Elected Official Coordination
- Stakeholder Meetings
- Public Meetings
- Focus Groups
- Community Presentations
- Audio/Web Meeting
- Drop-In Centers
- Survey
- Informational Fliers
- Project Website

Schedule and Next Steps

South Lawrence Trafficway SEIS Coordination Schedule



Activities:

- Public Meetings
- Presentations to civic and community groups
- Presentations to elected officials
- Website:

www.SLT-KS.org

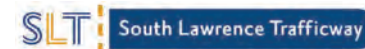
Project Contacts:

Laurie Arellano
 KDOT Public Affairs Director
 Laurie.Arellano@ks.gov
 (785) 296-3956

Aaron Frits, P.E.
 KDOT Project Manager
 Aaron.Frits@ks.gov
 (785) 296-4139

Javier Ahumada, CPM
 FHWA Environmental Coordinator
 javier.ahumada@dot.gov
 (785) 273-2649

To request a presentation or to provide project comments, please email info@slt-ks.org



Alternatives Evaluation Process

Project Initiation

- Use 2016 K-10 West Leg Concept Study as a baseline for Alternatives Development
- Gather feedback on Project Purpose and Need from Advisory Group, Cooperating and Participating Agencies, Elected Officials, Stakeholders and the Public
- Collect long range transportation plans, local area plans, previous studies, etc.
- Hold Public Information Meeting

Develop Initial Alternatives

Initial Alternatives

- Range of Initial Alternatives considered are:
 - No Action
 - Improve Existing Roadway
 - Transportation System Management/ Transportation Demand Management
 - Multi-modal
 - Build Alternatives
- Screen against Project Purpose and Need and **fatal flaws**
 - Do the Alternatives meet the Purpose and Need for the Project?
 - Do the Alternatives **avoid significant** impacts to the study area?

Identify Reasonable Alternatives

Reasonable Alternatives Process

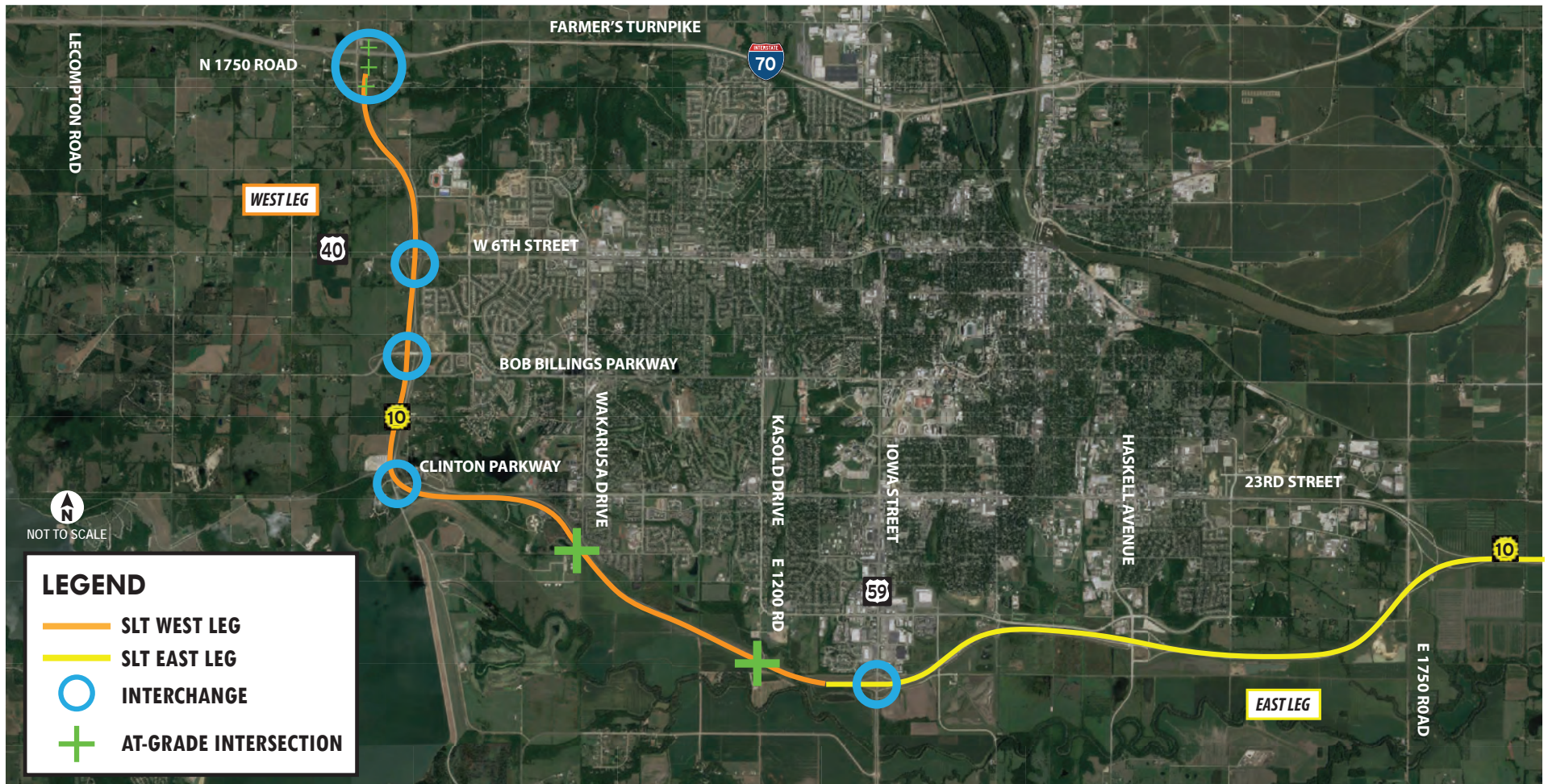
- Evaluate social, economic and environmental impacts of the Reasonable Alternatives
- Evaluate access and funding options for the Reasonable Alternatives
- Hold Public Meeting and Audio/Web Meeting

Identify Preferred Alternative

Preferred Alternative

- Share how Preferred Alternative best meets the Purpose and Need and what its impacts are for the project
- Share with the public and resource agencies.
 - Have we missed anything?
 - What do you think of the proposed solution?
- Draft SEIS available for review

Final SEIS and Record of Decision



Please take a set of dots and place a dot on the map next to where you see as the areas you are most concerned:

- Congestion - where is congestion the worst for you? Place a **red** dot there.
- Safety - where are you most concerned about safety? Place a **yellow** dot there.
- Multi-modal - where are the opportunities or concerns for multi-modal accommodations? Place a **blue** dot there.

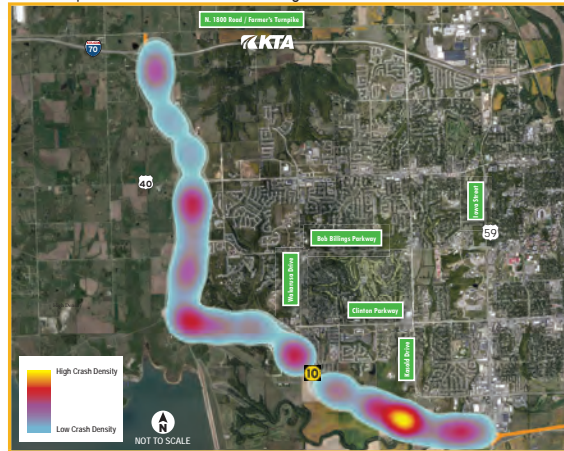
- Growth - where do you see the most potential for growth? Place a **green** dot there.
- Other - where do you see other areas of concern? Place a **purple** dot there.

Traffic and Safety

Existing traffic and safety conditions along the SLT West Leg.

Safety

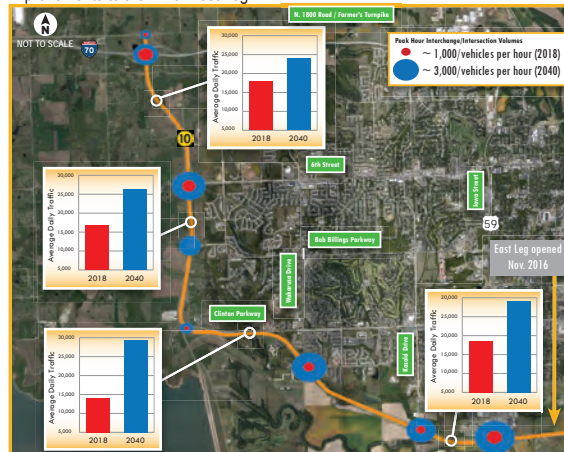
The frequency and severity of crashes are anticipated to increase along the corridor with no improvements to the K-10 West Leg.



- Rear end and angle side impact crashes make up 73% of all crashes on the SLT.
- Fatal crash rates are higher than on other similar Kansas highways.

Traffic

Traffic volumes, travel times, and intersection delay are expected to increase with no improvements to the K-10 West Leg.



The Future "No Action" Alternative represents the existing SLT East Leg from Iowa Street to K-10/23rd Street as a four lane freeway and the existing West Leg as a two-lane expressway from I-70 to Iowa Street/ US-59.



All multi-modal (pedestrian, bicycle, transit, vehicular, freight) considerations are included as part of this study. The I-70 and SLT corridors are identified in the Kansas Freight Plan as priority corridors for improvement. Together I-70 and the SLT are 2 of 17 critical urban freight corridors identified in the state.

Project Contacts

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To request a presentation or to provide project comments, please email

info@slt-ks.org

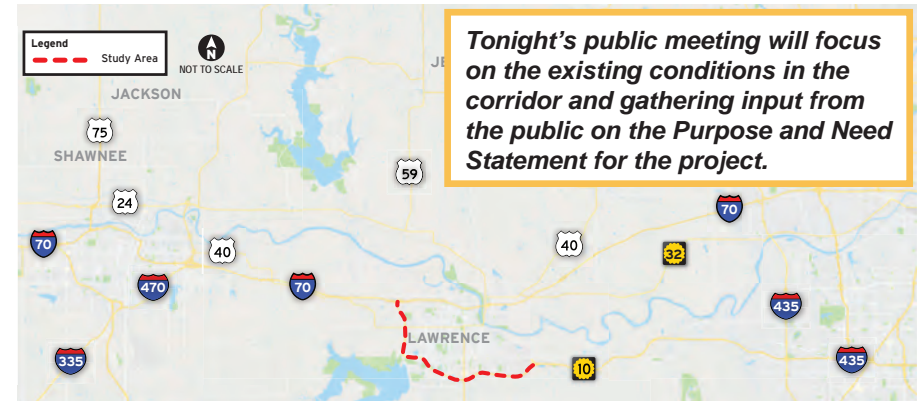
To learn more about the SEIS and its progress, please visit

www.slt-ks.org



SLT South Lawrence Trafficway

NOVEMBER 2018



Tonight's public meeting will focus on the existing conditions in the corridor and gathering input from the public on the Purpose and Need Statement for the project.

Overview

The South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) has been initiated by the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) to evaluate the benefits and impacts of needed improvements for the SLT.

KDOT conducted the K-10 West Leg Concept Study from 2014-2016 which investigate the current and future needs and functions in the K-10/SLT West Section. This study considered alternatives for the future widening and upgrade of the corridor, which modified the current two-lane expressway design to a four-lane freeway design with limited access, grade separated interchanges in place of existing at-grade intersections. The concept

The Purpose and Need

The purpose of the SLT is to provide the traveling public with an efficient and cost-effective transportation facility for users of K-10 Highway and the connected state highway system. In addition, the purpose and need established in the 1990 EIS will be carried forward for the SEIS, which is to relieve congestion on the local street network within the City of Lawrence.

The proposed project is needed to:

- Reduce congestion and improve the traffic capacity to meet existing and future travel demands,
- Enhance safety to help address high crash locations within the study area,
- Promote a multi-modal transportation system by identifying opportunities to accommodate the needs of other transportation modes, and
- Support local and regional growth by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

study will be used as a reference document during the preparation of the SEIS.

The SEIS will further review the concept alternatives and evaluate the entire corridor for impacts and identify ways to minimize or avoid impacts to sensitive environmental features within the project study area. The SEIS will take about three years and will be completed in 2021.

What is a Purpose and Need Statement?

In an environmental document, the Purpose and Need Statement is essentially the guiding principles of the project that reflects issues the proposed improvements solve or address.

KDOT # 10-23 KA-3634-01

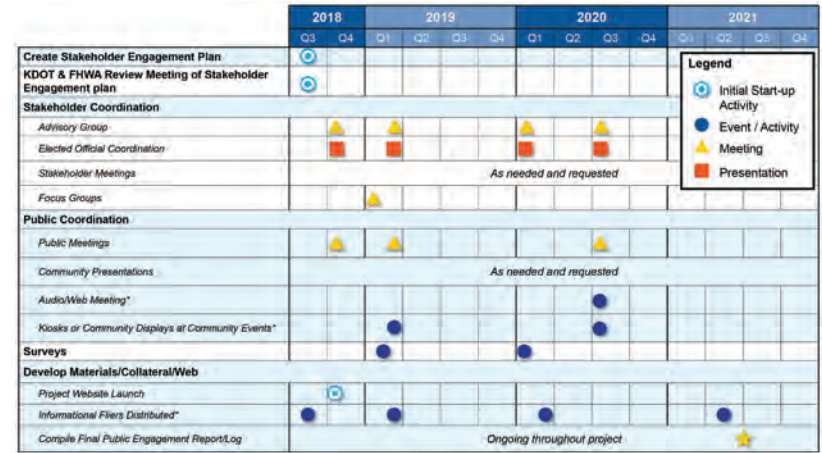
The Study Area

All City, County and Metropolitan Planning Organization (MPO) plans will be reviewed as alternatives are evaluated. This map shows some of the plans currently approved or under discussion that will influence growth and travel along the SLT.



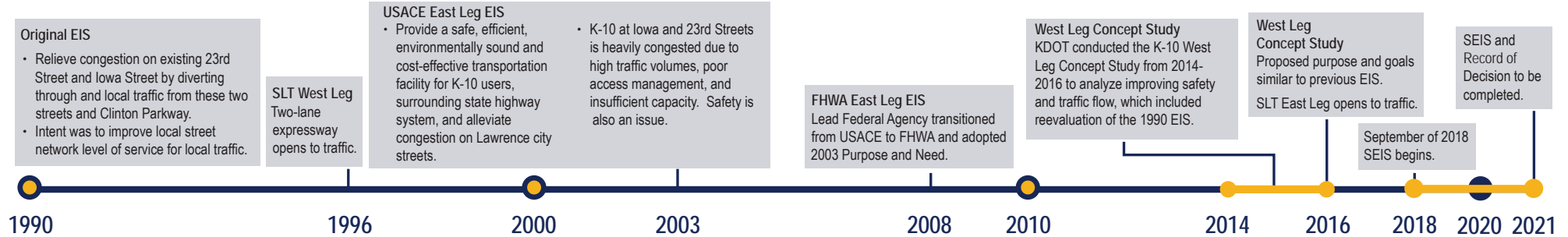
Public Engagement Activities

As part of the SEIS, there are several opportunities for the public to learn about the project and provide input. Some of those activities include:



- Community Presentations—are available by request to learn more about the project.
- Public Meetings—three public information meetings will be held.
- Elected Officials Presentations/Coordination—presentations of the project status will occur at key milestones for public officials at a regularly scheduled meeting or other mutually agreed upon time.
- Drop-in Center/Kiosks—informational displays will be set up at community events or gathering spaces to share information about the project status.
- Online Surveys—two surveys will be developed and sent out electronically and placed on the project website to gather information from the public.
- Project Website—has been established to provide information and allow people to review project documents and provide comments.
- Advisory Group—An advisory group has been established to represent a broad range of community interests to help understand community concerns and assist the project team disseminate information.
- Stakeholder Meetings—individual or small group meeting where members of the project team are available to answer specific questions.
- Audio/Web Meeting— an online town hall to allow for broader participation from regional commuters or those who find it difficult to attend a public meeting. The time frame for this meeting will be determined.

How did we get here? A little project history:



**Supplemental Environmental Impact Statement (SEIS)
Public Information Open House Meeting Summary
November 2018**

KDOT Project # 10-23 KA-3634-01

Meeting Overview

The Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) held a Public Information Open House for the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) on Wednesday, November 14, 2018, from 5:00 p.m. to 7:00 p.m. at Southwest Middle School, 2511 Inverness Drive, Lawrence, Kansas. The purpose of the open house was to have a dialogue with participants about the purpose and need of the SLT SEIS project. The purpose of the SEIS is to help KDOT evaluate the options for improving the SLT to enhance safety and improve congestion while trying to minimize impact to the environment.

Display boards were located around the room providing information about the project study area, goals and objectives. Citizens were able to ask questions and provide input to project staff who were stationed at each display. The format was open house style with no formal presentation.

Two hundred and forty-seven people signed in at the event using the Public Information Management Application (PIMA). Thirty-six individuals submitted comments through the PIMA application the night of the meeting and an additional 37 comments were received via email or online submission (submitted as of December 5, 2018). The public also had opportunities to provide input about the project area in two other ways. The first was through a dot exercise that asked each citizen to place color-coded dots on a map of the corridor that were most concerning to them. The other activity asked citizens to write down their thoughts about the purpose and need elements presented or about project concerns on a sticky note and place it on a blank poster. The summary below captures common themes or concerns noted by the public for both activities and in the submitted comments:

- **Safety.** Safety is a major concern throughout the corridor. The specific locations most respondents are concerned about include K-10 at Wakarusa, K-10 at Farmer's Turnpike and K-10 at E 1200 Road.
- **Traffic and congestion.** Many of the public participants identified K-10 at Wakarusa/27th Street as the location where traffic congestion is the worst along the corridor.
- **Access at Farmer's Turnpike.** Several meeting participants are opposed to closing access at the current location for Farmer's Turnpike. There is also concern about changing or relocating access to Farmer's Turnpike.
- **Tolling.** A significant number of participants submitted comments opposing tolling as a funding option for K-10.
- **Overall support for project.** Most meeting participants agreed that improvements to the SLT are needed.

As the project team discussed safety and congestion with meeting participants, it was clear that those two issues are closely related for most people. There is a perception that travel conditions on the SLT are unsafe due to congestion and increased traffic.

**Supplemental Environmental Impact Statement (SEIS)
Public Information Open House Meeting Summary
November 2018**
KDOT Project # 10-23 KA-3634-01

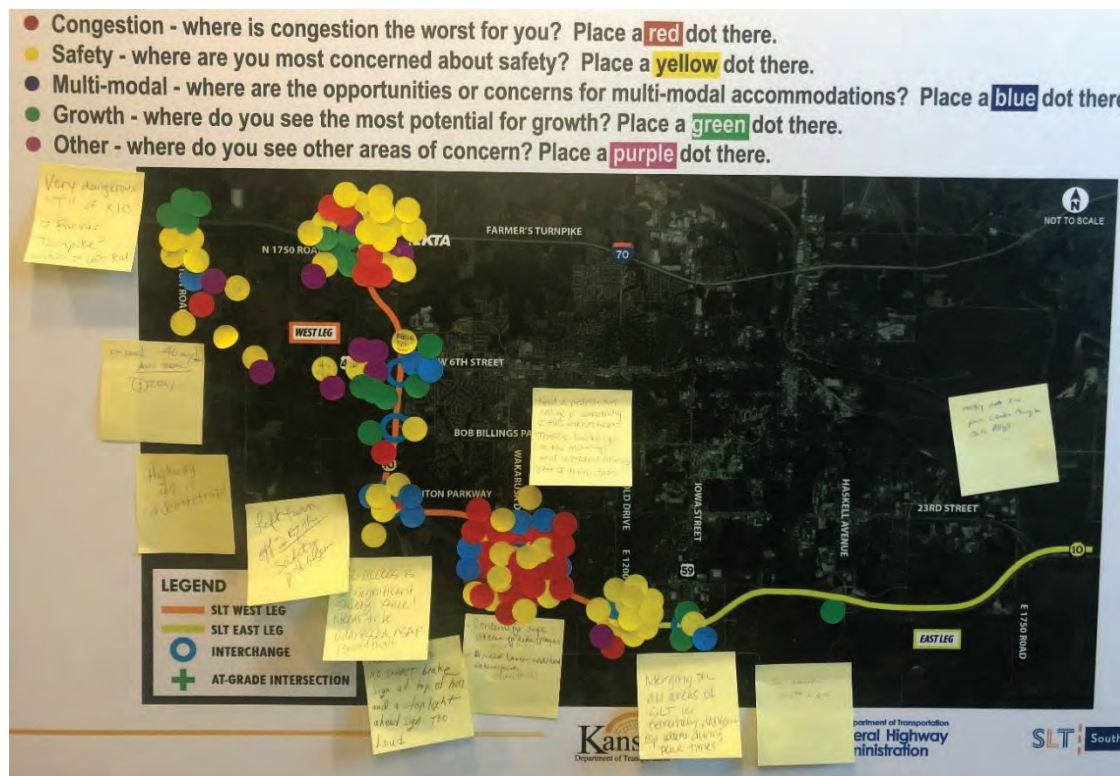
Public Input at Open House

Understanding what concerns meeting participants have, which includes specific locations along the corridor, will help the project team refine the Purpose and Need Statement for the project. Below are summaries from the two exercises that the meeting attendees participated in at the open house.

Dot Exercise

Meeting participants were encouraged to place dots on either the “Input” board or the roll plots with maps of the corridor. Participants were given five colored dots which corresponded to the main elements of the Purpose and Need Statement (red for congestion, yellow for safety, blue for multi-modal, green for growth and development and purple for other.) They were asked to place the dots at locations along the corridor where they have the most concern regarding congestion, safety, multi-modal opportunities, growth potential and any other areas of concern. If participants placed a purple dot, they were asked to also write a comment on a sticky note for context.

The dot exercise is not a vote, but a way to get a sense of how participants feel about the corridor and the issues/areas that are important to them.



**Supplemental Environmental Impact Statement (SEIS)
Public Information Open House Meeting Summary
November 2018**
KDOT Project # 10-23 KA-3634-01

While there are concerns throughout the corridor as noted by the photo of one of the input boards, the area with the most concerns in all categories is the Wakarusa/27th Street/K-10 intersection. Below is a general summary of the results from the exercise.

Dots by Category

Red Dots - Congestion

The participants placed red dots where they feel congestion is the worst. Most red dots are placed at the Wakarusa/27th Street/K-10 intersection. They are also found at the north end of the corridor at the N 1800 Rd/Farmer's Turnpike/I-70/K-10 intersection. Individual dots are at the following locations: E 1200 Road/K-10 intersection, just south of Bob Billings and K-10 and near E. 600 Road/ Lecompton Road.

Yellow Dots - Safety

Yellow dots represent where safety is the top concern to individuals. Safety appears to be an issue throughout the corridor as represented by the dots. While there are dots throughout the entire study area, the biggest areas of concern include the N 1800 Rd/Farmer's Turnpike/I-70 at K-10, E 1200 Road at K-10 and Wakarusa/27th Street at K-10. The other areas include Clinton Parkway at K-10, E 600 Road/Lecompton Road and US 40.

Blue Dots – Multi-modal

Blue dots identify where participants see opportunities, or a need for multi-modal accommodations, which include pedestrian and bicycle access. The interchange with the most blue dots is at Wakarusa/27th Street and K-10, followed by Clinton Parkway. Participants noted the need for safe connections to the trail system and for the Youth Sports Complex access. Blue dots are also found at the Iowa, E 1200 Road, West 6th Street and E 600 Road/Lecompton Road.

Green Dots- Growth

The green dots are placed in areas where meeting participants feel that there is potential for growth. The intersection of West 6th Street and K-10 is the area with the most green dots and is followed by N 1800 Road/Farmer's Turnpike at K-10. Another area identified is just north of E 600 Road/Lecompton Road. A couple of dots were placed at Iowa Street and K-10 and at Haskell and K-10.

Purple Dots - Other

The purple dots represent other concerns, not captured by the four previous categories. A group of purple dots are placed to the west of K-10 at US 40 Highway. This may be due to the concern about semi-truck traffic using Highway 40 as a bypass, as suggested by comments. There are also purple dots placed throughout the corridor. An additional item that is mentioned in comments is the concern about noise at different areas throughout the project area.

**Supplemental Environmental Impact Statement (SEIS)
Public Information Open House Meeting Summary
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KDOT Project # 10-23 KA-3634-01**

Dots by Location

E 600 Road/Lecompton Road

The dots placed along Lecompton Road are to the north and south of I-70 and go as far south as 6th Street and are also to the east of Lecompton Road. The most dots in this general area are concerns about safety. There is also a cluster north of I-70 that see the potential for growth. A couple of individuals experience congestion in the area, a few see opportunities for multi-modal accommodations and there are a couple of “other”/purple dots.

Farmer’s Turnpike and K-10

Safety is the main concern in this area, followed by congestion. This location follows Wakarusa as the location with the most dots. A few individuals see this as an area for potential growth and there are also a few purple/“other” dots. This may be due to the concern of closing access or tolling this location, which many people are against.

West 6th Street and K-10

There are several dots in this area and many of the dots were placed on the west side of K-10. People placed several green dots in the area and see growth potential. A few individuals also placed blue, yellow and purple dots surrounding the intersection.

Bob Billings Parkway and K-10

This intersection has the least number of dots placed in the area. There are some that placed green dots and see potential for growth, particularly to the west of K-10. There are also a couple of individuals concerned about safety and congestion in the area.

Clinton Parkway and K-10

Clinton Parkway and K-10 had fewer dots. The only dots placed at this intersection were yellow and blue. There are some safety concerns but some people feel that this area has opportunities to improve multi-modal accommodations with safer access to trails and bikeways.

