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

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

Click here to leave a comment
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.

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 was to improve local street network level of service for local traffic.

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 Street is heavily congested due to high traffic volumes, poor access management, and insufficient capacity. Safety is also an issue.

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.

KDOT conducted the K-10 West Leg Concept Study from 2014-2016 to analyze improving safety and traffic flow, which included reevaluation of the 1990 EIS.

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

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.

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.
**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**

- **SLT SEIS:** Improvement Concept Alternatives Review and Consider new environmental impacts from 2016 Concept Study in the Study Area.

- **Purpose & Need Review:** Does the purpose and need make sense and fit the project? Public Information meeting held.

- **Reasonable Alternatives:** How do the alternatives best meet the purpose and need for the project to work? Public Information meeting held.

- **SEIS Evaluation:** What are the impacts of each alternative? What is the best reasonable alternative?

- **Public Hearing and Agency Review:** What do the Resource Agencies and the public think of the proposed solution or solutions? Have we missed anything? SEIS - Draft SEIS available for comment

- **Final SEIS Record of Decision:** Identify the best reasonable alternative, based on purpose and need, impacts and public input. The SEIS is finalized when given federal approval, called a Record of Decision (ROD).

**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

Bike and Pedestrian Trails

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.

Source: Lawrence Transit

Source: City of Lawrence, Kansas

NOT TO SCALE
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.
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.

- **Ranch Estates**: A planned residential development located about three-fourths of a mile north of the US-40 (6th Street)/SLT interchange on the west side of the SLT.
- **Langston Commons**: A planned commercial development located adjacent to the northeast quadrant of the Bob Billings Parkway interchange.
- **Lawrence Memorial Hospital Outpatient Facility**: This facility, currently under construction, is located in the northeast quadrant of the US-40 (6th Street)/SLT interchange, just south of Rock Chalk Park.
- **Mercato 2nd Addition**: A planned commercial subdivision located adjacent to the northeast quadrant of the US-40 (6th Street)/SLT interchange.
- **The Collegiate at Lawrence**: A planned multi-family housing development located just northeast of the US-59 (Iowa Street)/SLT interchange.
- **Clinton Farms Development**: A residential housing development located at the southwest corner of Bob Billings Parkway and K-10 Hwy