Wakarusa/27th Street and K-10

This intersection has the most dots by far, with a majority of the dots being yellow and red. There is a very large concern by the participants at the meeting of the safety and congestion in this area. Several individuals also see this area as a place to improve multi-modal accommodations, and a few placed green and purple dots. Of the four maps to participate in the dot exercise, this intersection has the most dots on all four maps.

Kasold Drive and K-10

Safety is a concern at Kasold Drive and K-10. This area has a handful of blue, green and purple dots with the majority of the dots at this intersection being yellow. *(Subsequent to the meeting, KDOT announced it would be closing this intersection.)*

**Supplemental Environmental Impact Statement (SEIS)
Public Information Open House Meeting Summary
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Iowa Street and K-10

There are not many dots placed at this location but a few individuals do see this as a location for growth and where safety can be improved.

General Written Comments from Sticky Notes

Actual comment from sticky notes associated with dot exercise.

- Very dangerous “T” at K10 and Farmers Turnpike – switch to 600 Road
- Merging onto K10 from Clinton Parkway and Bob Billings
- Fix intersection at 27th and K10
- Merging on all areas of SLT is extremely dangerous especially during peak times
- Concerns for safe access for kids/players; need larger, additional access points (second that!)
- Please install a No Exhaust brake sign at top of hill and a stop light ahead sign. Too loud
- YSC access is a significant safety issue! Needs to be addressed ASAP (I second that!)
- Left turn off 27th – safety problem
- Highway 40 is a deathtrap!
- D=Dead! 40 Hwy! Added traffic (1 today)
- Safety at morning rush hour

Roll Plot Comment Notes (Dot exercise)

- Hwy 40 at the Lecompton Rd where little roadside park is steep up-hill with no shoulder or turn lane. Site of many accidents for decades (Kerry Wolfington)
- US-40 from Lawrence west to 600 plus the hill west of 600 needs to be much improved flatter, shoulder added, maybe flatter twists and turns; keep Farmers Turnpike to K-10 open and without a toll.
- I would like access from Farmers Turnpike to K-10 at its existing location but still address safety issues with current design with I-70. Maybe moving I-70 access but keeping the T for local traffic.
- Access to youth sports facility and Arboretum via 27th St is frustrating and dangerous at the intersection with the SLT stoplight.
- The Wakarusa Drive – SLT section is very dangerous. Simply place a KDOT employee at this location on any given day at any given time and they will gather all the necessary data needed and quickly implement a plan.
- Road Noise... tractor trailer’s, Jake brakes at 27th/K10 intersection. Sound Barriers
- Re-open E 1200
- Put exchange here at 600 Road. Bring traffic to Lecompton and Perry for tourists.
- If toll plaza put where Farmer’s Turnpike bends north too much traffic on that XXX
- Bad accidents happen here! (1750/Famers Turnpike and K-10)
- This is a very dangerous area with exchanges and “T” of K10 and Farmer’s Turnpike #Deathtrap!

**Supplemental Environmental Impact Statement (SEIS)
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- 40 is being used by semi traffic currently to bypass 70 from the bypass going west!
 - 40 needs shoulders here (west of the interchange). Why is 40 a passing zone at 800 road intersection? Very dangerous.
 - The space between cars entering onto 10 from 6th St, and cars needing to get over into exit lane to get off on Bob Billings is tight! Needs improvement.
 - Safety is a huge concern at 27th/Wakarusa access; sometimes it very difficult to make left turn to access bypass light. Wakarusa traffic does not let 27th autos into the que.
 - Why 3 years for SEIS process? No Tolls!!
 - We favor keeping the Wakarusa exit open, but make it cloverleaf style
 - Extra access road via dog park or move highway south connect to damn road
 - Close Wakarusa and Kasold; build interchange between these
 - Close E 1200 road
 - Bicycle underpass needed here (E 1200 Road) to avoid illegal at-grade crossing *connected to Lawrence Loop
- *At the existing creek crossing

Environmental considerations notes

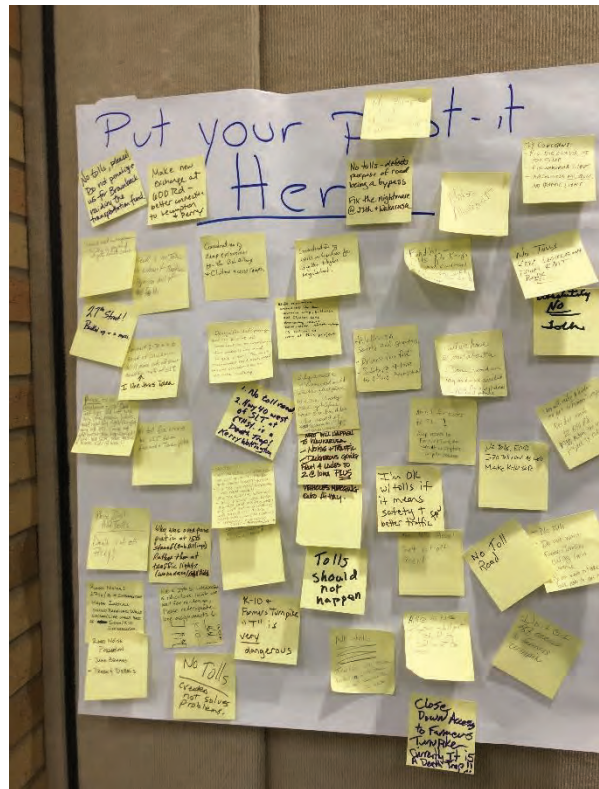
- New Turnpike junction / Farmers Turnpike Connection
- Road noise, Traffic noise at 27th and K-10 intersection.
- Tractor trailers need jake breaks.
- Install sound barriers near neighborhoods. Consider mitigation of existing noise not just addressing future noise.

**Supplemental Environmental Impact Statement (SEIS)
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Notecard/Sticky Activity

Open house attendees were invited to provide comments regarding the Purpose and Need Statement elements or general comments about the project on a sticky note and place their note on a blank board located next to project exhibits. Below are the major themes highlighted by the comments:

- Nineteen notecards opposed tolling. One notecard was positive towards tolling, another said they would be willing to pay, but did not specify that “pay” meant tolling.
- Safety is a concern. The intersections that cause the most concern for safety are:
 - 27th and Wakarusa Dr. (including the sports complex)
 - Four-lane to two-lane transition on SLT at Iowa St.
 - West of K-10 on Highway 40/6th St.
- Traffic and congestion is identified as a major concern at the following intersections:
 - 27th and Wakarusa Dr. (including the sports complex)
 - Bob Billings extended entrances at 6th Street and at Clinton Parkway
- Safety for bicyclists and pedestrians across K-10 is a concern.
- Three cards mentioned Perry, KS access should be maintained.
- Six cards said to not cut off access to Farmer’s Turnpike. One card did say to cut off access. One card mentioned that the “T” intersection is dangerous.



Sticky Note Comments:

- No tolls, please! Do not penalize us for Brownback raiding the transportation fund.
- Make new interchange at 600 Road. Better connection to Lecompton and Perry.
- If the project cannot be completed without implementing tolls, it should not be started. Put shortly, no tolls. I already paid enough to use the turnpike.

**Supplemental Environmental Impact Statement (SEIS)
Public Information Open House Meeting Summary
November 2018**

KDOT Project # 10-23 KA-3634-01

- Less congestion on 27th St. stoplight.
- No tolls – defeats the purpose of road being a bypass. Fix the nightmare at 27th and Wakarusa. Noise abatement.
- My concerns: fix big curve, it's too sharp. Fixed Wakarusa light. Absolutely no tolls. No traffic lights.
- No tolls. Keep legislative from K-DOT bank
- Absolutely no tolls!
- Funding. Tolls to keep in good condition. Wakarusa safety by soccer field's. Bicycle and pedestrian crossings. Consideration of noise mitigation for Langston Hughes neighborhood. Consideration of ramp extensions for the Bob Billings and Clinton access ramps.
- Current road is dangerous. Willing to pay if it gets built soon.
- 27th St.! Backed up and a mess.
- Connect I-70 to K-10 east of Lawrence. Will move lots of truck traffic off S. Lawrence Trafficway. (Another person wrote below "I like this idea")
- Design for safe passage across K-10 at all intersections or interchanges for pedestrians and bicycle riders. The most vulnerable road users need special consideration to ensure safety.
- With recreational amenities like the Lawrence Loop, ballfield and Clinton Lake, developing robust multimodal infrastructure is critical as part of this project.
- Wakarusa safety and geometrics. Drive too fast. Safety at four-lane to two-lane transition.
- Will have to meet about a 6 lane Rd. in 10 years. We waited 20 years for a bypass in the first place.
- This will make it harder to get to Farmers Turnpike. Need to finish East 800 Road. \$300 million for this project is ridiculous.
- No tolls. End I-70 Toll Road as well. Making K-10 safe.
- No bypass toll! No closing Farmers Turnpike.
- No toll road.
- No tolls. Do not want Farmers Turnpike cut off from Lawrence. Do not want to take back roads to get to Lawrence.
- No toll for access to South Lawrence Trafficway! Keep access to Farmers Turnpike open at Lecompton Turnpike Interchange - I am OK with tolls if it means safety and better traffic flow.
- Don't cut 88 access to Farmers Turnpike.
- No tolls please! Don't cut off Perry, Kansas – why wasn't a four Lane not built in the first place. We are already paying higher taxes and a bond here. Why would we want to pay another one?
- Worried about what might happen to Wakarusa. Noise and traffic. Dangerous going from four-lanes to two at Iowa, plus vehicles merging onto highway.
- No toll road. Highway 40 west of South Lawrence Trafficway at 6th Street is a death trap! Karrie Wolfington
- No tolls! No increase in sales tax. We just approved one for mental health facility. Fix the ball field entrance. We need more! Fix the rush hour back up. This should have been figured and realized when the east portion of Trafficway was turned into four-lanes. There was bound to back-ups. Dangerous in so many places. Kansas is already the highest taxed states in the US. It's breaking us!

**Supplemental Environmental Impact Statement (SEIS)
Public Information Open House Meeting Summary
November 2018**

KDOT Project # 10-23 KA-3634-01

- Please fix the nightmare at Wakarusa and 27th! Can't wait three years. Add left turn only lane's, possible lights. Making right lane right and straight. Going into year one. Coming out, add another turn lane straight and right. Not safe, takes forever to access. Kids are at risk!!
- No tolls. Not our road. it is state/Topeka/KC usage. First make/fix bad unsafe places, then plan further.
- Please don't add tolls. Don't cut off Perry!
- No toll for access to South Lawrence Trafficway from Farmers Turnpike.
- Why was overpass put in at 15th St. (AKA Bob Billings) rather than at traffic light (AKA Wakarusa/ballfields)?
- Tolls should not happen.
- Consideration of neighborhoods by ballfields most!
- 27th St. interchange at Kasold interchange are dangerous. We bike. Dangerous intersections.
- Dash road noise: 27th St. and K10 intersection. Maybe install sound barriers/walls similar to walls east of Iowa/K 10 intersection.
- K 10 and 27th St. intersection is ridiculous. While we wait for re-design, please re-designate the [lane] assignments.
- Road noise pollution. Jake breaks. Trash and debris.
- No tolls. Creates, not solves problems.
- K-10 and Farmers Turnpike "T" is very dangerous.
- No tolls. Traffic will route back on 23rd St. How will Lawrence pay for this?
- One set of stakeholders not to forget: dog park and South Lawrence Trafficway trail.
- No tolls! Fix Bob Billings to 6th Street with extended entrance lane between the two streets. Very dangerous as is.
- Hill @US 40 at Lecompton, hill past 600 should be included in study area.
- Close down access to Farmers Turnpike. Currently it is a death trap!!
- Study the areas at Emporia I 35 and Newton.
- Need a no jake break sign on hill of ballfields.

Submitted Written Comments

Written comments submitted through the Public Involvement Management Application (PIMA), the electronic database used to capture comments included 35 at the meeting. One comment form was turned in on paper and then transcribed. Thirty-seven comments were submitted either via email or through the project website. All comments submitted will be included as part of the SEIS. The comments and concerns noted are reflected in this summary document. A PDF of all comments can be found on the website.



Public Information Open House #2

Wednesday, May 1, 2019 • 5:00 pm – 7:00 pm

Southwest Middle School, 2511 Inverness Drive, Lawrence, KS 66047



U.S. Department
of Transportation

**Federal Highway
Administration**



KDOT Project
No. 10-23 KA-3634-01

Please join the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

At the open house, attendees can learn about the SLT SEIS process and schedule. The meeting will focus on gathering public input on potential alternative concepts for the SLT and understanding what concerns people have with the corridor. KDOT, FHWA, and project team staff will be on hand to answer questions. **There will be no formal presentation.**

The purpose of the SEIS is to evaluate options for improving the SLT, including review of initial alternatives, that will enhance safety and improve congestion, while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

If you have questions or need special assistance at the open house, please contact Kelsey Heavin at 816-527-2468 or info@slt-ks.org.



FOR IMMEDIATE RELEASE

April 25, 2019

News Contact: Kim Stich, (785) 296-3127 or kim.stich@ks.gov

South Lawrence Trafficway Public Open House Scheduled for May 1

The Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are hosting the second public information meeting for the South Lawrence Trafficway Project on Wednesday, May 1. The public is invited to attend the open house style meeting anytime between 5:00 p.m. and 7:00 p.m. at Southwest Middle School, 2511 Inverness Drive, Lawrence, KS 66047.

At the open house, attendees can learn about the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) process and schedule. The meeting will focus on gathering public input on potential alternative concepts for the SLT and understanding what feedback people have with the corridor. KDOT, FHWA, and project team staff will be on hand to answer questions. There will be no formal presentation.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of concept alternatives, that will enhance safety and improve congestion, while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS process exists to ensure proper identification and minimization of impacts to sensitive environmental features within the project study area. The SEIS is scheduled to be completed in 2021.



For more information on the SEIS process or the South Lawrence Trafficway Project, please contact Kim Stich, Office of Public Affairs, at 785-296-3127 or kim.stich@ks.gov. You can also contact members of the project team by emailing: info@slt-ks.org

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This information can be made available in alternative accessible formats upon request. For information about obtaining an alternative format, contact the Bureau of Transportation Information, 700 SW Harrison St., 2nd Fl West, Topeka, KS 66603-3754 or phone 785-296-3585 (Voice)/Hearing Impaired – 711.

Click below to connect to KDOT's Social Networks:



Why is tolling being explored?

Funding needs

In recent years, funding for Kansas transportation projects has been limited and many important projects have been on hold awaiting funding. The SLT is one of these projects and preliminary cost estimates indicate as much as \$250 to \$300 million would be needed to widen and improve the corridor. This is a major project when compared against other transportation improvement needs across the state.

As part of the SEIS process, KDOT is exploring different funding options. Tolling is one of those options being explored because:

- The SLT has a significant project cost; tolls could be used for part of the funding in combination with other funding sources.
- Tolling is a revenue option that could allow KDOT, KTA and local transportation stakeholders to deliver SLT improvements more quickly.
- Tolling does not need to cover 100% of the costs to construct and maintain the road.
- Improvement projects are more likely to be completed sooner when communities can identify ways to partner with KDOT for project funding.

What can the tolls be used for?

- No lane that exists today would be tolled.
- Tolls could only be collected on new construction that adds new capacity, such as a new lane or lanes.
- Tolls collected on the SLT could not be used for other state purposes.

What could tolling look like on SLT?

Tolling in the future

If tolling were implemented on the SLT it would be All Electronic Tolling, which requires no stopping, no tickets and no toll booths that you may experience on other toll roads. It would look and feel like a typical freeway. All-Electronic Tolling is part of the future vision for tolling across the country, and if implemented, is a method of collecting tolls using electronic transponders (K-TAGs) or license plate images.



Has a decision been made on tolling?

KDOT has not made any decisions on how to pay for any improvements to the SLT. The SEIS will evaluate a broad range of funding sources based on their potential feasibility, the amount of money they would generate, and other social, economic and environmental impacts and benefits.

KDOT will not actively pursue tolling on a project if the community does not want it. If a community is interested in exploring tolling, they need to contact KDOT and request that a feasibility study be done. Based on that study, along with the results of a public outreach process, the community and KDOT would discuss with the Kansas Turnpike Authority Board. Ultimately, the State Finance Council would decide if a project could be tolled.

A viable funding source(s) must be identified as part of the SEIS process. If tolling is ruled out too early, the SEIS process would need to be repeated, wasting valuable time and effort.

Interim Improvements

North Junction (K-10/I-70)

- Light Pole for K-10/Farmer's Turnpike, Construction Fall 2019
- Pavement Markings and Rumble Strips, TBD

K-10/27th Street/Wakarusa

- Queue Backup Warning System, Operational May 2019
- Advanced Signal Warning System, Construction Spring 2020
- Interim Intersection Improvements Study, Report Complete Fall 2019

SLT Corridor (I-70 to East 23rd St Interchange)

- Three Dynamic Message Signs, Construction Spring 2020

Tolling

Recognizing limited State resources, one of the most important decisions of the Kansas Transportation Vision task force is to look to local units of government to help fund transportation improvement projects. KDOT will not actively pursue tolling on a project if the community does not want it. If a community is interested in exploring tolling, they need to contact KDOT and request that a feasibility study be done. Based on that study, along with the results of a public outreach process, the community and KDOT would discuss with the Kansas Turnpike Authority Board. Ultimately, the State Finance Council would decide if a project could be tolled. There is a separate informational handout to address the considerations related to the tolling legislation.

Upcoming Activities

As the project team refines the alternatives and develops access options and interchange concepts, there will be additional opportunities for input through an electronic survey and focus groups. We will also be providing project information at selected community events during the summer and fall.



To request a presentation or to provide project comments, please email

info@slt-ks.org

To learn more about the SEIS and its progress, please visit

www.slt-ks.org

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MAY 2019

Since the fall of 2018, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) have been evaluating the benefits and impacts of needed improvement for the South Lawrence Trafficway. The process for the Supplemental Environmental Impact Statement (SEIS) includes reviewing all initial concept alternatives for how it meets the project Purpose and Need Statement.

At the public meeting held in November 2018, the study team asked for input on the Purpose and Need Statement and what issues concerned the public.

The key areas of concern are:

- **Safety**
- **Traffic congestion**
- **Access, particularly at Farmer's Turnpike**
- **Tolling**

Purpose & Need

Overall, participants at the meeting expressed support for improvements to address safety and congestion concerns. The areas of concern are in line with the Purpose and Need of the project, which is:

- **Reduce congestion** and improve the traffic capacity to meet existing and future travel demands,
- **Enhance safety** to help address high crash locations within the study area,
- **Promote a multi-modal transportation system** by ensuring the project accommodates the needs of other transportation modes, and
- **Support local and regional growth** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

Alternative Evaluation Process






The process to develop a preferred alternative starts with reviewing a lot of information and determining the range of initial alternatives. Each of the alternatives are evaluated by how well they meet the Purpose and Need Statement. The alternatives that best meet the Purpose and Need will be carried forward for additional screening and evaluation.



KDOT # 10-23 KA-3634-01



The Initial Alternatives Considered

 <p>TSM/TDM</p>	<ul style="list-style-type: none"> • Transportation Systems Management/Transportation Demand Management (TSM/TDM)—TSM uses technology strategies like coordinating signal timing or intelligent transportation systems (ITS) to manage the transportation system to improve capacity and traffic flow. TDM includes working with users to modify driver behaviors to benefit capacity by suggesting carpooling, flex hours or promoting transit use.
 <p>Multimodal</p>	<ul style="list-style-type: none"> • Multimodal—this alternative includes reasonable measures to enhance crossing of the corridor for bicycles and pedestrians while also increasing the effectiveness for freight and transit options in the corridor.
 <p>Expressway</p>	<ul style="list-style-type: none"> • Add Capacity-Expressway—this alternative upgrades the existing two-lane undivided west section of SLT to a median divided expressway, which means existing interchanges would remain and the existing at-grade intersections would be improved, but remain in place.
 <p>Freeway</p>	<ul style="list-style-type: none"> • Add Capacity Freeway—this alternative upgrades the existing two-lane west section of the SLT to a median divided, fully access controlled freeway with either four or six lanes, depending on future needs. With the freeway alternative, all at-grade intersections would be improved to a grade separated interchange.
 <p>Tolled Highway</p>	<ul style="list-style-type: none"> • Add Capacity Tolled Highway—this alternative is like the Freeway alternative; however, it includes the ability to collect tolls to fund construction and maintenance of the road.

Screening Criteria

The screening criteria used evaluated the alternatives for the Purpose and Need, environmental criteria and engineering criteria. The initial evaluation compared the alternatives to each other and to the No Action alternative with either No Achievement/Impact, Some Achievement/Impact, Moderate Achievement/Impact, Substantial Achievement/Impact or High Achievement/Impact. From the initial screening, the proposed alternatives that best meet the Purpose and Need are:

- No Action (this alternative must be carried forward as a baseline)
- Build—Add Capacity Freeway
- Build—Add Capacity Tolled Highway

Portions of the TSM/TDM and Multimodal components could be incorporated into any of the build options, but don't meet the Purpose and Need as stand-alone alternatives. These options make the most sense to carry forward, because:

- The No Action Alternative is a baseline and the NEPA process requires that it be considered against other alternatives.
- The Freeway Alternative does the most to improve safety and relieve congestion by adding additional lanes and by creating safer access opportunities through interchanges. It provides continuity with the east leg of K-10.
- The Tolled Highway Alternative is being carried forward for the same reasons as the Freeway Alternative plus consideration for the additional physical improvements associated with the Tolled Highway (i.e.; gantries)

Corridor Access Considerations

As the SEIS moves forward, how and where access should be provided will be evaluated.



This map provides a representation of access modifications. Not to scale.

Next Steps for Evaluating the Alternatives

The project team will develop more detailed interchange concepts for the Build Alternatives and they will evaluate things like:

- How different interchange locations affect traffic patterns and how they impact the local street network or alternative routes.
- Alternative interchange configurations based on traffic demand and how each impacts congestion and safety.
- How tolling could divert traffic.
- Potential improvements to US 40 addressing changes to traffic patterns as access is modified with each of the alternatives.
- What impact tolling (and other funding options) have on underserved populations.
- Impacts of the alternatives on the natural and man-made environment (i.e.; noise, wetlands, farmland, residential and/or commercial buildings, etc.)
- How construction could be phased based on priority and available funding.

A viable funding source(s) must be identified as part of the SEIS process. If tolling is ruled out too early, the SEIS process would need to be repeated, wasting valuable time and effort.

**Supplemental Environmental Impact Statement (SEIS)
Public Meeting Open House #2 Meeting Summary**
KDOT Project # 10-23 KA-3634-01

The Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) held a Public Information Open House for the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) on Wednesday, May 1, 2019, from 5:00 p.m. to 7:00 p.m. at Southwest Middle School, 2511 Inverness Drive, Lawrence, Kansas. The purpose of the open house was to present the initial alternatives and discuss how they meet the Purpose and Need Statement. The purpose of the SEIS is to help KDOT evaluate the options for improving the SLT to enhance safety and improve congestion while trying to minimize impact to the environment.

Display boards were located around the room providing information about the project study area, initial alternatives, screening criteria and next steps. Citizens were able to ask questions and provide input to project staff who were stationed at each display. The meeting was an open house format with no formal presentation.

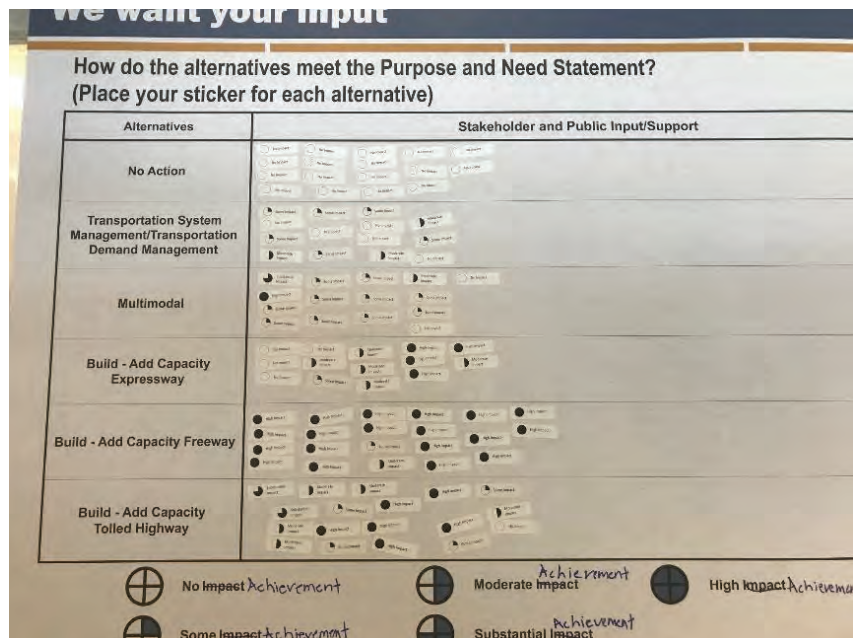
One hundred forty-two (142) people signed in at the meeting using the Public Information Management Application (PIMA). Via the PIMA application, sixty people submitted comments at the meeting and from remote locations through May 29, 2019.

How do the alternatives meet the Purpose and Need Statement?

Participants were asked to place a Harvey Ball Sticker on a table to indicate how they felt each alternative met the SEIS Purpose and Need Statement for the SLT.

The No Action item alternative received the least support with all participants voting this alternative does not achieve the goals of the Purpose and Need Statement.

The Build – Add Capacity Freeway had the greatest support with 21 individuals participating and all but two thought this alternative highly achieved meeting the goals of the Purpose and Need Statement.

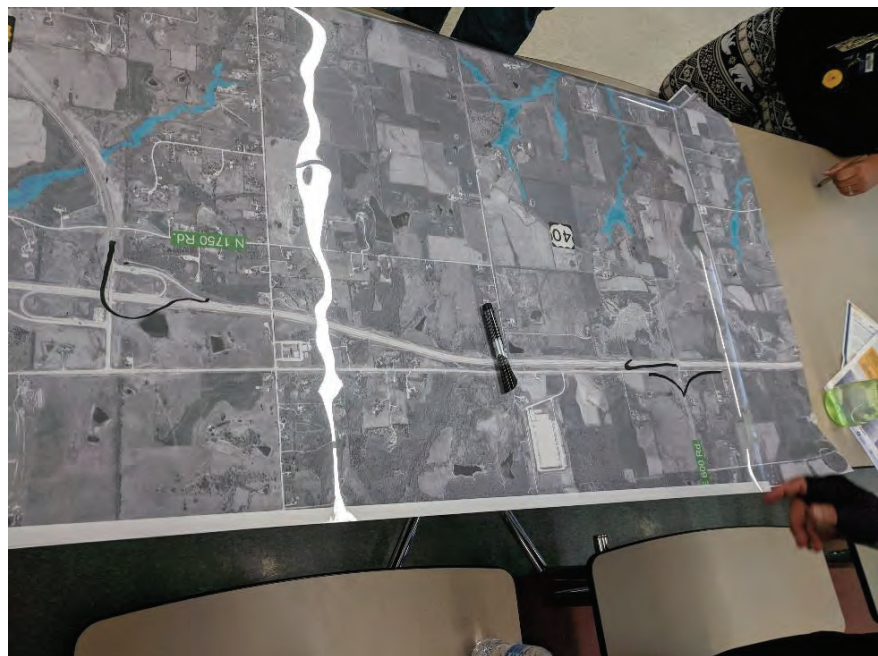


Below are the results:

Stakeholder and Public Input/Support

	No Achievement	Some Achievement	Moderate Achievement	Substantial Achievement	High Achievement
No Action	17				
TSM/TDM	5	6	3		
Multimodal	2	10	1	1	1
Build – Add Capacity Expressway	4	1	5		4
Build – Add Capacity Freeway		1	1		19
Build – Add Capacity Tolloed Highway	1	4	5	2	6

At another station, large aerial maps of the project area were displayed, participants were asked to discuss their ideas on access and connections at specific locations along the corridor. Team members developed sketches of the ideas and captured them with digital photos to be reviewed as the alternatives are refined and interchange concepts are developed.



Comment Themes:

As of May 29, there have been 60 comments submitted. Commenters were asked to self-identify their top three issues of concern. The table below shows the areas of concern noted.

Topic	Number of individuals that identified topic as a concern
Access	36
Safety	29
Road Design	23
Traffic	21
Funding	18
Right-of-way	10
Bike/Ped	5
Other	4
Noise	4
Environmental Concerns	3

The most common themes include:

- Opposed to losing access to/from Farmer’s Turnpike to K-10.
- Want it to feel safer and alleviate congestion
- Concern about 27th Street/Wakarusa intersection safety
- Tolling; mainly opposed, but some in favor of
- In favor of widening to 4 lanes
- Concern for safety of at-grade intersections
- Would like increased safety for bike/ped on Lawrence Loop
- Need for interim improvements such as reduced speeds, signage, No Right Turns on Red, etc.

Two additional items from the comments included:

- Would like to know more about the environmental impacts of the alternatives.
- Multi-modal transportation and bike access are not necessary on SLT.

All Comments:

Comments collected as of May 29, 2019 from PIMA or emails are verbatim and are not corrected for spelling, punctuation or grammar.

Access

- I am not in favor of closing the access to farmers turnpike from hwy 10
- I do not want usd343 children to be on a bus for long periods of time because access to farmers turnpike is closed. I, as a taxpayer I'd Douglas county should not have to be routed west to reach Lawrence where I do all my business.
- Honestly I am Opposing closing farmers turnpike access to K10.
- I have no idea what you are trying to accomplish by considering closing 100 ft of road to blocking Farmers turnpike traffic from having access to K10, Hwy70 and the western Lawrence City Limits. You clearly have no idea how functional this access port is or how dis functional diversion of that traffic would be. I question whether or not you have even driven the routes in question. Forcing us off Farmers onto Hwy 40 via a narrow road that goes under Hwy 70 south to a stop sign on Hwy 40 is not at all suitable for the increased traffic it would need to absorb, while Hwy 40 travel itself is dangerous. Hwy 40 continues to get busier everyday with tractor trailer traffic and bicycles together ! on a very narrow road with no shoulders! We need a reduction of traffic on Hwy 40, not an increase of it. Having access from Farmers Turnpike is the safest and most reliable route for our local tax paying citizens commute to major road hubs.
If you're concern is traffic blasting through the T intersection you could certainly do a MUCH better job of marking that area ! with signs. The number of accidents are few and mostly by those unfamiliar with the area. Local traffic is not at all confused with how that intersection functions. I believe there will be far more fatality accidents than we've seen having this road open than we will see if this road is closed and traffic is forced to divert to Hwy 40. Makes no sense at all from someone who drives these routes daily. If this plan is for financial gain ? shame on you. Lecompton,Ks. Douglas County resident
- I would like K-10 to stay open. It would be very inconvenient to have to go around. We invite people to our church all the time. and because they have never been here before it would not be good to send them another way that makes it harder to get to church. This is the easiest way to go for me. I,m 69 in June and I would like my route to stay the same. ThankYou
- I am for improving safety and congestion, but do not think more tolling or cutting off farmers turnpike is a good alternative. i want to see farmers turnpike stay connected to K10.
- I would like to say that this proposal is such a waste of time on everyone's part. There is absolutely no reason for you to close this intersection. Of all the things you could be spending time and money on you chose this how foolish! The public does not want this!!
- I live just North of Farmer's Turnpike on Trailriders Road (E800 Road). So, I am within a mile radius from the SLT/I-70 junction. I was not able to attend last night's meeting but wanted to follow up on a couple things I have been puzzled with when it comes to the

SLT. I travel every workday from my home to Johnson county for the past 9 years, so I've witnessed all kinds of interesting things.

Prior to the opening of the SLT from Iowa Street to East Lawrence, I would get directions on Google maps for the best and fastest route to Johnson county and that was to use I-70. After travelling east on I-70 it said to take either K-7 south to connect with K10 or take I-435 south to go directly into Johnson county. This route added 7 to 9 miles to my trip taking these two routes over taking SLT, cut through Lawrence and get on K-10 east of Lawrence. However with the added miles it was still faster. Now since the Southeast leg of the SLT is completed, Google maps now says I should take SLT/K-10 from my home, all the way around Lawrence to JoCo. So that means everyone coming from or going to South KC gets that same route from Google to get on or off I-70 at the Lecompton exit. I've seen a lot of semi-trucks come off I-35 in JoCo and get on K-10/SLT to meet up with I-70 at the Lecompton Exit. I leave work in JoCo at 3:30 in the afternoon and typically it takes me 50 minutes to get home. 25% of my driving time is spent just getting through the last five miles on the two lane SLT segment. If I leave my office after 4:30, it typically takes me an hour and half to get home. That "STUPID" traffic light by the softball/football/soccer fields is a MAJOR rush hour traffic snag. So, the significant increase in traffic on the SLT and that "STUPID" traffic light leads me to two other topics. Increase in traffic: Why wasn't there a spur of the Turnpike built southward off I-70 east of Lawrence to connect K-10 and I-70. That land is primarily agricultural and the impact would be minimal. The reason everyone coming out of Gardner (major distribution locations generating truck traffic) and south KC is using the new SLT/K10 route is because the shortest and most direct route to access I-70. If KTA/KDOT were to extend a segment of highway off I-70 to K-10 just east of Lawrence, there would be tons of traffic diverted off the SLT. I don't believe the SLT was ever intended to carry that much traffic from South KC to access I-70. When the whole SLT concept was given to the Lawrence community years ago, they said it was designed to move "city-traffic" more efficiently, not truck traffic from south KC. In my humble opinion, it's inevitable this I-70/K-10 road will need to be built east of Lawrence soon. Plus KTA/KDOT can charge toll on this road and everyone including myself would gladly pay the toll to avoid the town traffic on SLT. I don't believe the SLT can ever be designed to safely carry this much traffic.

STUPID traffic light: My next question is, why in God's green earth was a SLT entrance/exit ramp installed between the 6th street exit and the Clinton Parkway exit? Wouldn't that resource have been better spent on the safety of the Lawrence community by installing an SLT entrance and exit ramp to replace that "STUPID" traffic light? I asked someone from KDOT at the first Southwest Junior High school SLT meeting why that happened. They replied, "the City of Lawrence wanted it". That doesn't make much sense. Since when does KDOT do whatever the City of Lawrence wants? It's SO obvious the 15th street entrance/exit ramp was installed for the interests of the housing developers/special interests at 15th street. However, if you've ever driven through that traffic light on a Saturday morning when families are taking their young children to activities at the baseball/softball/football/soccer fields, you would think it was a criminal act to have wasted the money on that ramp at 15th street. Even at rush hour on my way

home, when SLT is packed with traffic, I see very few vehicles exiting the 15th street ramp. What a colossal waste!!!

Well that is my soap box opinions for now, but as my father always told me, "opinions and belly buttons are alike, everyone has one". Thank you for your time and for listening. I will be anxious to hear how this project proceeds in the future.

- We want to express our support for a new exit at 600 Road rather than a rework of the current K10/I70 exchange. A reworking is good money after bad and a new exit will keep car traffic out of the growing industrial area. This is where the gate should have been in the first place.
- There needs to be an additional access interchange added for both Lawrence and areas south of Lawrence between the Iowa/US-59 interchange and the Clinton Pkwy interchange, most especially easier access to DC-458 Rd. Rural areas south of Lawrence are growing substantially and the small signalized intersection of US-59 and DC-458 Rd will quickly be overflowing.
- Please do not make I-10 a toll road. It's already close to cost prohibitive to live in Lawrence. No other city in KS, that I know of, would have these toll restrictions to get into and out of the city.
- Please keep Farmer's turnpike accessible to 10 Highway. Also, please don't toll K-10.
- I am opposed to closing access to Farmers turnpike from K10. Please leave it alone.
- We do not want K-10 access to Farmer's Turnpike closed, removed, cutoff, sealed off, or made into a toll road! We are opposed to any toll being put on K-10!
- TO NOT SHUT DOWN THE ACCESS FROM FARMERS TURNPIKE TO K-10 AND TO NOT TURN THAT SECTION INTO A TOLL ROAD
- Please do not close the present road from turnpike to farmer turnpike. Do not put toll on K 10. You will really shut off everything from the north of farmers turnpike.
- please do not close farmer turnpike and K10. Please do not put toll on k10!!!!
- We are concerned about the North End of K-10 impacting our rural water tower and our local fire department. Also concerned about Lecompton's access to Lawrence.
- Please leave an access at Clinton Parkway. It is as vital as Iowa Street and one of Lawrences most beautiful roadway
- keep open farmers turnpike access from highway 10
- We will be unable to attend the meeting regarding the south Lawrence trafficway on May 1. However, we do wish to make our concerns known. We use the interchange at the Lecompton exit at least 6 times a week to go to our church on the Farmer's Turnpike. I cannot begin to explain to you the hardship on us which would be caused by it's closing. We are senior citizens on a fixed income and your proposal would add another financial burden to our already dwindling bank account. We cannot keep up with all the increases which the different government entities come up with to keep or get our money. Please register these two votes as 'NO!' against the closing of access to the Farmer's Turnpike at the Lecompton exit. Thank you for taking the time to read our concerns.
- I would like the exit to Farmers turnpike from hwy 10 to stay open.
- I am not for any concept that would close the exit from hwy 10 to Famers Turnpike. I am against tolls on this hwy. Closing the exit to Farmers turnpike will be a huge inconvenience and will make my church, Heritage Baptist Church an island. Closing this exit will also greatly increase the traffic on 800th Road, which is not paved. The

intersection at 800th Road and 40 hwy is very dangerous and the entrance from 1029 to Hwy 40, is not much better. I travel hwy 40 at least once a week and hate it. Closing this exit will also make the response time for first responders even longer for those with rural addresses. Research shows that even though there is an increased load of traffic on hwy 10, there are not very many accidents, and certainly not fatalities, near the Farmers Turnpike exit. Please keep Farmers Turnpike exit open!

Funding Options

- Toll road...well at least traffic would be reduced and they'd use i-70.
- Please no toll on highway 10 and Please keep access open on Farmer's turnpike
- NO TOLL ROADS! You should have started the widening process years ago - when the eastern leg was approved. Seems very much like you-all are slow-walking this thing, and we are pushing on a system that is not designed to produce anything except to keep administrators working. If that's not the case, speed things along. Let's see 4 years for and environmental stude, another year to amend it, 2-3 years to draw up plans, at least a year to modify the plans, another 2-3 years to get approvals, then 3-4 years to get funded (thanks Brownback and your ilk), then 3-4 years to build it. ...And I'll be dead and gone long before that damned, idiotic, and dangerous signal light at 27th and Wakarusa is gone. Let's see some action and not just more administrating.
- I am opposed to closing access to the Farmers Turnpike from K10 or from closing access from Farmers Turnpike to K10. I am opposed to Tolling of K10 in any way. I'm in favor of widing to 4 lanes from 23rd to Lecompton Toll station.
- ABSOLUTELY NO TOLL ROAD should be considered.
- Toll road please
- No Tolls!
- No tolls! Traffic on Wakarusa and 6th street will be insane.
- The way I see it KDOT has three major projects to get done but not enough funding for all. The SLT, Highway 69, and highway 54. I was on highway 54 last year and it is adequate. 69 does not have nearly the traffic so that leaves SLT. I don't get why this project is being pushed and forced with the toll option. You guys do all of these "studies" that cost so much money when the residents could tell you the answers you need. I think you are pushing the toll option because of the three major projects you know you can probably convince the commission to accept tolls easiest on this project. I'll be real blunt, either find the funding for the project or table the project all together. I have experience in statewide campaigns and I will fill the commission with anti toll people if I have to. I will also mount a campaign to stop people from driving on the road and paying your tolls. The support in town is there to keep tolls out of this conversation and I will mobilize that support if needed. If KDOT feels this project is so important then divert the funds and build the road, otherwise don't put the burden on taxpayers. Between state, county, and city we are all paying in the thousands in new taxes. Don't make us pay for roads because you thought you could divert funding elsewhere.
- Lawrence residents that commute to Topeka should be exempt from any tolling considering this is the only option to get to I-70. I feel Lawrence residents should also be

exempt from the I-70 toll for one leg each direction. (outside of scope I know). I do not feel that this road is for “local” travel, it is too unsafe. I commute from Lawrence to Topeka and will not exit from Lecompton until you slow down the through traffic-it is way too dangerous %. Seems like some signage at the very least would address this concern.

- I am located adjacent to K10 and I see it's traffic patters morning and evening. It is heavy am and pm with commuter traffic from Topeka and heavy truck traffic all day and evening as a by pass to I - I70 from Johnson County. It is also a major commuter road from Johnson County and Kansas City area morning and evening. I really favor K 10 becoming a toll Road under KTA..They run a first class operation and could fund the project without taxing non users. It would also save limited highway funds for other projects...
- As long as the project is funded without relying on tolls upgrading to a 4-lane highway would be beneficial. If this causes the project to take longer that is acceptable, as we would be preserving a free" highway of passage for the Lawrence area
- Needs to be full controlled access non-tolled. More than just people in DG CO would use this, so keep the legislature from taking funds out of KDOT budget, to pay for this.
- I would like to mention that I am strongly in favor of considering a tolling option. At least a portion of the burden of funding improvements to the safety and throughput of the roadway should fall on the shoulders of those who use it the most.

I commute on K-10 daily from Topeka to Overland Park. I pay a toll to use I-70 and appreciate the road quality and would gladly pay a moderate amount of additional tolls for an expanded and safer K-10. I think that methods should be sought that minimize tolls on local-only traffic - for instance, motorists who enter the road from US-40 westbound and exit at US-59 to head North back into Lawrence. While this traffic will certainly benefit from enhanced safety of an expanded K-10, I'm not sure about charging for local use of a roadway that was expanded to accommodate commuter traffic. If imaging technology is used to read license plates, I think it would be worth considering not tolling out-of-state vehicles that use the roadway in a just passing through" fashion. Keeping record of a vehicle's usage would allow the state to identify vehicles that are just passing through versus those that are regularly commuting on the highway."

- When the city agreed to remove 6th Street between K-10 and Iowa as a City Connecting link, KDOT moved the US 40 designation onto the SLT and Iowa Street. AASHTO guidelines on US numbered highways indicate that if a US numbered highway is placed on a tolled facility, a toll-free alternative must be provided. Therefore, if the SLT becomes a tolled facility, the relinquishment of 6th Street would effectively be un-done.

Road Design

- An added capacity freeway without tolls is the best choice for improving the west leg of the SLT. Very important to coordinate with all units of government on both the SLT as well as other related projects, such as the southward extension of Wakarusa Drive to connect with CR 458.

- I do not believe that providing for multi-modal transportation makes sense as most people use the SLT for commuting between Lawrence and Topeka. There is no need for a local bus in this scenario. A light rail system would be helpful, though, instead of providing for buses. I also do not think that a high speed road is a safe place for cyclists.
- Please put the ramp from 70 to Farmers Turnpike 600 Rd North and from Turnpike 600Rd N back to 70 west. From 70E ramp to Farmers turnpike and from Farmers turnpike to 70 E. In other words a diamond intersection. Any additional cost should be done with tolls. If you use it, help pay for it.
- I prefer the Build-Add Capacity Freeway. Either that or the Add Capacity Tollway are the only options that will be effective in the long run as we move further into this century. Access, particularly at 27th must be addressed has to be grade separate for pedestrian and vehicle traffic.
- I agree a 4 lane highway is needed on the western leg of K10. I am opposed to it being a toll road and I am strongly opposed to shutting off direct access to Farmer's Turnpike from K10.
- If there is a Freeway OR Highway 'exchange' at Wakarusa Drive it MUST be 'grade separate' for safety.
- Something needs to be done about truck noise immediately. Trucks are coming into the light at Wakarusa/27th and are using their air brakes. This is very noisy at 4 AM. Putting up a sign that would ban air brakes along this section of K10 would significantly improve the noise situation.
- Obviously the no-action option isn't viable. For current needs reflecting traffic flow, traffic safety, and connectability, and for future traffic needs, there MUST be at least 2 lanes in each direction, if not 3. While a total of 6 lanes might seem to be unnecessary for the near future, the amount of time and money being expended on this project should not be simply addressing the needs of the next 5 or 10 years, but the next 25-40 years. Having watched the fits and starts of the original west leg, the delay in building the east leg, and now the effort being expended on the new west leg, and knowing that it's taken 30 or 40 years to complete the whole SLT, a bigger picture approach is the only responsible way forward. I think the information provided indicates that the powers-that-be are aware of that, but I wanted to make clear that in my opinion, to do anything else would be irresponsible.
 No one wants to have to pay tolls, especially if they drive this stretch of road on a regular or daily basis, like I do. However, the adage is you get what you pay for" and that is true here. The road MUST be expanded to at least 4.
- I travel this road daily and have traveled the various iterations over the last 35+ years, so I believe that my problems with the various designs would apply to others. In the options offered, there are typically a simple solution which the state discounts as unworkable, a complex one that only benefits the state, and a ridiculous one to make the states option appear better. Tolling any upgrades to this road will mean that traffic will go back to going through Lawrence because it will only cost time. It also cuts off access for those of us who do business in Lecompton and Perry on a weekly or daily basis unless you pay a toll. The option would be to drive an additional 30+ miles to access either town which is not acceptable. This road should have been 4 lanes start to finish with no stoplights or non ramp interchanges, but that was the design the state pushed through.

Now that the problems we voiced at the beginning have come to pass, we are being told we only have unacceptable options, does this sound at all familiar? The toll option will become a reality because it will give the state more money to use for other things, and will never go back to a freeway. Look at the turnpike history to see how this works. That toll was for a specified number of years, but has been set to continue to infinity. Tolls never go away, they only increase. My vote is for the freeway option, for what it's worth.

Traffic/Congestion

- PLEASE bring back the exit after K10 and Iowa. It adds at minimum 10 minutes to my commute which is already 30+minutes. You have to sit through the light to turn left onto 31st at least twice and sometimes 3 times. People are just running red lights to turn left and sitting in the intersection at this point. Add a lane and make the exit lane longer and put a concrete barrier to prevent left turns. It add SO much congestion to 31st and Iowa to all the people in the subdivisions off Kasold. The amount of people idling at that intersection for 5-10 minutes every evening can not be good for carbon emissions. Instead of removing a perfectly good exit why not just make it wider and safer rather than close the entire exist? Now you will just have accidents where people are running the red light to get to turn left on 31st or getting stuck in the intersection when people stop at the light between Target and Aldi.
- My biggest concerns are an alternative to the 27th intersection and adding lanes to complete the SLT to 4 lanes.
- I would favor either the express way or the full toll road. I believe you have to take the long view and build this road looking at least 20 years into the future. Lawrence will continue to grow and so will the traffic.
- I'm sure an Expressway is much cheaper than a Freeway - EITHER would be better than the 2 lane we have now. I use Hiway 75 quite a bit with work and I know there are safety risks with it. The 2 lanes, curves, exits (as they now exist), blind spots and speed is definitely a negative factor - I hope some type of improvement can be done soon.
- I live near the 27th street k-10 exit and walking my dog and trying to get over to the arboretum is a mess every morning. There's a lot of congestion and back up traffic with people crowding to get onto k-10. Also when i drive from my house to the arboretum/clinton lake sports complex after walking my dog and am going straight/across k-10 i have the right of way.
We desperately need a green left arrow for those turning left in the tiny turn from lane from 27th street. I can't tell you how many times I've had to fight to get back home across k-10. And It's always a mess for those trying to leave the clinton lake sports complex. The turn lane left from 27th street can also only fit 3 cars. Can you take some of the space from Aberdeen apartments and make a more long turn lane or at least a green left arrow for those getting onto K-10? People are on the phones texting and living near there for 2 years now it's always stressful trying to just get across k-10 without getting hit by distracted drivers not paying attention. They just try to turn left without even looking up.
- The corner of Wakarusa and K10 by the clinton lake soft ball fields needs some changes immediately. First please add a right turn lane to the soft ball complex off of K10 to turn

west from the south. Second make a left only lane and the right lane be straight and right turn only to help prevent backups for straight moving traffic through the intersection heading east and west. Third; please put a no right on red" for people exiting the highway onto wakarusa/27th coming from the south so they do not hold up traffic leaving the neighbourhoods too. Finally; No truck to turn on this road or down this road as that corner does not accommodate big semi trucks to turn at all and causes so much headaches. Thank you for letting me put in my input on this."

- I sent in a few comments before but after thinking on it more and since I live near the k-10 and 27th street intersection, the traffic actually is really light at night and in the morning before say 7:30 a.m. It's only packed for the morning commuters and the evening, 5 pm or so commuters. All I can see this being is us (the taxpayers) spending a lot of money on a 4 lane road to only do a few things that won't help Douglas county residents. 1. it will increase traffic and take a lot of i-70 traffic and drive it through k-10 making it much more noisy for those residents who live nearby. 2. this will make it even less safe for families living near k-10 and 27th street. 3. This will also drop home values in that area (mine being one of them). 4. I don't feel like you need to expand it to a 4 or 6 lane road. I do feel though you need a green left arrow for those turning left onto k-10 from the 27th street exit as it's unsafe for those coming from the arboretum/clinton lake sports complex trying to go straight across k-10 back onto 27th street. Several of my friends have called the old Kasold exit, the "Kasold Killer" so happy you closed that. However I don't think us doing a knee jerk reaction of building a 4 lane road will really help Douglas county residents. What it would help is those who are trying to skirt around Lawrence and they don't want to pay the i-70 tolls so while it helps other Kansas residents it hurts those living in Lawrence. I just don't feel like catering and providing free road service for people who don't even live in Lawrence is the best solution. I say give it a few more years and see how it goes. k-10 shouldn't have been expanded in the first place Kansas or they can suck it up and drive i-70."

Safety

- I favor the Freeway option as I feel it would be safer.
- I would like to see the speed limit slowdown between Iowa st and Bob Billings as the traffic moves too fast through this area and is extremely dangerous at this current time. 50mph would be ideal. Especially since there is a stop light and pedestrian crossing at the wakarusa corner with the soccer fields.
- Please build as soon as possible. The current road is very dangerous! The add capacity freeway is the best option. I have counted almost 200 vehicles while traveling between the wakarusa/ 27th intersection and the US59 exit. Night driving is terrible with lots of glare from oncoming traffic
- If you put an expressway entrance at Wakarusa you are still going to have major problems. People trying to sneak quickly across to the next section because they are backed up trying to get to their game. Fatalities waiting to happen. When we went down to Wichita this year for the state tournament there was a fatality on the expressway highway that is north of Wichita (can't remember highway number). If changes are going to be made, then do it completely right the first time.

- I would like to see the Lecompton interchange move west to E 600 rd for safety reasons. I would NOT like to see an interchange at E 1000 rd.
- I am in favor of making the west leg of the SLT a four lane limited access highway similar to the new East leg. I am not in favor of a toll road unless local residents would have an exemption from the toll. I worry the at grade intersections of the expressway option would lead to accidents and delays.
- I dont feel as though any of the options that are at grade" intersections will satisfy the safety needs addressed. I support the freeway/tollway concept but any intersections should be grade separated (elevated) If Hiway40 is involved (as in if Lecompton Road becomes an interchange) then 40 will also need significant improvement"
- Please have the consultant recently hired to develop short term solutions to the disaster that is currently the 27th/Wakarusa St intersection at K-10 to observe traffic between 830am and 2pm on a SATURDAY to understand what ALL the concerns are. Rush hours M-F are bad, but Saturdays present an entirely different and dangerous set of problems that will be missed if no observation is done on that day.
- No Right on Red signs on K-10 Westbound where it intersects with 27th street (by the ballpark). This would help congestion and safety in the intersection right before the highway. Often I see accidents or near accidents happen because people at the stop sign go into the intersection and then people on the highway rapidly try to turn right at the same time. The people on the highway who are turning right need to wait for the green light otherwise it becomes an uncontrolled intersection at 27th street for the rest of us.

We need tolls so that we can maintain this. By the time 4 lanes get built can you imagine the traffic? Also I think improving safety and traffic flow will help increase my property value so it is worth the return on investment to pay tolls on this road. Our house is very close to the stoplight intersection and is a popular neighborhood with commuters. Any cost to improve the road will help maintain our property value long term. Tolls would be minimal compared to the benefit to safety (and congestion) it could provide. We need a diamond or overpass with a roundabout to promote safety, and 4 lanes throughout the K-10. The congestion and stopped traffic is unsafe.

- While a four lane expressway or freeway is the ideal option, something must be done in the mean time to alleviate congestion and improve safety at 27th street, to and from YSC. Adding turn lanes/lights should be done immediately to prevent back up and keep traffic flowing safely, especially when games and events are happening at the complex. It is not safe for pedestrians or anyone coming and going. It also keeps emergency vehicles from entering or exiting the fields in an efficient manner. Please, for the safety of families and children correct this immediately!
- For the interm please put a No Right On Red sign at 27th and Wakarusa, this will help allow traffic to enter the hwy in a faster and safer fashion. The people trying to turn left to turn onto the highway get cutoff from the hwy traffic that turns right on red. I favor a tolled road with a freeway on/off ramp (diamond) interchange at 27th and Wakarusa. I feel this will provide the best safety and future benefit for attracting more commerce (commercial trucks hate this stretch of highway because of the stoplight. If i had a 16 year old I would not let them drive near the current highway at that section because it is so dangerous and i have seen so many near accidents. I would rather pay for a highway

that is safe to use than fear a free one. If people are using the K-10 most of the time it is to reach the I70 so why not pay the toll for better access

- Understand financial constraints will drive the project, but for the long term health, safety and welfare of the Community of Lawrence, a 4-6 lane freeway needs to be constructed at some point in the future. Do nothing is not an option, the current condition and function of the western leg at this time is crazy at high usage times (weekday mornings/evenings) and weekends during youth games.
- 27th and Wakarusa at k10 is a madhouse. it's not specifically a k10 project but the city needs to shut off access to k10 from those streets. getting to the arboretum and the ball fields will be less convenient but that's just the way it goes until the big k10 project is done. you traffic people know what's in store at that intersection. years of chaos and carnage. it's only a matter of time before someone dies or someone pulls out a gun and shoots some idiot blocking the intersection.

Bike/Pedestrian

- A critical aspect is to take into account the Lawrence Loop, and how this project will impact connections to complete the Loop. We need safe biking/running and walking trails to get over/under around the SLT.
- Biking and pedestrian access to the Youth Soccer Fields needs to be made safe. With families and children using the Lawrence Loop to bike and walk to YSI fields and beyond, figuring out how to get bikes safely through the SLT at 27th Street and also at Kasold Drive are critical for community safety.
- The interchange at the 27th street exit needs to be widened with on/off ramps. That is an extremely dangerous intersection for traffic and pedestriains.

Other

- Your environmental impacts are not well addressed in this presentation. I see nothing specific about ecological function, wildlife habitat, corridors and crossings for wildlife.
- Any expansion alternatives need to include noise reduction for surrounding neighborhoods - and the addition of regulations to limit air brakes for trucks
- I live at the corner of K10 and Clinton Parkway. Would like to know how changing the road will affect my neighborhood.



If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House



Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Admin (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).



The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.



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To attend the virtual meeting, visit www.slt-ks.org between May 24 and June 4 and follow Public Meeting links on the front page.

[Click here to go directly to Virtual Meeting](#)

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

IMMEDIATE RELEASE
May 19, 2020

For more information:

Kelly Kultala
(785) 207-0715
Kelly.Kultala@ks.gov

Virtual Open House

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are hosting a virtual public information open house for the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) Project beginning May 14 through May 28. To attend, participants should visit

www.slt-ks.org and follow the Public Meeting links. Participants can view the information from their own computers, tablets or smartphones. [You can also contact members of the project team or request hard copies of meeting materials by emailing: \[info@slt-ks.org\]\(mailto:info@slt-ks.org\)](#)

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. The public is invited to review the materials and provide questions and comments to the project team any time over the next two weeks. The project team will respond to questions and comments individually as appropriate. After the conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of concept alternatives, that will enhance safety and improve congestion, while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS

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Julie Lorenz, Secretary

Laura Kelly, Governor

process exists to ensure proper identification and minimization of impacts to sensitive environmental features within the project study area. The SEIS is scheduled to be completed in 2021.

For more information on the SEIS process or the South Lawrence Trafficway Project, please contact Kelly Kultala, Office of Public Affairs, at 785-207-0715 or kelly.kultala@ks.gov. [You can also contact members of the project team or request hard copies of meeting materials by emailing: \[info@slt-ks.org\]\(mailto:info@slt-ks.org\)](#)

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This information can be made available in alternative accessible formats upon request.
For information about obtaining an alternative format, contact the KDOT Office of Public Affairs,
700 SW Harrison St., 2nd Fl West, Topeka, KS 66603-3754 or phone 785-296-3585 (Voice)/Hearing
Impaired – 711.

Click below to connect to KDOT's Social Networks:





South Lawrence Trafficway SEIS

Virtual Public Meeting - Spring 2020

Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) are pleased to host a virtual public meeting. Thank you for attending and providing input!

You will see information on: the study process, the three alternatives being evaluated for the corridor, the express lane tolling option, the three interchange alternatives being evaluated at the I-70 and K-10 interchange and information on the Wakarusa improvements, the interim safety improvements and results of the focus groups.

*Please review the following story boards. They will provide background and updates on the project. **Please click the button below to provide comments or questions and the study team will respond to you; links to the comment form are provided throughout the sections.***

[Click here for comment form](#)

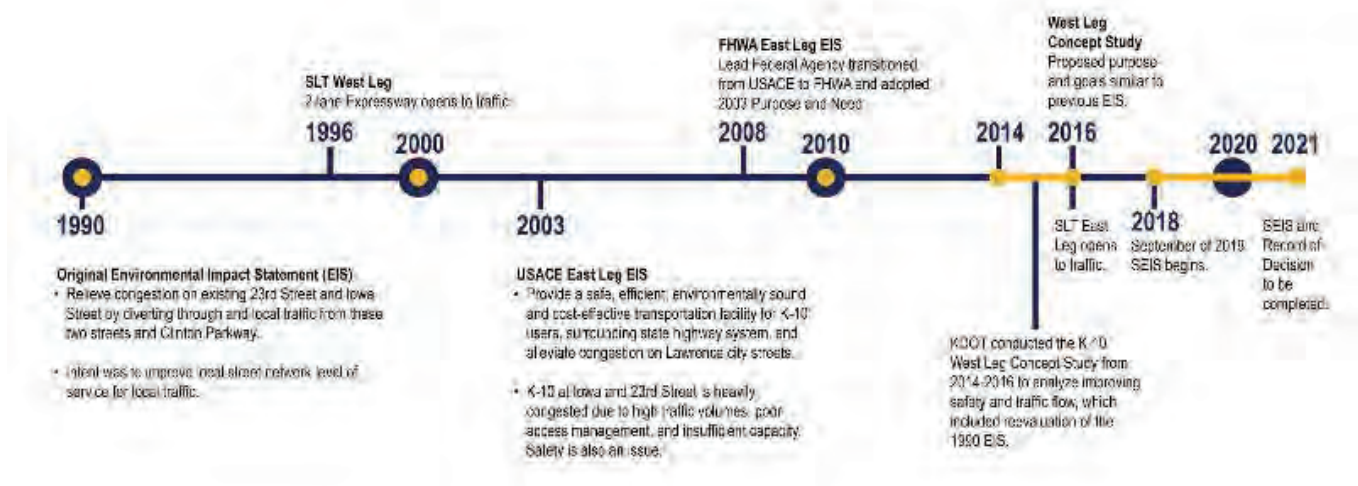
If you prefer to email comments or questions, click the button below.

[Click here to email us](#)

Project Background

History and Overview

The following slides provide the history and information about the project.



SLT Timeline

South Lawrence Trafficway is a vital corridor for the local community and commuters. That is why the Kansas Department of Transportation is working through the National Environmental Policy Act (NEPA) environmental

process--the Supplemental Environmental Impact Statement (SEIS) to evaluate the benefits and impacts of needed improvements for the SLT.

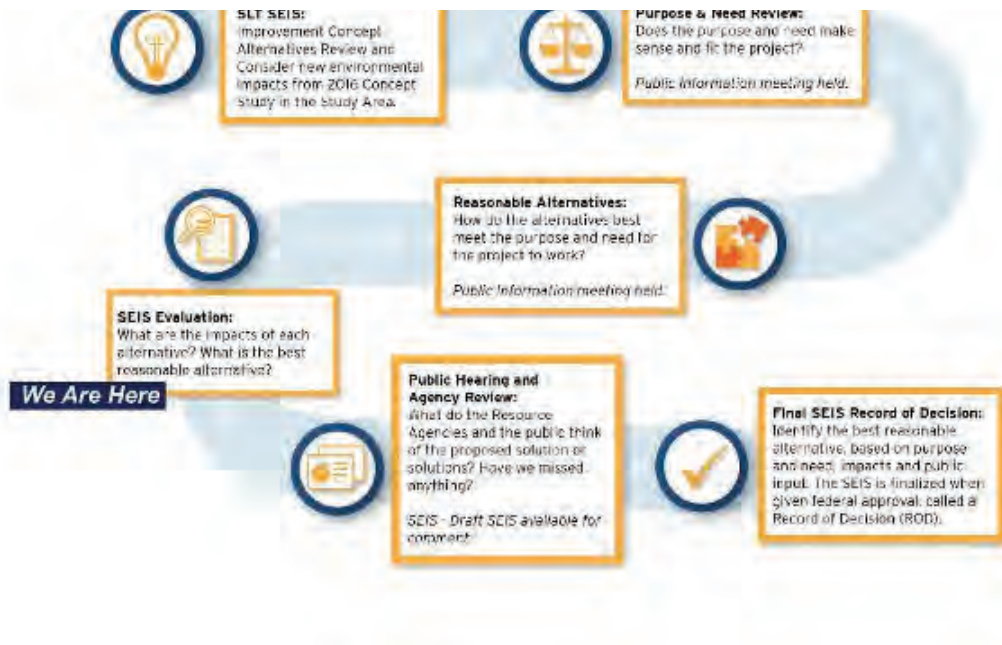
The transportation needs in the corridor have been studied for decades. The current SLT SEIS will review the alternatives and evaluate the corridor for impacts, and identify ways to minimize or avoid impacts to sensitive project environmental features within the project area.

The timeline to the right shows the history of the corridor.



SLT Study Area

The SLT Study Area is highlighted in yellow.



SLT SEIS Process

What is a Supplemental Environmental Impact Statement?

- An Environmental Impact Statement or EIS is a document required by the National Environmental Policy Act (NEPA) process and regulated by the Federal Highway Administration to evaluate the impact proposed improvements will have on the natural and man-made environment.
- A Supplemental Environmental Impact Statement (SEIS) reviews the findings of an existing EIS. A SEIS considers new or additional environmental impacts based on the introduction of new improvement options and/or major changes in the natural environment or communities.
- The South Lawrence Trafficway SEIS will evaluate if – and how – upgrading the corridor to a four-lane freeway, modifying access, and exploring new funding mechanisms alter the impacts and recommendations previously identified through the 1990 EIS and 2008 East Leg EIS.

Why are we reviewing this corridor again?

KDOT conducted the K-10 West Leg Concept Study from 2014-2016, which proposed adding two new lanes between I-70 and

US-59 and modifying existing access locations to improve safety and traffic flow. In the spring of 2016, the public raised concerns regarding K-10 access at Farmer's Turnpike that led to the study team recommending additional evaluation of the proposed alternatives and the study area through a Supplemental Environmental Impact Statement (SEIS). The SEIS will review the alternatives and evaluate the corridor for impacts, and identify ways to minimize or avoid impacts to sensitive project environmental features within the project area.

Where are we in the process?

KDOT and its team are working through the National Environmental Policy Act (NEPA) environmental process—the Supplemental Environmental Impact Statement (SEIS) to evaluate each of the alternatives on how well they meet the Purpose and Need Statement previously identified.

The study is at the Reasonable Alternative phase and evaluating three (3) alternatives, **No Action** –the baseline—**Add Capacity Freeway** and **Add Capacity Tolled Highway**. Each of these alternatives can accommodate multimodal opportunities in the corridor as well as Transportation Systems Management and Transportation Demand Management (TSM/TDM) components to help manage traffic flow. The Preferred Alternative will be identified in the Fall of 2020.

The next section will cover the three Reasonable Alternatives.



- **Reduce congestion** and improve the traffic capacity to meet existing and future travel demands,



- **Enhance safety** to help address high crash locations within the study area,



- **Promote a multi-modal transportation system** by ensuring the project accommodates the needs of other transportation modes, and



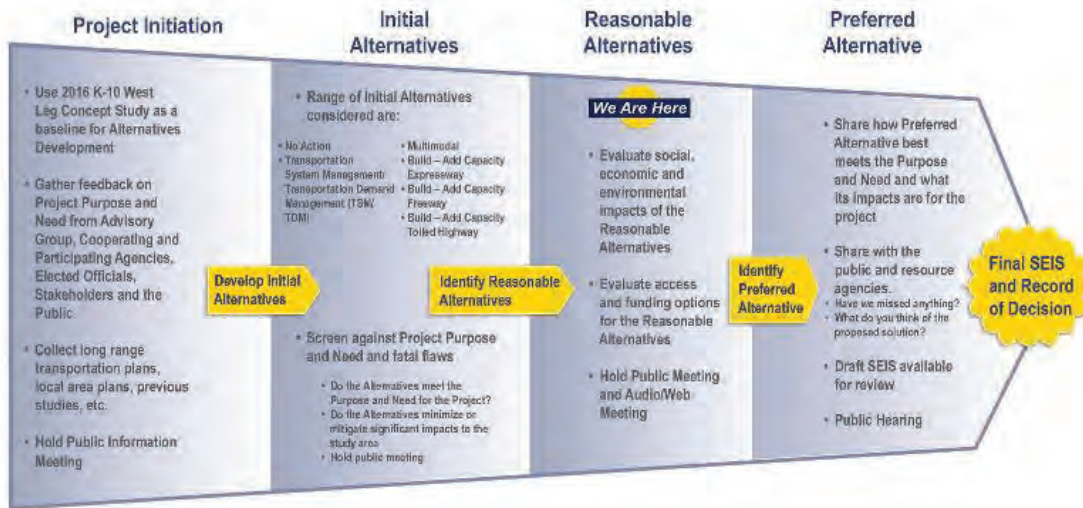
- **Support local and regional growth** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.



SLT Purpose and Need

The purpose of the SLT is to provide the traveling public with an efficient and cost-effective transportation facility for users of K-10 Highway and the connected state highway system. The purpose and need was established in the 1990 EIS and will be carried forward for the SEIS, which is to relieve congestion on the local street network within the city of Lawrence. Input received at the first public meeting was reviewed and based on that input, the study team determined the goals will remain the same.

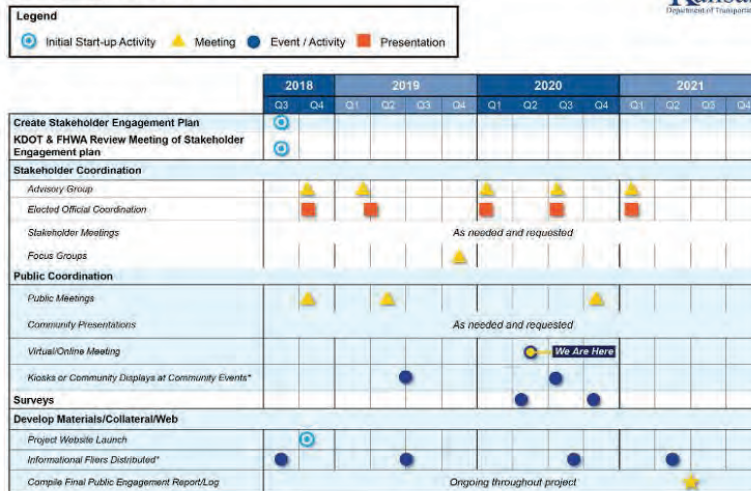
The proposed project needs are included in the bulleted list.



SLT Evaluation Process

During the SEIS process, the study team reviews and evaluates alternatives and how they meet the established Purpose and Need Statement. At each stage the alternatives are reviewed against criteria and the level of impacts for a variety of factors including, but not limited to engineering, environmental--both the natural and built environment, socio-economic, cost, and constructibility.

South Lawrence Trafficway Public Outreach Schedule



*Dates for these activities are subject to change.

South Lawrence Trafficway Schedule and Next

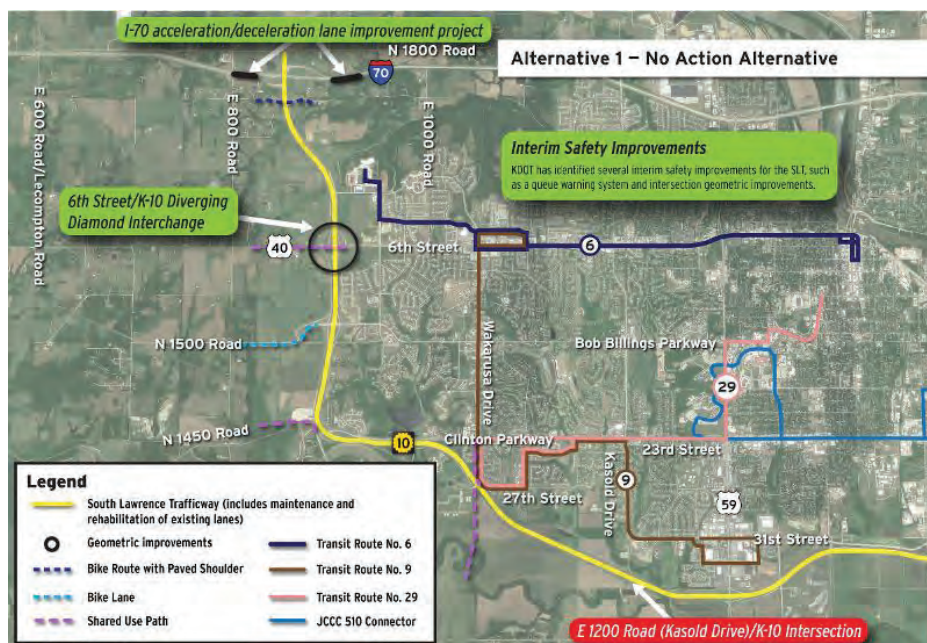
Steps

Please see the Public Input section for recent stakeholder outreach opportunities and feedback from the public.

Three Reasonable Alternatives

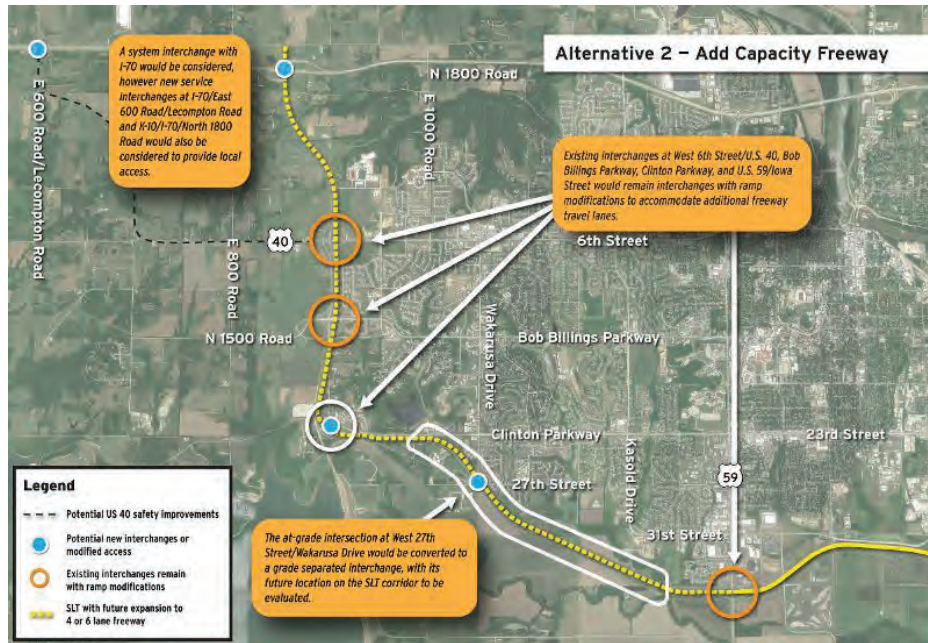
The study is evaluating three reasonable alternatives in order to select a Preferred Alternative. All three of these alternatives can accommodate multimodal opportunities in the corridor as well as Transportation Systems Management and Transportation Demand Management (TSM/TDM) components to help manage traffic flow. The Preferred Alternative will be identified in the Fall of 2020. The three alternatives being evaluated are included in the slides below. You may provide your preference in the comments.

[Click here for comment form](#)



Reasonable Alternative 1- No Action Alternative

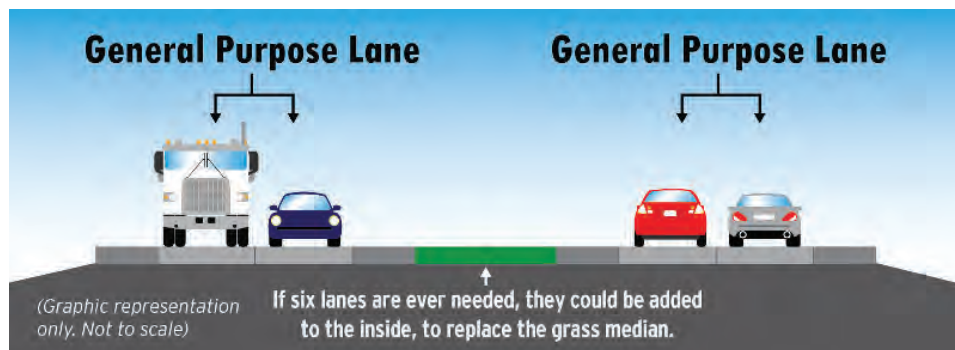
No capacity improvements on the existing West Leg beyond improvements directly related to ongoing rehabilitation and maintenance already committed or programmed.



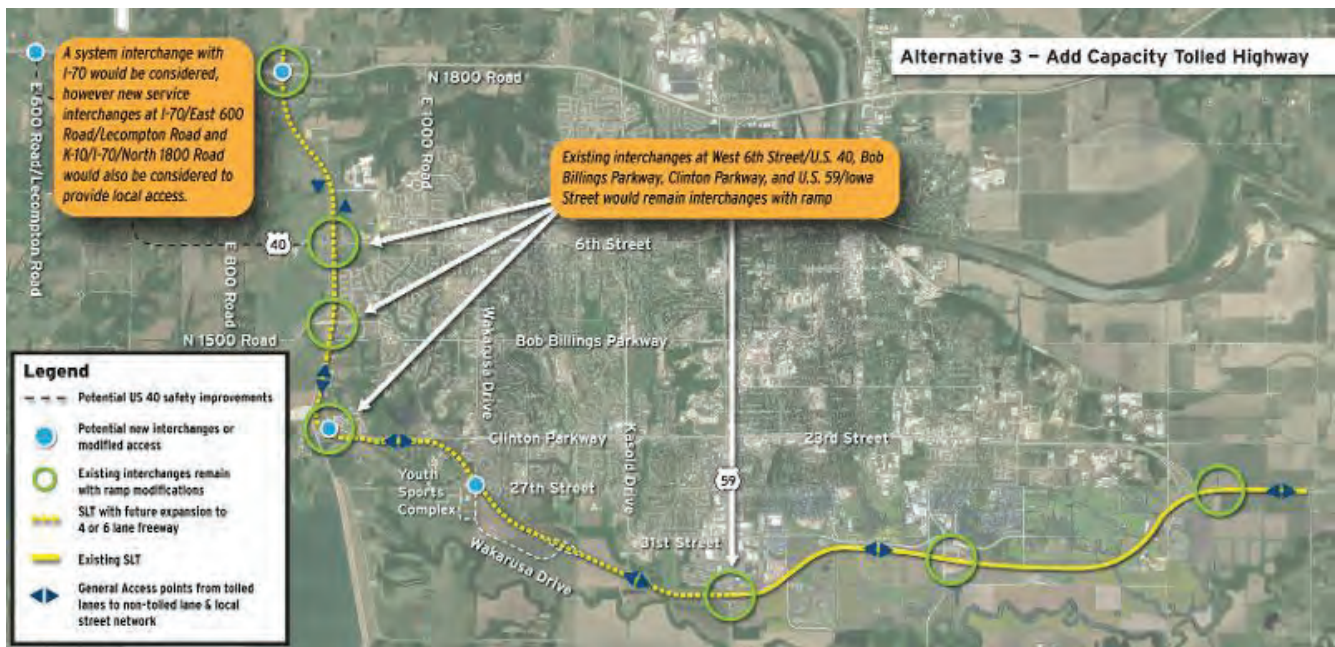
Reasonable Alternative 2 - Add Capacity Freeway

- Upgrades the existing two-lane undivided West Leg to a median divided fully access-controlled four or six lane freeway.

This image is a cross-section of what those lanes could look like.



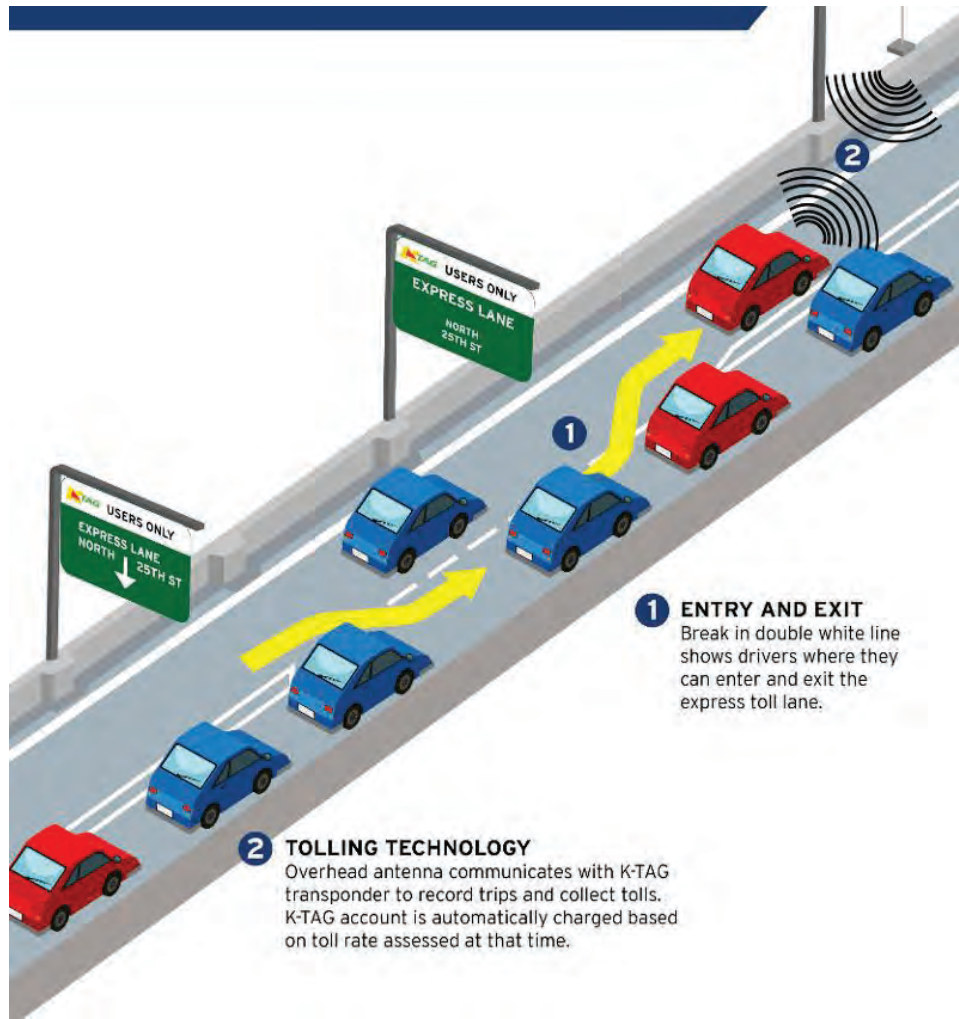
This shows four general purpose lanes and a grass median that would accommodate additional lanes in the future, if needed.



Reasonable Alternative 3 - Add Capacity Tolled Highway

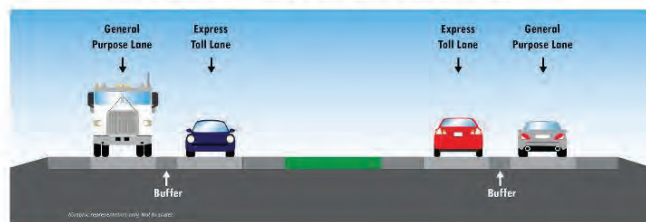
Upgrades the existing two-lane undivided West Leg to a divided four or six lane fully access-controlled highway. The existing non-tolled capacity would be maintained but new capacity would be added via tolled express lane(s).

Interchanges in the area would still be accessible via the express toll lane or the toll-free lane, but there may be certain locations where drivers will have to decide which lane they want to be in to access the local street network. The blue arrows symbolize general locations where drivers can decide to move to or from the express lane(s) to the general purpose lane.

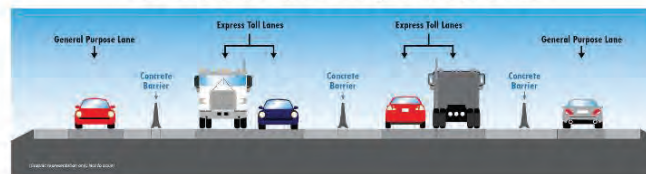


The next section will provide additional details about tolling as a funding option.

Express toll lane and one general purpose lane



Two express toll lanes and one general purpose lane



Express Toll Lane Options

KDOT and its study team have refined a tolled option to maintain existing non-tolled lanes but allow travelers to choose express toll lanes for higher levels of service. These express toll lane alternatives will be evaluated in the NEPA SEIS document. A range of alternatives is being considered within the express toll lane option, which include one or two express toll lanes in each direction with the option for future expansion as traffic growth warrants. The best configuration is still being determined.

The Add Capacity Tolled Highway Alternative would upgrade the existing two-lane undivided West Leg to a divided four or six lane fully access-controlled highway. The existing non-tolled capacity would be maintained but new capacity would be added via express toll lane(s).

The top image depicts one express toll lane and one general purpose lane. The bottom images shows two express toll lanes and one general purpose lane in each direction.

Tolling as a funding option

The last information we shared about tolling proposed an alternative that tolled all capacity, or all new lanes, of improvements. Since then, during the Kansas 2019 Legislative Session, new tolling legislation passed. The following pages provide information on the Tolling Legislation and SLT Tolling Alternative. Use the link below to provide any comments or questions.

[Click here for comment form](#)

Since the Last Public Meeting...

Tolling Legislation Passed - Kansas 2019 Legislative Session

- Existing lanes cannot be tolled
- Tolling can only be collected on new capacity
- Tolls collected on SLT could only be used on SLT
- Communities have to ask KDOT to request tolling be evaluated further

Therefore, if tolling is to be considered as an option to help fund the project, a new tolling alternative had to be developed.

Funding

Funding for improvements to the SLT has not been identified. However, a viable funding source(s) must be identified as part of the NEPA SEIS process. Preliminary cost estimates for the SLT indicate as much as \$250 to \$300 million would be needed to widen and improve the corridor. Express toll lanes are being considered as one of the reasonable alternatives and, if determined to be a viable alternative, toll revenues could help offset a portion of the cost to design, construct and maintain the new lane(s). If Lawrence and Douglas County are supportive of express toll lane(s), the revenue collected from the express toll lanes could be used as their community contribution to provide some level of matching funds.

I-70 and K-10 Interchange Alternatives

A range of alternatives at the north end of the project (I-70 and K-10) have been vetted through the SEIS process. **Three alternatives are being reviewed and work with either the Add Capacity Freeway Alternative or the Add Capacity Tolloed Highway Alternative.** Click on the interactive map below to review the alternatives (it may take a moment to

load). The dotted purple line will draw your attention to the project area and the yellow lines identify the proposed roadway design. You may provide your feedback on alternatives in the comments.

[Click here for comment form](#)

Powered by Esri

Alternative 1: I-70/K-10 Interchange

- Two interchanges with NO access to Farmer's Turnpike from SLT.
- New Interchange access to/from I-70 & Farmer's Turnpike at E. 600 Road
- Improvements to US 40.
- Reconfigured interchange at K-10 with access to I-70 but not Farmer's Turnpike.

Alternative 2: I-70/K-10 Interchange

- Two interchanges WITH access to Farmer's Turnpike from SLT.

This alternative includes a reconfigured Interchange at K-10 and I-70 with access:

- to/from K-10 & I-70.
- to/from K-10 & Farmer's Turnpike.

New Interchange at E. 600 Road and I-70 with access to and from I-70 and Farmer's Turnpike.

Alternative 3: I-70/K-10 Interchange

- Single but large interchange.

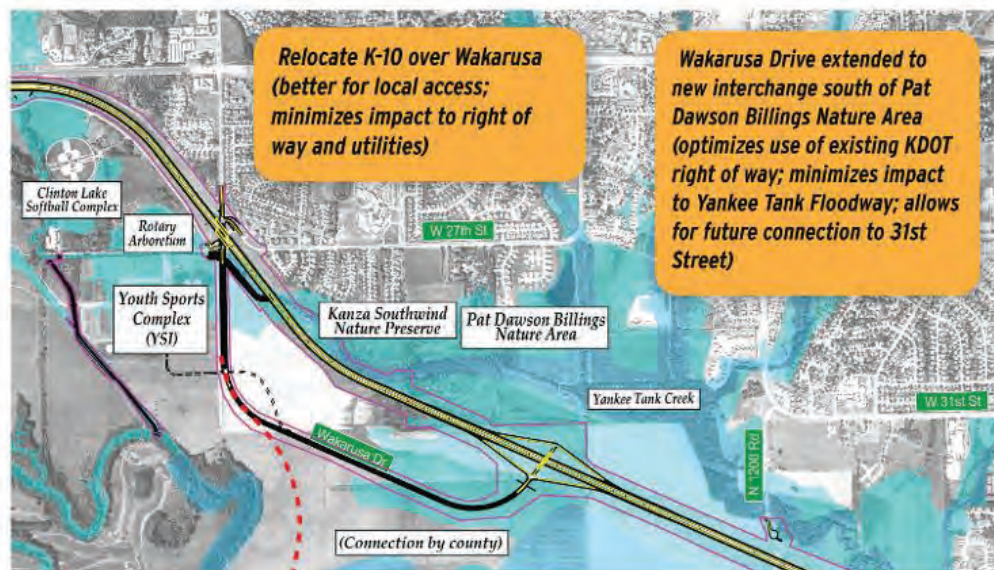
The interchange includes:

- Access to/from K-10 & I-70.
- Access to/from K-10 & Farmer's Turnpike.
- Access to/from I-70 & Farmer's Turnpike.

Additional Project Improvements and Updates

The following slides provide additional project updates and improvements. Provide any questions or comments in the comment form.

[Click here for comment form](#)



K-10 & Wakarusa Drive Improvements

The existing traffic signal at K-10 and Wakarusa Drive

intersection currently impacts traffic and access for the surrounding area. To improve safety and access for the corridor, the surrounding neighborhoods and activity centers, K-10 would become an overpass at the intersection with Wakarusa Drive and a new interchange would be located approximately 1.25 miles southeast of the existing intersection. The K-10 and Wakarusa Drive intersection proposed improvements include:

- Construct new K-10 Bridges over Wakarusa Drive (better for local access; minimizes impact to right of way and utilities)
- Wakarusa Drive extended to new interchange south of Pat Dawson Billings Nature Area.

Benefits of the proposed interchange include:

- Accommodates future Wakarusa Drive Extension to County Road 458
- Improves bike/pedestrian safety
- Allows for improved access into Youth Sports Complex (YSC)
- Allows for future development between Wakarusa Drive and K-10 to support YSC
- Minimizes impacts to Yankee Tank floodway
- Optimizes use of existing KDOT right of way

KDOT is interested in community input on the Wakarusa Drive interchange location. This is one concept for improvement, the exact location for the improved interchange is still under review, including an interchange concept at the current K-10/Wakarusa intersection location.



K-10/27th Street and Wakarusa Intersection

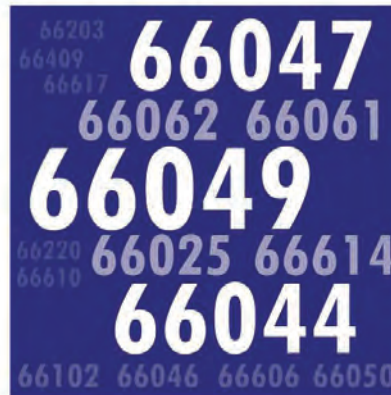
While the SEIS process continues, interim improvements are being implemented to address immediate safety needs in the corridor. The Wakarusa Drive and K-10 intersection will be modified in 2020 to improve operations and safety in the area. These improvements are not part of the ultimate grade separated interchange included in the SEIS. A preliminary plan for the intersection is shown here.

Public Input

On behalf of KDOT, ETC Institute conducted a series of focus groups in November and December 2019 to gather input about issues related to improvements being considered to the South Lawrence Trafficway (SLT). Three major topics that were covered included:

- Review three alternatives for the interchange at the intersection of the I-70 and K-10/South Lawrence Trafficway.
- Review the design alternative for a new interchange at the intersection of the K-10/South Lawrence Trafficway and an extension of Wakarusa Drive.


- Review funding options, including tolling.



Focus Group - Representation

Participants included 62 individuals representing 17 different zip codes. The two most represented zip codes include the north end and south end of the study area. The graphic to the right shows all the zip codes represented.

I-70/South Lawrence Trafficway Interchange



Alternative 3 (one, large interchange) was the favored alternative by nearly all participants.

Reasons include:

- Improved safety
- Better truck traffic management
- Better for local traffic
- Better thru/regional traffic

Perceived concerns include:

- Lack of improvements to Highway 40
- High-speed entrance and exit ramps
- Some participants do not like roundabouts

(Based on focus group input, additional safety and cost analysis, the roundabouts were removed from the alternative)


Focus Group - I-70 and K-10 Favored Alternative

Participants reviewed the three alternatives being considered

for the interchange at I-70 and K-10/South Lawrence Trafficway. Of the three alternatives presented, Alternative 3 (one, large interchange) was the favored alternative of nearly all participants.

Subsequent to the Focus Group, the project team eliminated roundabouts from the Alternative.

K-10 and Wakarusa Drive Proposed Design



Reactions to the proposed design of the K-10 and Wakarusa Drive were mixed.

Positive Reactions:

- Increased Safety

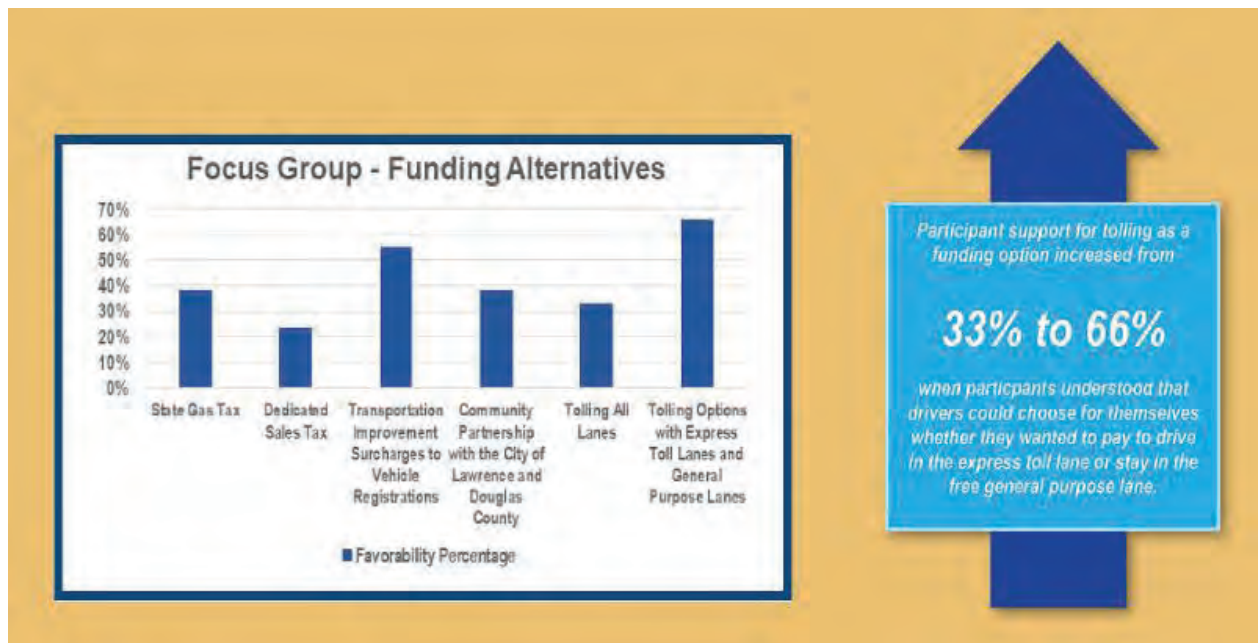
Perceived Concerns:

- Limited access to K-10 for local residents with perceived impact to travel times from Wakarusa Drive to new interchange
- Perceived negative impacts on the environment such as the flood plain
- Impacts to development of southern Douglas County

Focus Group - Wakarusa Drive

Currently, the at-grade intersection of K-10 and 27th Street is a concern for safety and congestion reasons. The long-term improvement includes a proposed relocation of the K-10 and 27th Street/Wakarusa Drive Interchange.

Participants were also presented the proposed design of the K-10 and Wakarusa Drive intersection. Reactions to the proposed design were mixed.



Focus Group Results - Funding Considerations

The focus groups discussed a number of funding options to help pay for SLT project improvements. The graph shows how participants felt about various funding options.

Generally, focus group participants wanted a funding option that is fair and did not increase their taxes.

Once participants understood that a tolled lane would be in addition to a general purpose "free lane" and drivers would have a choice on whether to use the express toll lane, support increased by a third over the option to toll all new lanes. Those supporting tolls thought that safety benefits justified the additional cost that will be required to provide the extra lanes, as well as it is a fair option because only those using the new roadway would pay the tolls.

Should the local community elect to move forward with the express toll lane alternative, a detailed feasibility study would need to be conducted after the SEIS evaluation. The toll feasibility would include extensive public outreach efforts to educate the community.



Presentation to groups:

- Douglas County Commission - February 26
- City of Lecompton City Council - March 2
- City of Lawrence City Commission Virtual Meeting - May 12 (originally scheduled for March 17 but postponed due to COVID-19)



Advisory Committee:

- Advisory Group Meeting #3
- February 19

Additional Outreach

In 2020, the project team has met with the Advisory Committee as well as attended County Commission and City Council meetings. They provided presentations on:

- Tolling
- North end alternatives
- Wakarusa proposed improvements
- Focus group summary
- Evaluation process for alternatives
- Interim improvements update
- Next steps

As well as providing an overview, the project team has gathered feedback.

If you would like a team member to present to your group, please contact us!

Email us!

Thank you for your interest in the South Lawrence Trafficway. Do not hesitate to send comments and/or questions to the project team. We will respond as soon as possible.

[Click here for comment form](#)

[Click here to email us](#)



U.S. Department
of Transportation

**Federal Highway
Administration**

Powered by ArcGIS StoryMaps

Information on Tolling Options

Express Toll Lanes

The last information we shared about tolling proposed an alternative that tolled all capacity, or all new lanes, of improvements. Since then, during the Kansas 2019 Legislative Session, new tolling legislation passed and includes the following requirements:

- Existing lanes cannot be tolled
- Tolling can only be collected on new capacity
- Tolls collected on SLT can only be used on SLT
- Communities have to ask KDOT to request tolling be evaluated further

KDOT and its study partners have refined a tolled option to maintain existing non-tolled lanes but allow travelers to choose express toll lanes for higher levels of service. These express toll lane alternatives will be evaluated in the NEPA SEIS document. A range of alternatives is being considered, which include one or two express toll lanes in each direction with the option for future expansion as traffic growth warrants. The best configuration is still being determined. On the back are graphics demonstrating the potential concepts being considered.

Therefore, if tolling is to be considered as an option to help fund the project, a new tolled alternative had to be developed.



Funding

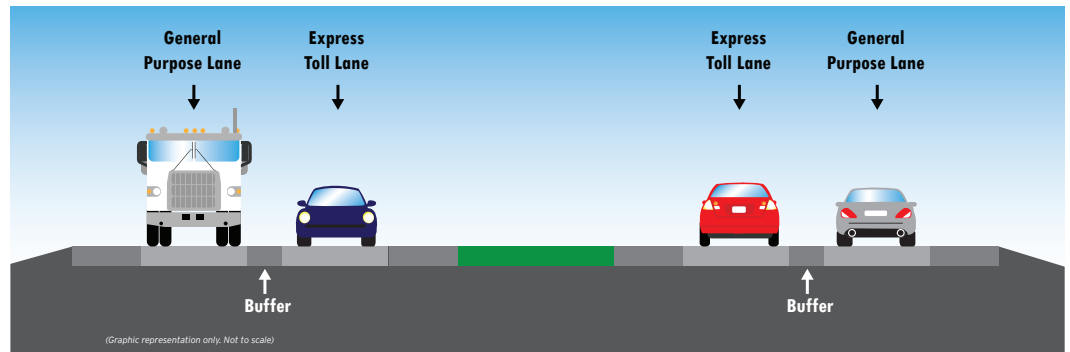
Funding for improvements to the SLT has not been identified. However, a viable funding source(s) must be identified as part of the NEPA SEIS process. Preliminary cost estimates for the SLT indicate as much as \$250 to \$300 million would be needed to widen and improve the corridor. Express toll lanes are being considered as one of the reasonable alternatives and, if determined to be a viable alternative, toll revenues could help offset a portion of the cost to design, construct and maintain the new lane(s). If Lawrence and Douglas County are supportive of express toll lane(s), the revenue collected from the express toll lanes could be used as their community contribution to provide some level of matching funds.

Express Toll Lane Options

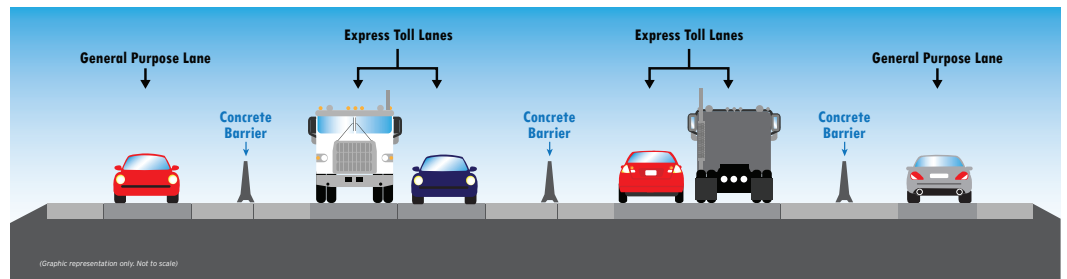
The study is in the reasonable alternatives phase and is evaluating the alternatives. Below are potential concepts being considered for the Add Capacity Tolerated Highway Alternative.

The Add Capacity Tolerated Highway Alternative would upgrade to the existing two-lane undivided West Leg to a divided four or six lane fully access-controlled highway. The existing non-tolled capacity would be maintained but new capacity would be added via express toll lane(s).

Express toll lane and one general purpose lane



Two express toll lanes and one general purpose lane



Interchange access locations with local streets and access between the express toll lanes and toll-free general purpose lanes.

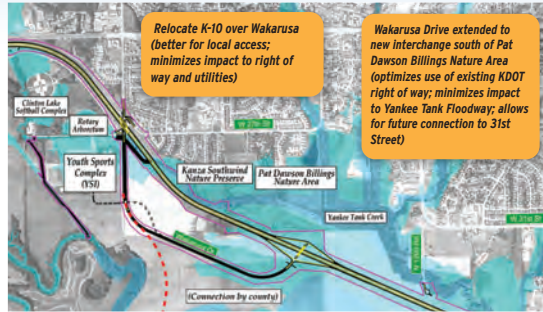


Interchanges in the area would still be accessible via the express toll lane or the toll-free lane, but there may be certain locations where drivers will have to decide which lane they want to be in to access the local street network. The blue arrows symbolize general locations where drivers can decide to move to or from the express lane(s) to the general purpose lane.

Wakarusa Drive Interchange Alternative

The existing traffic signal at K-10 and Wakarusa Drive intersection currently impacts traffic and access for the surrounding area. To improve safety and access for the corridor, the surrounding neighborhoods and activity centers, K-10 would become an overpass at the intersection with Wakarusa Drive and a new interchange would be located approximately 1.25 miles southeast of the existing intersection. The K-10 and Wakarusa Drive intersection proposed improvements include:

- Construct new K-10 Bridges over Wakarusa Drive (better for local access; minimizes impact to right of way and utilities)
- Wakarusa Drive extended to a new interchange south of Pat Dawson Billings Nature Area
- Optimizes use of existing KDOT right of way; allows for future connection to 31st Street



- Benefits of the proposed interchange include:
- Accommodates future Wakarusa Drive Extension to County Road 458
 - Improves bike/pedestrian safety
 - Allows for improved access into Youth Sports Complex (YSC)
 - Allows for future development between Wakarusa Drive and K-10 to support YSC
 - Minimizes impacts to Yankee Tank floodway
 - Optimizes use of existing KDOT right of way

KDOT is interested in community input on the Wakarusa Drive interchange location. This is currently one concept for improvement, the exact location for the improved interchange is still under review, including an interchange concept at the current K-10/Wakarusa intersection location.

Interim Safety Improvements

While the SEIS process continues, interim improvements are being implemented to address immediate safety needs in the corridor. The Wakarusa Drive and K-10 intersection will be modified in 2020 to improve operations and safety in the area. These improvements are not part of the ultimate grade separated interchange included in the SEIS. A preliminary improvement plan for the intersection is shown here.



Contact

Visit the project website at www.slt-ks.org (click [here](mailto:info@slt-ks.org) for email) for more information or to leave comments. If there are questions about the SLT Study, please contact [Kelly Kultala](mailto:kultala@sltk.com) (785-207-0715) or [Kris Norton](mailto:norton@sltk.com)

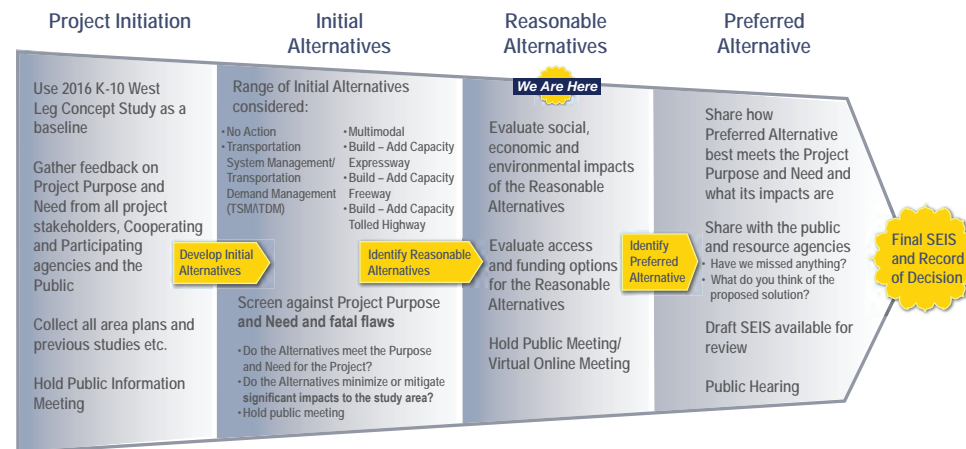
Project Factsheet

The Kansas Department of Transportation and its team are working through the National Environmental Policy Act (NEPA) environmental process—the Supplemental Environmental Impact Statement (SEIS) to evaluate each of the alternatives on how well they meet the Purpose and Need Statement previously identified. The study is at the Reasonable Alternative phase and evaluating three (3) alternatives, **No Action**—the baseline—**Add Capacity Freeway** and **Add Capacity Tolled Highway**. Each of these alternatives can accommodate multimodal opportunities in the corridor as well as Transportation Systems Management and Transportation Demand Management (TSM/TDM) components to help manage traffic flow. The preferred alternative will be identified in the Fall of 2020.



Alternatives Evaluation Process

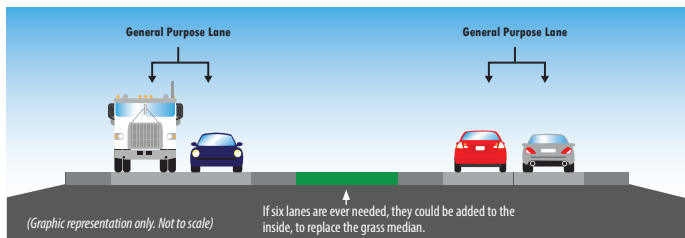
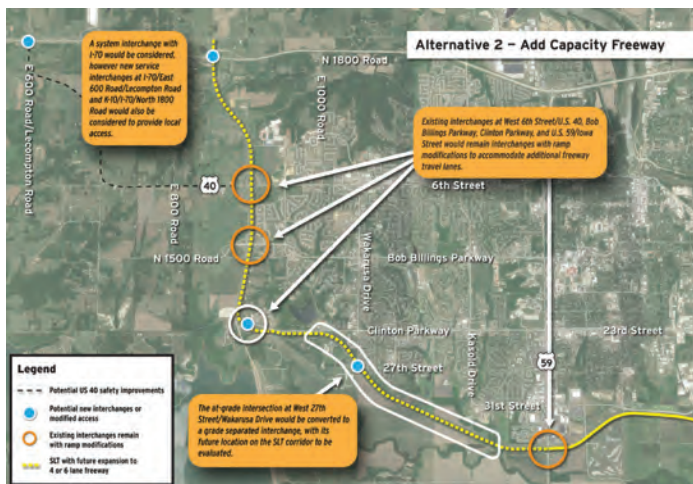
During the SEIS process, the study team reviews and evaluates alternatives and how well they meet the established Purpose and Need Statement. At each stage the alternatives are reviewed against criteria and the level of impacts for a variety of factors including, but not limited to engineering, environmental—both the natural, and built environment, socio-economic, cost, and constructibility.



The Alternatives

The study is evaluating three reasonable alternatives in order to select a preferred alternative. All three of these alternatives can accommodate multimodal opportunities in the corridor as well as Transportation Systems Management and Transportation Demand Management (TSM/TDM) components to help manage traffic flow. The preferred alternative will be identified in the Fall of 2020. The three alternatives being evaluated are:

- **No Action**—No capacity improvements on the existing West Leg beyond improvements directly related to ongoing rehabilitation and maintenance already committed or programmed.
- **Add Capacity Freeway**—Upgrades the existing two-lane undivided West Leg to a median divided fully access-controlled four or six lane freeway.



- **Add Capacity Tolled Highway**—Upgrades the existing two-lane undivided West Leg to a divided four or six lane fully access-controlled highway. The existing non-tolled capacity would be maintained but new capacity would be added via express toll lane(s). Examples are shown on the Tolling factsheet.

I-70 & K-10 Interchange Alternatives—A range of alternatives at the north end of the project (I-70 and K-10) have been vetted through the SEIS process. Three alternatives are being reviewed and work with either the Add Capacity Freeway Alternative or the Add Capacity Tolled Highway Alternative.

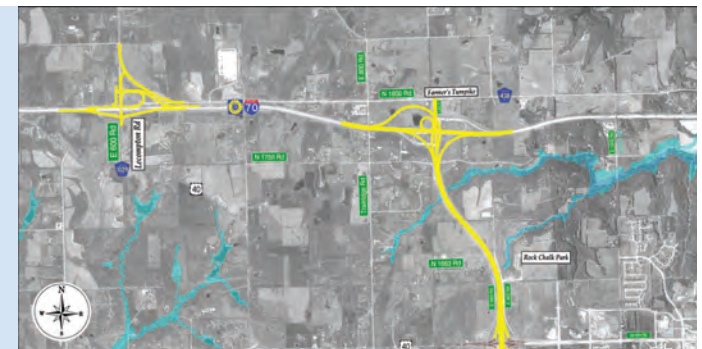
Alternative 1

(2 interchanges with NO access to Farmer's Turnpike from SLT)



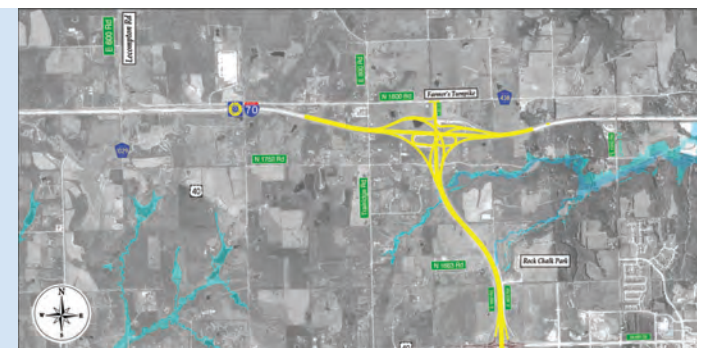
Alternative 2

(2 interchanges WITH access to Farmer's Turnpike from SLT)



Alternative 3

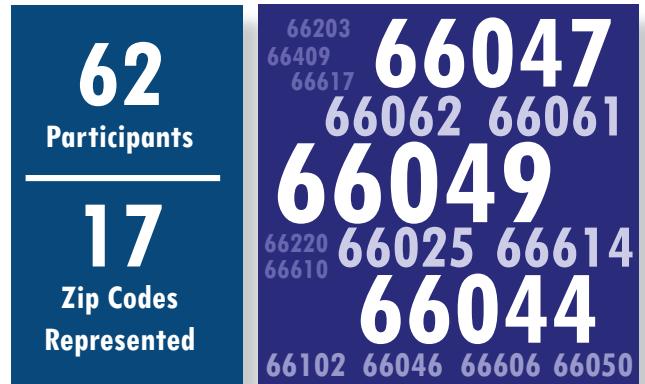
(Single but large interchange)



Focus Group Summary

On behalf of KDOT, ETC Institute conducted a series of focus groups in November and December 2019 to gather input about issues related to improvements being considered to the South Lawrence Trafficway (SLT). Three major topics that were covered included:

1. Review three alternatives for the interchange at the intersection of I-70 and K-10/South Lawrence Trafficway.
2. Review the design alternative for a new interchange at the intersection of K-10/South Lawrence Trafficway and an extension of Wakarusa Drive.
3. Review funding options, including tolling.



The graphic indicates the zip codes represented

1. I-70/South Lawrence Trafficway Interchange

Of the three alternatives presented, Alternative 3 (one, large interchange) was the favored alternative of nearly all participants.



Reasons include:

- Improved safety
- Better truck traffic management
- Better for local traffic
- Better for thru/regional traffic

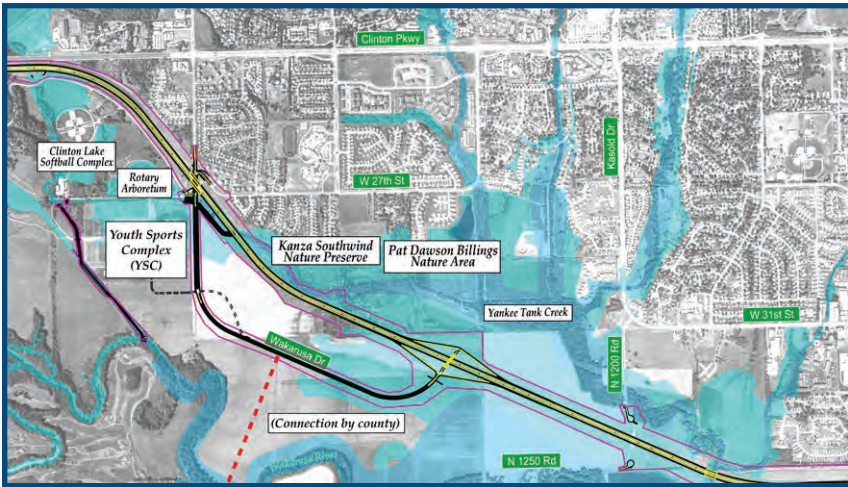
Concerns Include:

- Lack of improvements to Highway 40
- High-speed entrance and exit ramps
- Some participants do not like roundabouts
(Based on focus group input, additional safety and cost analysis, the roundabouts were removed from the alternative.)

Focus Group Summary

2. K-10 and Wakarusa Drive Proposed Design

Currently, the at-grade intersection of K-10 and 27th Street is a concern for safety and congestion reasons. The long-term improvement includes a proposed relocation of the K-10 and 27th/Wakarusa Drive Interchange. Reactions to the proposed design of the K-10 and Wakarusa Drive Interchange were mixed.



Positive Reactions:

- Increased Safety

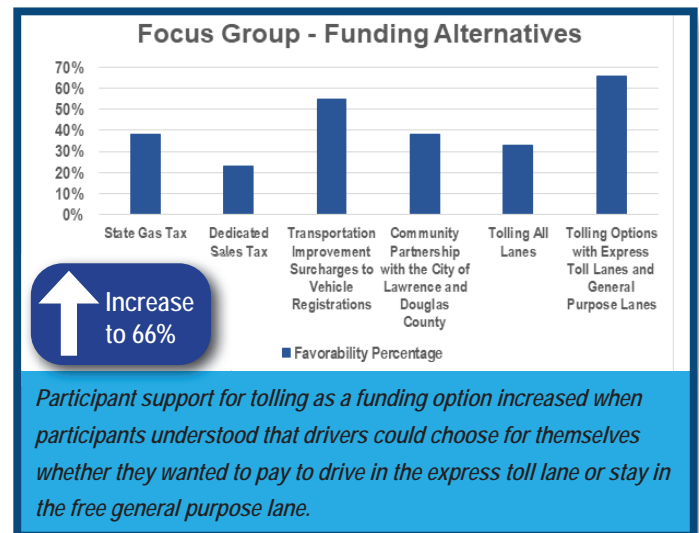
Concerns:

- Limited access to K-10 for local residents with perceived impact to travel times from Wakarusa Drive to new interchange
- Perceived negative impacts on the environment such as the flood plain
- Impacts to development of southern Douglas County

3. Funding

The focus groups discussed a number of funding options to help pay for SLT project improvements. The graph shows how participants felt about various funding options. Generally, focus group participants wanted a funding option that is fair and did not increase their taxes.

Once participants understood that a tolled lane would be in addition to a general purpose "free lane"* and drivers would have a choice on whether to use the express toll lane, support increased by a third over the "toll all lanes" option. Those supporting tolls thought that safety benefits justified the additional cost that will be required to provide the extra lanes, as well as it is a fair option because only those using the new roadway would pay the tolls.



Participant support for tolling as a funding option increased when participants understood that drivers could choose for themselves whether they wanted to pay to drive in the express toll lane or stay in the free general purpose lane.

Should the local community elect to move forward with the tolled lane alternative, a detailed feasibility would need to be conducted after the SEIS evaluation. The toll feasibility would include extensive community outreach and public engagement efforts.

* A free lane is never really free, the cost for the road is paid for from KDOT's highway program funded by the state and federal taxes.

Contact

Visit the project website at www.slt-ks.org (click [here](#) for email) for more information or to leave comments. If there are questions about the SLT Study, please contact [Kelly Kultala](#) (785-207-0715) or [Kris Norton](#)

**Supplemental Environmental Impact Statement (SEIS)
Public Meeting Open House #3 (Virtual Meeting) Summary
Thursday, May 14 through Thursday, June 4, 2020
KDOT Project # 10-23 KA-3634-01**

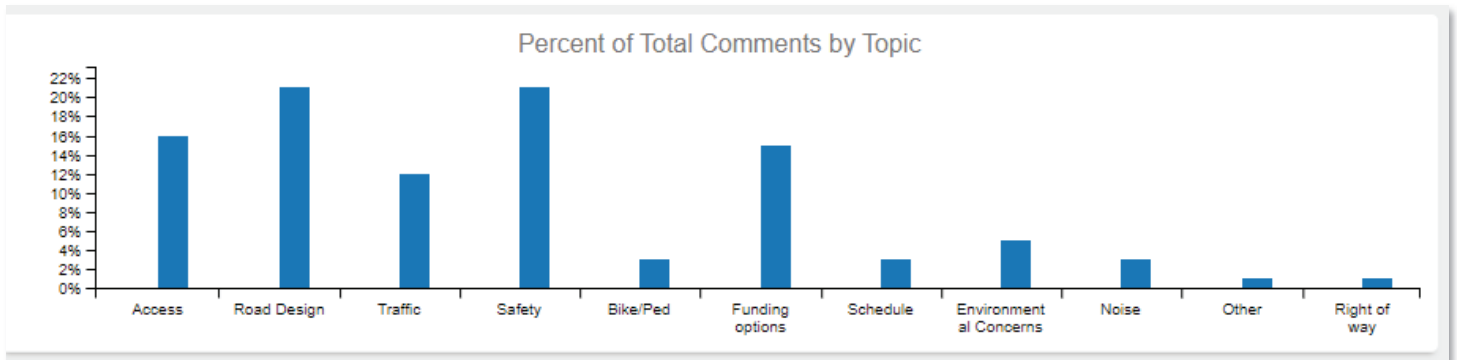
The Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) held a Virtual Public Information Open House for the South Lawrence Trafficway (SLT) Supplemental Environmental Impact Statement (SEIS) starting Thursday, May 14, 2020 and ended Thursday, June 4th, 2020. Due to the COVID-19 pandemic, the meeting was presented and hosted virtually at www.slt-ks.org although the community had the opportunity to request hard copies or meeting materials. The original end date was May 28 but to maximize community input, the date was extended an additional week. Participants were provided with a link to an online comment form and the project team email addresses to provide comments and questions.

The purpose of the virtual open house was to present project updates and share the Reasonable Alternatives for the SLT improvements. The purpose of the SEIS is to help KDOT evaluate the options for improving the SLT to enhance safety and improve congestion while trying to minimize impact to the environment.

Two hundred two (202) people signed into the meeting using the Public Information Management Application (PIMA) and two sets of hard copies were sent via mail. One hundred fifteen comments were submitted and documented in the PIMA application.

Key Findings

In general, people are supportive of the improvements to SLT. The comment form asks participants to identify topics that apply to their comment. Below is a table that provides what topics were selected. Multiple topics can represent a single comment.



Common themes through the comments include:

- Safety throughout the corridor is a concern but the intersection of Wakarusa and K-10 stands out as a major concern for traffic and pedestrians and bicycles.
- Access at Farmer's Turnpike is another concern as participants do not want to lose this access.
- While some participants are open to tolling, many people are against tolling options.

In the sections that follow, comments and themes for each category presented are summarized.

Meeting notification

An electronic postcard invitation was sent to the Advisory Committee as well as the online database consisting of 838 emails to advertise the virtual meeting. KDOT sent out a media release announcing the meeting and posted on the @NEKansasKDOT Facebook page and the @NEKansasKDOT Twitter account. The Lawrence Journal World included the meeting in two articles:

- May 12, 2020: Some city leaders open to idea of tolled express lanes on SLT as long as existing lanes remain free
- May 13, 2020: KDOT to update Lawrence City Commission on SLT expansion project, including options for tolling

Prior to the meeting the project team presented to the Lawrence City Commission, the Douglas County Commission and the Lecompton City Council to provide updates and announce the public meeting. A virtual presentation was given to the Lawrence City Commission on May 7 via Zoom which is open to the public and broadcast on local TV. The project team also made in-person presentations to the Lawrence Chamber of Commerce and a Lawrence Rotary group. The City of Lawrence, Douglas County and the City of Lecompton helped share the public meeting information through social media and newsletters. The Lawrence Chamber of Commerce shared the information with their membership.

SLT South Lawrence Trafficway

If you need special assistance, would like to request a hard copy version or would like to discuss with a project team member please contact Kelsey Heavin at 816-527-2468 or kheavin@hntb.com.

Virtual Public Information Open House


Keeping health and safety a priority for participants, the Kansas Department of Transportation (KDOT) and the Federal Highway Admin (FHWA) are pleased to announce they will be hosting a virtual public meeting for the public to learn more about the South Lawrence Trafficway Supplemental Environmental Impact Statement (SEIS).

The virtual open house will provide project updates and share the reasonable alternatives for the SLT improvements. Participants will have the ability to submit questions and comments through an online form that will go directly to the project team and they will respond as needed.

The purpose of the SEIS is to evaluate options for improving the SLT, including review of reasonable alternatives that will enhance safety and improve congestion while supporting its use as a thriving corridor for the City of Lawrence and the surrounding region. The SEIS is scheduled to be completed in 2021.

To attend the virtual meeting, visit www.slt-ks.org between May 14 and May 28 and follow Public Meeting links on the front page.

After conclusion of the virtual meeting, a summary of questions and comments and meeting materials will be posted on the website.



Meeting Exhibits and Materials

The meeting was set up through ESRI Story Boards and provided the following categories:

- Project background
- Three Reasonable Alternatives
- Tolling as a funding option
- I-70 and K-10 Interchange Alternatives
- Additional project improvements
- Public input

In addition to the virtual exhibits, participants had the ability to review project factsheets with similar information. Factsheets are attached.

The following is a summary of the information provided and common themes we heard from participants in their comments.

Project Background

This section provided general information about the South Lawrence Trafficway Project. It included the history, study area, SEIS process, purpose and need, Alternatives evaluation process and the schedule.

The main comments in this section are regarding the schedule as many would like to see the improvements completed as soon as possible and looking for a more defined timeline.

Three Reasonable Alternatives

The three Reasonable Alternatives, including No Action, Add Capacity Freeway and Add Capacity Tolloed Highway, were presented in this section with static images highlighting potential improvements.

Comments included several similar themes:

- Reasonable Alternative 2, Add Capacity Freeway, is the most favored alternative. Many commenters are opposed to tolled lanes, however there are some that are very supportive.
- Safety and congestion are concerns along the corridor.
- A few people found the Express Toll Lanes option confusing or thought it may pose a safety concerns with travelers moving back and forth between the “free” lanes and Express tolled lanes.
- Many participants also commented that they felt four lanes would be best instead of six lanes.

Tolling as a funding option

This section introduced the tolling legislation that was passed in 2019 which would allow for only the new lanes to be tolled and that all tolls collected on the SLT could only be used on SLT. If tolling is to be considered, a tolling alternative had to be developed.

Some of the comments that demonstrate the common themes include:

- “I do not feel that people of northern Douglas county should have to pay a toll to use a road that gives us access to meet our basic needs.”
- “I support the SLT tolling of new express lanes, leaving existing lanes free to use.”
- “I would support Alternative #3 if tolling a portion of the road will speed up the upgrades to the western leg of the SLT.”
- “I think that K-10 should not be a toll road and that other taxes should be used to fund the project. I do not think that, given the short distances between interchanges, free and tolled lanes is a safe and feasible fundraising idea. I feel that the confusion of toll lanes and free lanes on a roadway so often used for local traffic is not a feasible fix for the traffic issues the SLT currently faces.”

I-70 and K-10 Interchange Alternatives

Three interactive maps were provided in this section for participants to review the alternatives for the north end of K-10 at I-70. The three alternatives for this portion of the project include:

- Alternative 1: Two interchanges with NO access to Farmer's Turnpike from SLT.
- Alternative 2: Two interchanges WITH access to Farmer's Turnpike from SLT.
- Alternative 3: One large interchange.

Alternative 3 was the most favored alternative, followed by Alternative 2. While there were a few comments in favor of Alternative 1, most commenters do not want to lose their access to Farmer's Turnpike.

Additional Project Improvements

This section included proposed improvements to K-10 and Wakarusa Drive and temporary safety improvements at K-10/27th Street and Wakarusa. This area was of interest and many participants provided comments as it is a busy intersection with the Youth Sports Complex as well as many residents in the area.

Safety, for drivers, pedestrians and bicycles, is a top concern in this location and another concern a few people expressed is the noise pollution. While not every question was the same, there were a few comments that asked why the specific proposed design was selected over other options.

Example comments include:

- "As for the safety improvements proposed for K10/27th St and Wakarusa Dr seem geared more towards improving the safety of people driving vehicles, rather than the more vulnerable people walking and biking the Lawrence Loop. How about adding a refuge island for the expansive crosswalk across K10? Or not making people backtrack to get to a crosswalk to cross Wakarusa Dr?"
- "I completely agree for the need of the K10 Wakarusa overpass. This is a dangerous intersection!"
- "The 27th street/Wakarusa street interchange is not very well thought out for all who live east of the intersection. No one from the east can enter the SLT. We have to go one way onto Wakarusa to 23rd street. What about all the damn road noise at all times, on this stretch of road. (Stop light on K10 and 27th/Wakarusa) How come no one post noise control signs near this intersection. Tractor trailers are using their jake brakes. NOISE POLLUTION!!!!!"
- "I would like to know why a Diamond interchange is not used at Wakarusa Dr."

Comments

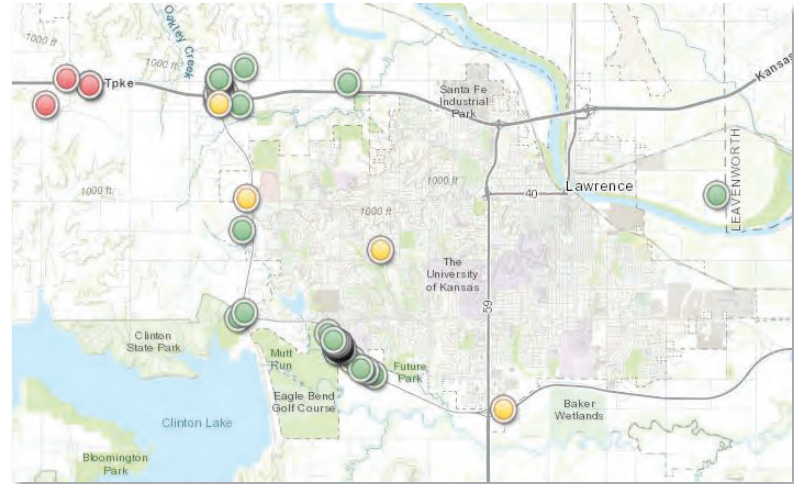
One hundred fifteen comments were submitted and documented in the PIMA application. Most comments were completed directly in PIMA but some participants did submit emails to the

project team that were manually documented in PIMA. There were also participants that submitted multiple comments.

The complete list of all comments is attached. Comments are broken up to represent the meeting categories, unless they are general and about a specific topic.

The PIMA tool allows commenters to identify the area of concern when submitting a comment. Red identifies not in favor, yellow is neutral and green is in favor. Below is a map that the participants provided a pinpoint to identify their location of concern. The north end is where the red dots are placed. Yellow and green are dispersed through the corridor.

The comments provided that are represented by the red dot are about the access to Farmer's Turnpike. All three comments note that they do not want access cut off from Farmer's Turnpike. One comment also provides input that they would like to see improvements to US-40.



In general, people are supportive of SLT and want to see the improvements done quickly. Safety, access and tolling are the top concerns as indicated by their preference of alternatives.

Virtual Public Information Open House Comments

As of June 11, 2020, one hundred fifteen comments were submitted and documented in the PIMA application. All comments are below and are verbatim and not corrected for spelling, punctuation or grammar.

Comments are broken up to represent the meeting categories unless they are general and about a specific topic. If a participant provided a comment about multiple categories, the comment is divided so each portion is listed under the applicable category.

Traffic

- As a regional commuter between Topeka and Olathe on a weekly basis this highway bypass needs to be expanded quickly. There is so much city and commercial traffic that this portion of the road is awful to get through. I can't tell you how many times I see a slow moving car with 10-15 cars behind them all wanting to get through quicker. Something needs to be done quickly.

Noise

- Hello, regarding the SLT project for the west side of Lawrence. Is there or are there any plans for a noise barrier? The roar of the 2 lane can be quite annoying, I have monitored the sound with a Db meter at times and am surprised at the reading, depending on whether there is any wind, or direction of wind. Can only imagine what it will be with 4 or 6 lanes, plus with Clinton State Park on the west side and all the open ground, there is pretty good movement of deer through the area.
- Would like to have sound barrier between housing and the SLT where houses exist near the roadway.
- I am curious what will be done if anything about the road noise where the road will be close to residences, particularly near Wakarusa.
- When expansion happens there needs to be noise mediation between 6th Street and Bob Billings. The current traffic rattles our windows at all hours of day and night, especially the hand brakes and straight pipe semi's. Noise barriers are a MUST!!
- As a private home owner with property backing up to the SLT and situated close to the intersection of Wakarusa and 27th, I have one request. I hope that you would greatly consider a sound barrier being built along the eastern side of the SLT to reduce the traffic noise in the residential neighborhoods. The barriers could be similar to the current barriers along the eastern leg in the Haskell bottoms. Thank you for your consideration in this matter.

Safety

- The traffic into the Soccer Fields is too congested on practice days and especially on game days. The intersection is not designed for that level of traffic, and it is very dangerous for bikers and pedestrians. That is the biggest problem with the SLT as I see it. Otherwise, I'm very happy with the SLT.

- Please provide a better entrance/exit to ball fields.
- Dumping a large volume of traffic onto E 600 Rd. would cause huge issues at intersection with Hwy-40 plus significantly increased potential for accidents along Hwy-40 to the east due to tight right of way corridor, numerous hills & corners.
- The state created a self-evident extreme hazardous condition by completing and opening the eastern portion of the SLT, feeding two heavily utilized westbound lanes (aggravated by merging US 59 traffic, into a single westbound lane. My life and that of my wife have been jeopardized by an eastbound driver that decided to pass a long line of eastbound vehicles at dusk, causing us to avoid a high speed head-on collision only by swerving onto the shoulder. The volume of traffic is a daily safety hazard. The state should immediately implement the simplest remediation possible by adding two more lanes at state expense. If traffic engineers want to study some other ideal" configuration there will be plenty of time to do so after the existing threat to lives and property has been resolved. The state's past actions have caused the present threat; it is unreasonable and unsafe to delay a solution solely to consider tolls or more complex solutions. Other state highway projects may have had priority before this threat arose
- Safety - The 27th Street/Wakarusa Drive interchange is very dangerous and unsafe. How long can this situation be permitted to persist? At what point will this interchange need to be closed, as was done with the SLT access at Kasold Drive, for safety purposes? YSI - Why is there no mention of relocating the YSI complex (just as hundreds of acres of the Baker wetlands were relocated to build the east leg), in order to build an interchange at south Wakarusa Drive instead of 1-2 miles to the east. The fact that KDOT owns a tiny parcel of right of way is not a meaningful consideration in determining the location of the interchange and constructing an interchange at this location would only result in increased construction costs.

Bike/Ped

- I support expanding / preserving the bike/pedestrian system that parallels SLT
- I'm very concerned about pedestrian and bike safety at Wakarusa and K10. I support a separated grade crossing that allows people to easily remain on the Lawrence Loop Trail.
- I also support preserving and improving the bike/pedestrian/alternative transportation pathways parallel to the SLT and would support adding similar extension for bike/alternative transportation on the K-10 corridor east to Lenexa.

Environmental

- Environmental issues. I strongly recommend clearly identifying those issues that have to be complied with because of statutes and regulations or Executive Orders, and those that are based on great recommendations from Environmental/Historic Preservation professionals. And last but not least, issues brought for consideration by the public as simply preferences of the local community.
- I am a professor of Environmental Science at Haskell. Maps to evaluate the study area and landcover/use around the area of impact for project are too small (too coarse detail) to make an informed judgement by citizens who are not intimately familiar with the landcover of the city already. Maps must be higher quality! I am using a high-end laptop,

and am unable to see enough detail. You have to include landcover/landuse features clearly in these maps, and make them expandable to a high degree. That said, the construction alternatives must include one in which we include water flow structures under the SLT (open water channels - constructed streams, ditches, sloughs as well as underground tubes). This alternative would include allowing water to flow under the eastern leg that divides the Haskell and Baker Wetlands for flooding abatement as well as aquatic wildlife passage (fish, turtles, etc...). Some of these open channels could be added as we create underpasses, improvements etc... at the intersections along the SLT. This is part of the environmentally sensitive improvements to the SLT that were ignored in the initial construction of the SLT. Essentially, one of the major problems that needs to be improved in this new project is that the SLT has created a raised berm all along the south and west sides of Lawrence (essentially a dam) that keeps hydrologic flow from occurring, and is causing much more water to accumulate on the Haskell side of the wetlands than in the past, for example. The extent of water has been noticeably growing on the Haskell side since the 2016 construction. This will happen and is happening elsewhere on either side of the SLT as well. Hydrologic flow and connectivity has really been ignored or not well thought out along most of the sections of the original SLT, and this "improvement" initiative we are working on now would be the opportunity to "really" improve the SLT in the ways suggested in this comment while improving access and making the road safer at the same time. This should be a goal of the improvements. I believe improving the environmental damage that was done by the previous incarnation of a road project is one of the legitimate goals of an SEIS and any improvement proposals for an existing roadway. This project is not ONLY to be about its impacts on traffic as our community is NOT ONLY ABOUT TRAFFIC. If that were the case we would have a hard time living in this community and sustaining a healthy well-rounded population. My students are very badly impacted by the roadway as it is, and our time in the wetlands during field labs is drowned out by exhaust and loud trucks on 31st street and the trafficway. We are not able to use our wetlands to their fullest as they represent most significant outdoor teaching lab Haskell Indian Nations University had. I will add more in a future comment if I have time.

- Has the wetland issue along the existing roadway been resolved? In the past there was a concern with Lake Alvamar not meeting the safety requirements for dams. Is flooding of the highway as the result of a dam breach still an issue?

Funding

- Please pursue the toll lane option for completion of the SLT.
- Would prefer no tolls.
- Requiring K-tags to use the express toll lanes has some serious equity issues - under-banked drivers will be relegated to the lower service level lane. How will out-of-area drivers, without K-tags, be able to grasp that they can only use the untolled lanes?
- I do not support toll lanes. Keep all lanes non-toll.
- NO TOLLS, one of your four objectives is to support local growth, a toll road will not do this!!! Alternative 2 is what we have always been told would happen for the last 30 years when it happens, not a toll road!!!

- I think we should limit commutes between Topeka and KC by tolling the South Lawrence trafficway.
- No Toll road
- Am proposing that the toll be the option to fund the SLT project.
- Why can't the recently signed \$10B - 10 year infrastructure bill provide funding for this expansion to four or six lanes without the need for tolls?
- I support the SLT tolling of new express lanes, leaving existing lanes free to use
- No more toll roads to Lawrence. If highway projects need tolling to pay, put them in another part of the state.
- I do support an express and/or tolled lane to help reduce overall cost & potentially improve safety.
- I do not feel that people of northern Douglas county should have to pay a toll to use a road that gives us access to meet our basic needs.
- Please do not make it a toll road
- NO TOLL ROAD OF ANY KIND! When will you actually start to widen/improve the road? Give me just a date or approximation - no a bunch of boilerplate about why you can't do anything.
- Non-Toll expansion is the best alternative. Toll roads are the least effective mean and cost the general public user and commercial user a higher cost per mile, then non-tolled roadways, ref. A Financial Analysis of Toll System Revenue: Who Pays & Who Benefits to help add to the highway fund."
- Finally, we do not prefer the tolled lane option to pay for this project--the need for the West Leg expansion was abundantly clear for years before the east leg of the traffic way was completed, and the funding for that expansion should have been included in the state's plans all along. Tolling, even if optional, places an unfair burden on local users of the roadway to pay for this expansion that is, fundamentally, driven by regional transportation needs.
- Absolutely opposed to toll options.
- Also, I'm cheating here just to save time, but I would like to comment on the concept of tolls for K-10 for an express lane. I have absolutely no problem with it. People here are incredibly spoiled - in big cities, it's just matter of course to pay for faster commute. As long as there is a free option, what is the big deal. Don't cave!
- Also I am good with Tolling to help solve funding.
- We use the SLT every single day to commute to work. If a tolled option was approved and built we would simply divert our traffic patterns to using the existing lanes which I imagine a lot of others would do as well. This would not reduce accidents or traffic volume except to those of more privilege and means. No employer is going to consider a pay raise for a voluntary toll fee. Those who use a toll road do so understanding in advance where to live, costs, fees, commute time, etc. Do not take a small existing free access" stretch of highway and mandate a new small stretch built for safety and/or KDOT will use the never ending fees/tolls as income."
- However, make one thing clear - NO TOLL ROAD! I SAY AGAIN - .NO TOLL ROAD OF ANY KIND! I paid for road improvement already by paying my taxes. Now do yours and widen the road and do away with that ridiculous and dangerous stop light - Overpass - Yeah!

- Funding should not be by tolling. Transportation funding should be vehicle registration or partnership with the City of Lawrence, Douglas Co and State - so this includes commuters from Topeka and Kansas City, KS.
- I think that K-10 should not be a toll road and that other taxes should be used to fund the project. I do not think that, given the short distances between interchanges, free and tolled lanes is a safe and feasible fundraising idea. I feel that the confusion of toll lanes and free lanes on a roadway so often used for local traffic is not a feasible fix for the traffic issues the SLT currently faces.
- I would support Alternative #3 if tolling a portion of the road will speed up the upgrades to the western leg of the SLT.
- Additionally, I am vehemently opposed to partial tolling. Traffic will continue to be heavy and unsafe on the toll-free portion of the road, and those (like my spouse, heading to US59 SB for emergency call reasons) having to exit from tolled to toll-free to change highways will be caught up in that traffic backup, or will have to use the more congested toll-free lane to avoid the transition. Neither of those is a safe option. Additionally, this would make Lawrence the only community in Kansas completely belted by tolled highways. The KC metro area is toll-free, and Topeka's Wichita's immediate beltways are toll-free.
- We also feel all lanes should be Toll Free.

Reasonable Alternatives

- Add Capacity Freeway
- Take no action is not a reasonable alternative. The two lane portion of the SLT is dangerous. After several close calls I have stopped using it entirely. Fixing the issues and expanding to four lanes as either a tollway or freeway would both be preferable to how dangerous this leg is now.
- I love Reasonable Alternative 3 - Add Capacity Tolled Highway for the South Lawrence Trafficway (SLT) Project because with the tolling option the project is basically going to pay for itself in no time.
- Alternative # 2
- Based on location of SLT and urban/rural community around or nearby it. The option for a 4 lane roadway with green median, one toll lane per direction, seems to me to be the most reasonable improvement proposed
- I guess I'm confused as to who is going to take the toll road when a free lane is there as an alternative. Why would a person pay to drive in lane 1 when lane 2 is free? Change the law, toll the whole road until it's paid for and build it soon, it's very dangerous and lives are being lost. Traffic is out of control. Build it four lanes with grass for now with the option to add two more lanes as needed. A four lane road will move alot of traffic. Configure the 27th street interchange so Wakarusa Dr can be extended south to 458, as I think there would be alot of use for that and it would also relieve traffic on and below the dam. Do NOT fund it with taxes! That means only local people would be paying for it, when alot of out of town and out of state people use it,too. Charge a toll so everyone that wants to use it, pays for it. Get that law changed and toll the road, but get it built.
- Not very fond with the choices at all! Do not want a toll road lane or lanes. Who keeps fighting for the rights to a toll lane?

- I am not in favor of the toll configuration that is presented. This is such a short stretch of highway to have such a confusing option. I would be stressed if I found myself behind a slow moving vehicle and have to decide if I can pass or not. Also, how do you charge vehicles who don't have KTags? Will those drivers get a free ride?
- Second, I like most do not want to see our taxes go up to expand the number of lanes. However, I do see a problem with express lanes. The big increase between US-59 and I-70 on the west side of town was supposedly increased truck traffic coming up from I-35 to US-59 to K-10 to I-70. If you make an express lane, then you still have the remaining lanes clogged by this increased truck traffic. Why not force commercial trucks and other large vehicles to use these toll lanes to keep the free lanes from clogging up from all this anticipated commercial traffic? Simply making express lanes for some individuals who want to pay to go faster will only frustrate the average driver (especially those with local destinations) who is in slow traffic due to increased commercial traffic that is not local. If more lanes are to increase capacity for such anticipated commercial traffic, then let them bare the burden of these increased lanes -- not local drivers.
- I strongly prefer the 4 lane over the 6 lane option. In fact I feel the West leg of the SLT should be rebuilt/expanded to match the newer Eastern portion. I am not in favor of a toll lane, unless that is the only way it would be improved in a timely manner.
- I favor the tolled alternative funding option.
- I support the tolling option for the SLT highway
- I am in favor of add capacity freeway
- A better explanation is necessary for the comment, "Interchanges in the area would still be accessible via the express toll lane or the toll-free land, but there may be certain locations where drivers will have to decide which lane they want to be in to access the local street network." That is a significant "but," and will undoubtedly affect County residents on their perception of how the express toll lane system will function and impact their driving habits. For example, my experience in similar situations is that the free lanes are frequently required to exit at every interchange while the toll lanes continue to travel unimpeded. Potential travelers of the SLT need to know this as part of the financing decision process.
- Expansion to 4 lane divided MUST move forward rapidly. Existing two lane is highly unsafe. Volume has increased massively since East leg completion. Express lane tolling only on the West leg seems odd but I am generally in favor of user pays options.
- I am open to the concept of a separate toll road while keeping a local traffic lane but my concern is only having one lane of each in the 4 lane plan. People do not drive the same speed, a lot of people go faster than the speed limit and when they come behind a slower vehicle and have no way around, they follow dangerously close (tailgate), they get angry and become a hazard to others on the road. That is already happening now with heavy traffic and no room to pass. The 6 lane option would be better but you still have the same issue with the local lane. At least it should be less of an issue. It seems that having a toll road and local road together like that will make it more complicated and confusing. I think I still favor not having a toll road but if the only way we can get the improvements completed in a reasonably timeframe is to include the toll option then I favor the 6 lane concept.

- I prefer Alternative 2 (expanding to 4 to 6 lanes). Alternative 2 is very much need for safe travel on the western portion of the SLT. I think the environmental concerns along the western portion identified for expansion for Alternative 2 are minimal and can be easily mitigated. I strongly support a new design for the 27th Street interchange.... needed for vehicle and pedestrian safety.
- I truly appreciate the time and effort you have put into the planning of this project. I completely support the largest most comprehensive alternatives. Biggest interchange at K-10 and I-70, Safest intersection at Wakarusa and connection with 31st street. 6 lane toll road. I would also love for this project to be completed as quickly as possible.
- I have and still remain opposed to the idea of any tolling options for the SLT, as it keeps the free lane status quo. The overwhelming reason for why traffic has increased on the SLT since the east leg opening is that it offers a viable, free alternative for commuters traveling to and from the KC metro over the Turnpike. Drivers will still utilize the free lane as much as possible, creating bottlenecks and not solving the safety concerns that are driving this project. Another basic purpose behind widening K10 is to increase the flow of traffic through this congested artery--especially given the rapid influx of larger vehicles that often drive at slower speeds compared to commuter traffic. A four lane road with a single express lane does not solve this basic need as traffic will remain segregated in their set lanes. A six lane road does solve this issue for the tolled portion, but the west leg does not need a 6 lane road at this time and would be a waste of money to build and maintain. A four lane, non-tolled road is the simplest, most cost effective way to meet the growing needs of this section of roadway. In addition, if traffic bottlenecks develop over time, this will deter local residents from using the SLT and fail to lessen the traffic volumes on local city streets. I feel that the reason why public opinion increased so favorably towards the express toll option is for this very reason--that they still plan on using the free lane option. If the funding is spread out among the various local and county taxes and fees proposed in this study, the overall impacts on residents should be minimized. I worry that if tolls fall short of forecast owing to the free section of road still being utilized, local and county residents will end up bearing the cost of the road in the end.
- 1) It is imperative the SLT lane capacity has to be increased from the current two lanes to a minimum of four lanes. That is a no-brainer!!
- Option 2 is by far the best....a tolled version would not be practical....it would be dangerous and cumbersome. Truck Drivers probably would bypass the toll and use the non toll section creating increased traffic....or no one would use it...
- As someone who lives in the community Northwest of this traffic way I really feel the add capacity freeway is the only way to go. I feel the majority of people currently using the trafficway will not use tolled lane if they are available and the congestion will stay just as bad as it currently is, if not worse. I also can imagine people using the tolled lanes as a passing lane when needed if there is only a "buffer" zone and not concrete barriers. This raises some safety concerns. Another concern is the merging scenario in and out of the tolled lanes to access exits. I feel the merging increases the # of lane changes a person would have to make while navigating the highway, and as drivers are already frustrated about that road, other drivers may not allow those merges to happen kindly causing more accidents. I think tolled lanes will be more dangerous than the current traffic pattern/flow.

- I am in support of Reasonable Alternative 2 - Add Capacity Freeway. It is the only way to improve safety and congestion without adding cost to the local tax payers. Funding is a KDOT/State of Kansas/Political issue, not citizens who use the highway.
- My vote on the 3 options would be the toll road option first and then the freeway.
- Toll option. Is there a way to ensure through heavy traffic is forced to take the toll lanes and not clog up the general purpose lane? I already see quite a bit of heavy truck traffic on K-10 and US 40, with what I presume is the preference to avoid using the KTA. I am not faulting the preference, simply want you, the transportation professional to be aware of it and see if there is a safe solution. I prefer toll roads with easy payment options like reading registration plates WITHOUT a penalty for the out of state driver that doesn't have an account with K-Tag.
- Of the three options I would prefer the 4 lane road with a toll lane on both sides.
- I don't think a tolled option between the Turnpike and US-59 makes sense, especially if the goal of the project is safety because you need that extra left lane in order for cars to pass one another. Two tolled lanes on an existing 2-lane Highway with a concrete barrier also does little to improve mobility and capacity. But If you want to add a tolled lane at some point on K-10, you should do so from East Lawrence at 23rd Street, all the way to the I-435 interchange because a Free, 4 lane highway already exists there. And is more heavily traversed as a link between to quickly growing areas, Douglas and Johnson counties.
- We support upgrading the west portion to be equivalent to the east portion of K10, Alternative 2, with the addition of overpasses and ramps equivalent to those on the East portion of K10 east of Iowa. Bike and pedestrian crossings should be accessible and safe. Address any environmental concerns similar to the east portion. We oppose tolls and toll lanes--this looks too complicated and we think semi traffic will avoid the toll lanes.
- I am in favor of the expanded capacity freeway option. My second choice would be the expanded capacity tollway, but perhaps with an option for those who carpool to use the express lane for free. This would bring some benefit to the environment by encouraging people to carpool, as well as still provide a funding option for the project with single occupant vehicles in the express lane paying a toll.
- The main concern is safety. Greatest danger currently is traffic light, but traffic volume congestion will continue even when crossing at light is eliminated. All lanes should be available without forcing choice to pay or not. With toll you will have a lane largely unused by local traffic plus a continuation of congestion safety issues in other lane.. Priority however is to remove the dangerous current traffic light. Build a bridge somewhere NOW.
- I strongly prefer the No Action alternative. The current infrastructure is good enough and I have never been on the road when I felt like it was congested. Seems like an enormous waste of money and resources to me at this point. I would rather than lower taxes for Kansans or spend the money on something else (improved recreation facilities, wetlands habitat, or safer bike/ped across Iowa next to SLT).
- The four lane option with no toll seems the make the most sense and will be the least cost and least expensive to maintain. Ultimately the most simple option will also likely be the most safe. There are some tight spots on this route and trying to fit in additional lanes and toll apparatus seems unnecessary.

- The use of toll lanes is not safe for this project. It will result in insufficient traffic using the left lane leading to congestion in the right lane, which is made worse because vehicles in the right lane will be forbidden from moving left to allow slower moving vehicles or large groups of vehicles to merge onto the freeway. The need for a direct freeway route between Johnson county and places west including Topeka, western Kansas, and states west has been plainly known for decades and grows everyday. The tolling ideas presented here are plainly unfeasible and should never have made it out of the initial design phase. This route is; a major daily commuter route (Lawrence-Topeka Metro), a major intrastate route (Johnson County to Topeka, Salina, etc) and an interstate route (middle to South KC Metro from I-70/I-470 all the way to this project area and to points along I-70 coast to coast). Because of its importance to all, the use of general transportation funds is the most appropriate source of funding. As well, all practical effects to expedite the project should be taken.
- My preference is the Add Capacity Freeway by upgrading the West Leg to at least a median divided fully access-controlled four lane freeway with the ability to expand to six lanes in the future. This would maintain K-10 as a free facility supported by fuel taxes and state funds which the public has expected for over 30 years. In my opinion the Ad Capacity Tolloed Highway Alternate as a four lane freeway presents several operational and safety concerns. Without a barrier to separate the toll lane from the general purpose lane faster traffic will encroach on the toll lane to pass the slower traffic much as I frequently observed in Phoenix with their Express Lanes. The 2 express toll lanes with crossover points are confusing to drivers and present weaving and merge problems. With only the one general purpose lane faster traffic can not pass slower traffic which could create further congestion at the crossover points.

North End Design

- I am in favor of interchange options 2 or 3. I am vehemently opposed to interchange option 1. My family would be cut off from access to K10 by option 1 and my on-call spouse would be unable to respond to emergencies in a timely manner as a result. Pushing local rural traffic to on-grade gravel roads is not a safer alternative than retaining Farmer's Turnpike access to K-10/SLT.
- Alternative # 3 takes my vote
- We do not need another turnpike exit. Access from the Farmers Turnpike (DGCO 438?) should NOT be blocked from K10.
- Please keep k-10 access to farmers turnpike
- For the I70/K10 interchange at the Farmer's Turnpike, I prefer option 3. The other two options are less safe and could cause more problems when we are looking for more comprehensive solutions. It would also fit with the style of the interchange on the east end of Lawrence.
- As to the 3 alternatives to the western terminus into i-70. #1 is completely out of the question as it cuts off access to Farmer's Turnpike. #2 I think more people would have been happy with this one HAD it included improvements to US-40 as was the case in alternative #1. You are doing all this planning because of anticipated transportation growth in the area. So how can you justify ignoring US-40. It is two lane, winding, hilly, and has NO shoulder. Why wasn't improving US-40 from the hill west of 600 Rd all the

way to 6th Street where it meets up again with K-10/6th Street including in improvements in alternative #2? I think if you had improved alternative #2, more would have considered it. I can see the eventual need for an I-70 toll exchange at 600 Rd, but without serious improvements to US-40, it would be dead in the water. So like most I guess I'm forced to go with alternative #3, but only because #2 was not thoroughly thought out. I seriously think you should improve #2 alternative to include US-40 improvements, and THEN see if its popularity improves when presented to the public.

- Prefer Alt 1 interchange. Farmer's turnpike access separate from the K10 interchange would seem to reduce volume at the K10 interchange thereby helping flow and safety. Concerns with Alt 1 option is increased volume on US40 with its many sharp corners.
- I-70 and K-10 Interchange Alternatives - As a Jefferson County resident who works in SW Lawrence, I depend on the SLT to get me to work everyday. Option 1 where access to the SLT would be removed completely would be a huge disappointment and add a lot of unnecessary frustration to myself and many other Perry/Lecompton residents who use the interchange daily.
- I support Alternative 3 which provides access to Farmer's Turnpike from K-10.
- OPTION 2 is clearly the most practical. 6th street going out to highway 40 and the 800 rd intersection is a very dangerous situation. Deaths have occurred at that intersection. Drivers come up over the hills to fast and it is a passing zone!! Passing zone should not be at an intersection.....the shoulder along this section of highway 40 is way too small....
- RE: 1-70. You do not have Farmer's Turnpike on the maps, so we cannot tell what you are describing. Do these alternatives mean the north Lawrence exchange will close? We think we should keep all three exchanges.
- For the K-10/I-70 interchange, I am in favor of one large interchange. I think it is important to continue to provide access to/from Farmer's Turnpike.
- I prefer the third interchange option.
- I think access to the Farmer's Turnpike needs to remain open. Highway 40 is not the safest of roads and putting more cars on it is not wise. I vote for the 3rd option of the turnpike options.
- I truly appreciate the time and effort you have put into the planning of this project. I completely support the largest most comprehensive alternatives. Biggest interchange at K-10 and I-70, Safest intersection at Wakarusa and connection with 31st street. 6 lane toll road. I would also love for this project to be completed as quickly as possible.
- I am in favor of option 3 of the all access to Farmers turnpike. The ingress and egress of thousands of acres would be effected if access were close from K-10 to Farmers Turnpike. Many of the land owners bought farms in the area due to its convenient access. In fact, I could see some future extension north of K-10 across the river and connecting to 59. Rural businesses, industrial buildings and the future economic impact are key reasons to leave the access to Farmers Turnpike. All could be negatively effected by closing the access from K-10 to Farmer's Turnpike.
- Favor alternative 3 for interchange.
- This is a very complex project; thank you for putting all the maps online and trying to explain all the different alternatives. My family lives on 800 Rd and we use Farmers Turnpike to I70 everyday to get to work. The current intersection is extremely dangerous - I realize many safety precautions have been put in place such as lighting, and we appreciate it! We would actually prefer access to I70 from 600 Rd because that would

facilitate traffic and tourism into Lecompton. We hate the idea of a huge exchange all in one place because we will be able to see it from our house, but if that it was is ultimately safest for the public, I guess we'll have to live with it. I hope the environmental footprint will be as small as possible.

- I'm primarily focused on the k-10 70 options. Option 1 puts a lot of individuals out of their way to get to and from their homes close to or East of the current interchange. It does increase safety on 40, but would impact a lot of farms along that road. It's an Ag based area. Lots of slow moving machinery and hills. Option 2 with access also seems unnecessary on the west addition to 600. If you've got access to the farmers turnpike from 70 the entire on/off section at 600 becomes pointless. Waste of funds. Option three seems to impact the fewest properties and allows function to continue as is. It's primarily undeveloped farm land and any house already there is well aware of the highway. The only home in that area looks directly at a toll booth.
- My wife and I are in agreement with the committee's I70-K10 interchange recommendation at the Farmers Turnpike.
- Single but large intersection
- I agree that Alternative 3 for the I-70/K-10/Farmer's Turnpike interchange is the best design going forward. I do not think that Farmer's Turnpike should be cut off and I do not think that a new interchange from I-70 to Farmer's Turnpike is ideal.
- While I do not live off farmers turnpike I think alternative 2 makes the most sense without a massive and unnecessary interchange at the current Wakarusa/I70 intersection.
- Alternative 3 seems best. One interchange assuming it costs less. Nice to have Farmer's Turnpike access still.
- I live near the K-10 farmers turnpike intersection. I believe either alternative 1 or 2 for the int3rchanges makes the most sense. Alternative 3 and it's gargantuan size seems unfit for the area would be hugely expensive and add value for a tiny number of residents.
- I am in favor of alternative #3 at I-70.
- I still believe Alternative 1 is the best solution for the north K10/I70 connection. This spreads out the traffic and makes for much safer design. Alternative 3 puts everything in one place. It is large and if I understand 4 stories tall. This doesn't seem to fit well with the nature and natural beauty of the area surrounding of the current intersection. By spreading it out it will look much better in the long run. I picture what is currently at K10 and I435 in KC when I see option 3 in my mind. Huge and really not a good look for entering into NW Lawrence. Plus, as Lawrence grows to the NW this will become right in the middle of future development. Keep it small and provide more access by dividing up the intersections into two with Alternative 1.
- The single expanded interchange at I-70/K-10 is our preferred alternate.
- I would propose an alternative using the I-70/Lecompton Rd. Interchange of Alt. 1 and the I-70/K10 Interchange with access to Farmers Turnpike of Alt. 2. The diamond interchange at Lecompton Rd. would be much more familiar to Kansas drivers. Alternate 3 presents too many decision points too close together for the unfamiliar driver. They would have to decide which lane to be in to continue to their desired destination either Farmers Turnpike, WB I-70, or EB I-70 in less than 1/2 mile (or 26 seconds at 70mph).

- Regarding the I-70 and K-10 Interchange Alternatives I like alternative #3 because it will provide access onto the SLT from Farmers Turnpike and I-70 from Farmers Turnpike.
- Alternatives 2 and 3 for the interchange at K-10/I-70 would work. Cost should dictate the choice. Alternative 1 is a non-starter unless there are extensive improvements to E 600 Rd and US-40.
- I prefer the one large interchange with full access alternative.
- I like Alternative 3, one large interchange that provides access to/from KTA, SLT, and Farmer's Turnpike. I don't like the intrusion that would be caused by a second interchange at 600 Rd.
- We need to acknowledge that by selecting "Alternative 3, Single But Large Interchange," in the I-70 & K-10 interchange options, that the ultimate need for the Lecompton Road interchange will not be eliminated. As Lawrence grows in the only viable direction (west), a future interchange will most likely be required.

Wakarusa

- I strongly agree with the K-10, Wakarusa Drive Improvements with an overpass and the interchange moved to the south of Pat Dawson Billings Nature Area
- The Wakarusa Dr. interchange needs to move further west. The alternative developed by WSP looked great.
- I like the proposed long-term solution for the Wakarusa intersection.
- I support making K-10 an overpass over Wakarusa and continuing Wakarusa south and along K-10 to the next proposed interchange. This would make the interchange much safer by eliminating the spotlight. I also support this giving the youth sports complex additional entry/exit points which would elevate the traffic congestion that so often occurs.
- As for the safety improvements proposed for K10/27th St and Wakarusa Dr seem geared more towards improving the safety of people driving vehicles, rather than the more vulnerable people walking and biking the Lawrence Loop. How about adding a refuge island for the expansive crosswalk across K10? Or not making people backtrack to get to a crosswalk to cross Wakarusa Dr?
- Also we are supportive of the new Wakarusa interchange, particularly if development of that interchange leads to safer access to the youth sports complex and the arboretum. The sports complex desperately needs a second entrance/exit for safety reasons, so that needs to be part of the planning and implementation of these changes.
- I would like to know why a Diamond interchange is not used at Wakarusa Dr.
- I live on the edge of SW Lawrence, and I mean the very edge as there is no development between my property and the SLT. My house is three blocks from the K-10 exit for Wakarusa Drive and 27th Street. I have lived here for 14 years. Here are my recommendations: 1. Eliminate the traffic light at the exit for Wakarusa/27th. The signal backs up traffic during the rush hour. Also, semis going the speed limit of 65 or above have to use their engine/Jake brakes to stop at the light because due to the curve east of the signal truckers can't see the signal in time for more gradual slowing. These engine/Jake brakes cause loud noise. 2. The traffic light needs to be eliminated also because of the peculiar nature of the intersection of the highway, Wakarusa, and 27th. Traffic does not flow well on Wakarusa and 27th due to the effect of the light and the

exiting of traffic from SLT to go on either Wakarusa or 27th and vice versa. 3. For now until the road is widened to four or six lanes, reduce the speed limit to 55 from I-70 until the SLT becomes a four lane highway. This will improve safety and eliminate some of the need for engine/Jake brakes by eastbound semis. Thank you for your attention.

- I'm in firm support of adding a bridge over the current K10/Wakarusa Drive intersection. That section of road is incredibly unsafe for pedestrians and drivers. As a resident who lived in that area for some years, my family and I came to loathe using that intersection at any time of day. People driving along K10 seem unsure how to handle the stop light when it is green. Speeds range from 35 to 70 mph and that is for people who are driving straight through and NOT turning off K10. As a pedestrian, all too often vehicles will turn into us as we were crossing the road even when we had a signal saying it was safe to cross. Drivers like to cut the corners short as well which becomes a safety issue when you are waiting to cross the road at the cross walk. Even having moved across town I still regularly drive out to that area for the walking paths, less so now due to the pandemic.
- Has extending Crossgate Dr. from the north to the proposed interchange been discussed? I would support the proposed intersection improvements. The sooner, the better!!
- On page 4, Wakarusa Drive Interchange Alternatives shows the proposed future Wakarusa Drive & K-10 interchange 1.25 miles to the east. Why? What is the specific purpose of this location? To save in costs, it should be moved west; to be more useful, it should be moved further to the east to align with 31st and Kasold. Also, on page 4, Wakarusa Drive Interchange Alternatives, bullet 3 says, "Optimizes use of existing KDOT right of way; allows for future connection to 31st street." This statement needs much more explanation since the connection to 31st street has been a point of contention. The how and where of this potential connection needs to be explored in more detail. In the same section, but under the "benefits," bullet 4 discusses "future development." What is presumed that the people of Douglas County do not know? No future planning documents show any future development at this location. The interim safety improvements, page 4, show the elimination of the west-bound traffic on 27th Street access to K-10. This may be acceptable for a few months as a short-term remedy. But considering the effort necessary to retreat to Inverness, back to Clinton Parkway, and then to Wakarusa just to get on K-10, it is unacceptable. Furthermore, the restriction of left turn will drive traffic into the adjacent neighborhoods and promote traffic violations by ignoring the pavement markings and restrictions. It is possible to design a system of coordinated traffic signals to allow full access from 27th Street to K-10.
- I completely agree for the need of the K10 Wakarusa overpass. This is a dangerous intersection!
- I truly appreciate the time and effort you have put into the planning of this project. I completely support the largest most comprehensive alternatives. Biggest interchange at K-10 and I-70, Safest intersection at Wakarusa and connection with 31st street. 6 lane toll road. I would also love for this project to be completed as quickly as possible.
- Interchange updates are very much needed at the K10/Wakarusa interchange - traffic can get backed up during the evening commute all the way back to the Iowa Street interchange. I approve of the interim safety updates to the Wakarusa interchange while a more permanent fix is in the works. For the permanent interchange design, I echo the

concerns of the focus groups, and I agree that it will vastly improve safety for vehicles, bicycles, and pedestrians. I don't know that it would really add that much more time to get onto K-10 with the new interchange since you would have a constant flow of traffic with no traffic light. Additionally, I'm not sure that you would find a better option as there is not much room to add to the current interchange location without vastly disturbing the surrounding property/neighborhood.

- K-10 and Wakarusa Drive Proposed Design
- Wakarusa bridge to the sports complex has to be done, another highly dangerous area.....the curve at clinton parkway near the lake is too curved, need to be redesigned to be more subtle....thanks for your considerations.
- I also support the new configuration for Wakarusa street, extending down to separate entry exit ramps. This would also make access to the Sport complexes a lot safer. I would like to also see more access to the Lawrence Loop Trail System with proper drainage. There is a massive issue with flooding at the Louisiana Street entry point on the East leg of the SLT. Anytime it rains the whole trail floods and renders it useless for days.
- One important exception: I think Wakarusa Dr intersection should be an interchange similar to the other intersections at 6th, 15th, and 23rd. I strongly support funding to improve this intersection to make it safer and less congested. If possible, putting the interchange at the current intersection is my preference to avoid having to build a long road to the interchange as is proposed in option 2 and 3.
- 2) The traffic light at the K10 (SLT) and Wakarusa Drive location has to be changed. If you've ever been through this light between 4:00 and 6:00 weekdays, or a Saturday or Sunday morning during, softball, soccer or football season you will know what I am talking about. It's almost criminal" the resources spent on the exit at K-10 (SLT) and Bob Billings way (15th street) instead of using it to improve the K-10 (SLT) and Wakarusa Drive traffic light was STUPID!!. If you've ever been down K-10 (SLT) during the evening rush hour there is literally no one using the Bob Billings exit but there are miles of traffic backed up at the traffic light at Wakarusa.
- I really like the plan for Wakarusa K-10 implementing the bridge and extending Wakarusa. The 27th street intersection to K-10 is VERY dangerous as it is, for vehicles, pedestrians, and cyclists. And the drivers rarely observe the sign to yield for bikes/people. My second choice would be the 2nd Reasonable Alternative but really prefer the plan for K-10/Wakarusa.
- The Wakarusa Drive improvements laid out in this plan are good. Environmental impact is not a concern as this is currently farm ground that likely has just as much negative impact on the environment as this roadway plan would. The planned interchange is the best safety option due to use of the best sight lines and distances for merging. Additional drive time to access off Wakarusa is minimal.
- While the proposed Wakarusa interchange does indeed line up with 31st St., I have not heard of nor does it seem viable that 31st St. will be extended anytime in the near future. The surrounding flood plain will make economic development along such a corridor difficult. It will take an overloading of the Clinton and Iowa intersections leading onto the SLT to force this extension. Until this extension takes place, we will be left with highly underused ramps on the western side of the interchange. Unless people are driving to the sports complex, there is no compelling reason to use these ramps with Clinton's

ramps just upstream to serve SW Lawrence. One possible alternative to split this difference is to only build the ramps on the east side of the overpass until the 31st St. extension takes place. Meanwhile, two ramps could be built leading onto westbound K10 and coming off of eastbound K10 at the K10 overpass over Wakarusa (at the current traffic light). This will allow local traffic to still have access to the road and minimize drivers having to double back over their tracks.

- Below is an outline of what we discussed regarding the SLT intersection with 27th & Wakarusa Drive.
 1. Create two designated right turn exit lanes starting approximately ¼ mile east of the intersection for west bound SLT traffic to exit onto either Wakarusa or 27th. Through traffic from 27th to Wakarusa can be governed by a flashing red light.
 2. Create an onramp on west bound SLT commencing at the northwest corner of the intersection for approximately ¼ mile.
 3. Create a ¼ mile long right turn exit and entrance ramps on east bound SLT at the intersection.
 4. Eliminate left turns onto SLT in and out of the Clinton Lakes Youth Sports Complex and Lawrence Rotary Arboretum by using an existing service road that connects 27th to E 900th Road, which connects to SLT at Clinton Parkway.
 5. East bound traffic from north of the SLT would use Clinton Parkway to the SLT or Iowa Street to access eastbound SLT.
- As I live off of 27th St. and utilize the 27th St./Wakarusa traffic interchange every day on my way to work in Topeka. I was disappointed to see the proposed interim change in traffic flow patterns that will make it unrealistic to use this interchange heading into work. Furthermore, given how events unfolded at 1200 Road that led to its eventual closure, I think traffic on 27th St will try and make u-turns around the barriers to attempt to gain access to K10, negating the purported safety improvements this design change is supposed to provide. At the last public meeting I proposed, and still stand behind, that a more cost effective way to improve the safety of this interchange is to 1) adjust the timing of the traffic lights so that traffic coming across from the sports complex and from 27th/Wakarusa have their own dedicated, time-separated green light and 2) prohibit right-hand turns on red for K10 traffic attempting to turn on 27th St./Wakarusa. The merging of traffic from 27th St./Wakarusa onto K10 is doable and I've noticed no problems with drivers conducting this maneuver. It is when oncoming traffic from the Sports Complex and/or K10 is introduced into the equation that the safety of this intersection becomes compromised. I feel like these small signal adjustments balance both the increased safety needs of this intersection and local accessibility.
- The 27th street/Wakarusa street interchange is not very well thought out for all who live east of the intersection. No one from the east can enter the SLT. We have to go one way onto Wakarusa to 23rd street. What about all the damn road noise at all times, on this stretch of road. (Stop light on K10 and 27th/Wakarusa) How come no one post noise control signs near this intersection. Tractor trailers are using their jake brakes. NOISE POLLUTION!!!!!!
- I am in favor of the Wakarusa improvements
- Two Comments as to additional improvements to ancillary roadways & intersections.
 1. Wakarusa and the SLT should have been a grade separated intersection from day one. Doing that as part of this project is highly recommended and will increase safety at this area greatly.
 2. Before losing the 27th intersection, I would have said it was greatly needed. Perhaps it is from the south; but it adds to greatly to the congestion near the

Wakarusa and SLT intersection and I would not support it being reconnected to the SLT. It seems more like a want than a need.

Road Design Misc.

- The presentation is confusing. It probably looks great on a big screen. If express lanes are included, please put in substantial concrete barriers not grass or buffers" that would not protect from crazy lane changers.
- 1-70 east exchange eastbound on 1-70: exit sign does not appear before the exit ramp, but after. Move the sign to before the exit ramp.
- Adding personal vehicle capacity to this corridor is an inappropriate step in the wrong direction. More should be done to improve our public transit options, biking, and walking - while simultaneously making efforts to reduce the amount of trips taken by car. These expanded capacity proposals will only further promote car dependency, and ultimately exacerbate climate change and worsen our air quality. There are a vast number of alternative ways to spend this money more sustainably. Please, do not add vehicle capacity to this roadway.
- An interchange w/o access to N1800 Rd. seems like a big step backward.
- What is your best estimate as to when (month/year) the the heavy equipment will move in and the western leg of the SLT will start to be expanded to 4 lanes?
NOTE: If you have one of those persons on your staff that advocates for "diet" roads, streets, and high ways, send him back to designing carnival rides or whatever. Diet high ways have proven NOT to work with the SLT going from 4 lanes down to 2. The proof is right there.
You later questions asked to pinpoint the areas of concern. I would have preferred more than one spot. Perhaps an eclipse for where you are concerned. Since that wasn't an option, I pinpointed a part of US-40 just west of 600 Rd. That hill on to the bridge over K-10 at 6th street should ALL be improved. Improve that area, and then alternative #2 might be more reasonable.
- Does the capacity/LOS analysis dictate a directional interchange at the intersection of the Turnpike and K-10 highway? Could the existing interchange configuration be utilized after the construction of the two additional lanes on K-10? Are there any options for increasing the radius of K-10 at the interchange with Clinton Parkway? If you haven't already, I suggest looking at a roundabout interchange at K-10/Wakarusa Dr. similar to the interchange at K-7/Johnson Dr. in Shawnee, KS. It may be more fiscally responsible to purchase several buildings in order to construct an interchange at this location. Do not leave an at-grade intersection here!!!
- I have been involved in Douglas County real estate for fifty years as a broker and owner being particularly active in the western portion of the county. I also have a interest in local history and particularly social geography. KDOT Engineers have a challenge building a cohesive Eastern Kansas highway transportation system tying together population centers first based on wagon roads and river systems. Establishing N/S connectors is important along with improved interstate highway networking between the metropolitan areas. The option to include a new I-70 exit at E 600 (Lecompton Road) is by far the greatest benefit to the greatest number of people in the overall and to the Eastern Kansas transportation network in the long run. I watched with interest in the

early 1980's as developer interests (now all dead) bought up western Douglas County farms in anticipation of SLT Phase 1. Many people thought the route then should have been to this proposed intersection. And yes I realize the dream of having a new Kansas River bridge connecting the original SLT with Hwy 59 coming from the north. A great idea but it hasn't worked out. It might still in the next forty years but there are certain pressures today to accommodate. What has happened is that industrial development interests have bought up almost all tracts along Farmers Turnpike from E 600 to E 1200 (Kasold Ave) and managed light industrial zoning 2,000 feet deep going north for most of it and industrial zoning for all of the ground between Farmers and I-70. What we have is a de-facto industrial park needing access to the interstate. The new exit will be getting a lot of trucks as will Farmers. Also residents coming from the north and from western Douglas County need access without going further into congestion. KDOT currently has plans for the westward improvement of old Highway 40, aka "The Oregon Trail" and aka "The Denver Road" and now as known as "West 6th Street. Current concepts include extending four lane west from SLT to E 700 (Kanwaka Corner) where it connects to Stull Road becoming 45th Street in Shawnee County. Residential developer interests hold a fair number of farms in the area. Lots are selling. Your consideration should assume a full house between Lawrence and Topeka. Highway 24 along the river on the north also needs an additional connection to I-70 as the northern rural counties develop. All of these trends will cause an influx of traffic flow along the corridor between Topeka and Lawrence

- The Interchange at K-10/Iowa St should be considered for a much higher capacity interchange. I suggest a divergent diamond interchange, especially given the already stretched traffic capacity of Iowa St and the foreseeable increase in traffic both from the SLT expansion and the forthcoming commercial expansion on Iowa St south of K-10. The current and increasing semi-truck traffic that comes up from the distribution centers to the south also warrants this kind of interchange.
- 3) Is the traffic exiting and entering K10 (SLT) to enter or leave I-70. Since the completion of the K10 (SLT) eastward from Iowa to east Lawrence Google maps now directs traffic including major truck traffic from the south KC Johnson County area to take K-10 from the KC metropolitan to Lawrence and take the SLT to the I-70 exit. Truck traffic has significantly increased since the opening of the stretch of SLT. My opinion for a solution: 1) Widen the southwest leg of the SLT to four lanes. 2) Take the K-10 (SLT) over the Wakarusa cross over to the ball fields and eliminate the traffic light. Of course entrance and exit ramps would need to installed but it appears there is plenty of space available to the south of the SLT in this location. 3) Move the I-70 access from the SLT to a different location I believe the proposes have it moved to the "Lecompton Curve" location. Close the current access I-170 to SLT location but continue to allow access from farms turnpike to SLT WITHOUT a toll. I know that concern is the merging of traffic coming off I-70 and merging on to SLT and then have the farmers turnpike traffic merge into traffic at the same location but no matter where traffic mergers there is a risk. I have to go through the I-435 and I-35 traffic merge in Johnson County where KDOT spends millions of dollars to minimize risk but every morning that is the most treacherous part of my journey to work. An "express toll lane" is ridiculous and will cause more problems than eliminate. So I hope that is not a serious option. Why doesn't KDOT ask the City of

Lawrence to pay back the money spent on that STUPID 15th street exit and apply that money to this improvement."

- I realized on the first two comments that I sent, I forgot to indicate if I was not in favor, neutral, or in favor. I left the slide at neutral by mistake. I am definitely in favor of the improvements to the west leg of K-10. Some parts I like better than others, see other comments, but anything is better than what we have now.
- The first observation that John and I must make is that there is *no* good outcome to adding volume to a badly designed Western leg of the South Lawrence Trafficway, as it will only increase the number of accidents, injuries and deaths that have already occurred there since its construction in 1996. Many of the accidental injuries or death(s) happened because of completely predictable behavior at intersections designed as frontage roads or cross streets; a direct result of the initial rush to build a highway as a city street (with crude exits or simple intersections at Kasold, Wakarusa and Clinton) and essentially ignoring the complexity of the Farmer's Turnpike all but yards away from the Lecompton toll intersection nearby, and worse, constructing simply stupid entrance/exit ramps at that exchange. Despite the years of opportunity to plan the seamless integration of an older, western leg segment with the newer, better designed eastern leg of the SLT, and creating logistical solutions to several intersection choke points along it, the three "reasonable" proposals in this SEIS deal exclusively with ADDING VEHICULAR CAPACITY to the western leg instead. Nothing regarding pedestrian or vehicular access that was done on the eastern leg of the SLT is incorporated, so far as we can see, in these so-called "reasonable" proposals. Are you building a bridge over the Wakarusa Street Intersection similar to the Haskell or Bob Billings interchanges? Or, at a minimum, do these proposals copy the Louisiana/31st street pedestrian tunnel access, in order to improve the lethal conditions for children and families walking across K10/SLT to the Holcomb Park Complex on the other side? Are there plans to replicate the eastern confluence of the K10/East Hills Industrial Park/East 23rd Street/SLT exchange at the western confluence of the SLT/Lecompton-I70/Farmer's Turnpike exchange? All local, regional and state agencies should be *well aware* of the rush to bring warehouses, manufacturing, housing and entertainment development west and north of the SLT. If not... then we are stunned and at a complete loss to understand the institutional disconnect between the eastern terminus and the western terminus of the South Lawrence Trafficway. It wasn't so long ago that Clinton State Park became a proposed site for commercial development. Before that, there was a proposal to develop housing and retail on the scale of the city of Eudora west of the SLT/Bob Billings exit. However, it quickly became apparent to all that any increase in traffic in that area would cause liability to both the county and the state, primarily because of the deathtraps along the western leg of the SLT. Now come these allegedly "reasonable solutions," which will also exacerbate the poor design of intersections along the same stretch of the SLT. How will these solutions relieve that liability? In our opinion, the SEIS "reasonable solutions" to the western leg of the SLT are completely devoid of the safety of pedestrians, as well as slower RV campers and commercial truck drivers along that roadway. It completely ignores the active development and expansion of land along most of its length, not to mention the immediate plans to develop a new mixed-use mall at Iowa/159 and the SLT. In regards to capacity for future use, it is also a guaranteed waste of state and federal monies by comparison, because it promotes *speed* on the western leg of the SLT

rather than *safe access* to, over or under it, as demonstrated with the eastern leg. Predictably certain future development in that area will exacerbate dangerous and careless lane changes and speeding, and increase blind head-on or T-bone crashes of vehicles, much less pedestrians, unless those design flaws are fixed before *any* lane widening occurs. Sincerely, Deborah Snyder and John Richardson Centennial Neighborhood Association Original Founding Members 1909 Maine Street Lawrence, KS 66046

- For the interim improvements, will there be takings" concerns from the owners of the Aberdeen Phase II apartments? Limiting access to westbound K-10 adds a mile of travel I would be very upset about westbound traffic being barred from getting on K-10. 24th Street will be backed up at Wakarusa with dozens of cars every morning."

Misc.

- Let' see - 3 years for an environmental impact study, 1 more year to revew and update the study,3 moe years to get approval to widen and upgrade the western leg of K10 (NO TOLLS OF ANY KIND!!!), the another 3 years to get funding, and still another 3 years to build the thing. You should have started a long time ago. I'm 77 and I doubt if I'll ever see the thing widened and that fool stop light at Wakaruse gone. BUT by slow walking the thing, it does provide jobs for state employees.
- You are about 6 years behind. You should have started planning and environmental impact statements when the eastern leg was approved for 4 lanes. If you go K10 to Interstate 70, the ONLY stop light between Kansas City and Denver is at K10 and Wakarusa. Why? It is uber dangerous there. You are slow walking the thing now. Of course you have no money now because of Browback, Wagle, and the other idiots in Topeka.
- Why was zip code 66073 (Perry) not represented on the committee? Please let us know...thank you.
- Thank you for the opportunity to review the alternatives proposed, to study them, and to make informed recommendations. Transparency - Public needs to be better informed about ongoing design work that is currently in progress. Outreach - KDOT needs to coordinate with landowners and other persons or entities likely to be impacted by improvements to the SLT. Coordination - This project impacts multiple units of government (federal, city, county) in addition to the state. Effort needs to be made to address the concerns of all public entities, not just KDOT, and see that they work together, not as independent silos. Cost considerations need to be based on the total costs to the taxpayers from all sources of revenue/funding. Urgency - What efforts are being made to undertake these improvements ASAP, since no one disputes that they are badly needed. Everyone understands that there are bureaucratic hurdles and financial constraints, but who is working to overcome these obstacles and avoid the excessive delays that were encountered in building the east leg. Balance - Effort needs to be made to strike a reasonable balance between the need for the efficient flow of east/west traffic (Johnson County to Topeka), as well as local traffic in Douglas County, including north/south traffic from Lawrence to areas south of the Wakarusa River. Currently, north/south travel is very difficult. The project needs to address this problem, not compound it. Prioritize - Certain parts of the project such as the location and configuration of the K-10/I-70 interchange are controversial and may take a long time to

resolve. But meanwhile, work should move forward on other parts that everyone agrees are necessary. Don't let one area of disagreement stall the entire process. IKE - Need to explain how the SLT project fits in with the broader state-wide highway improvement program that was recently announced.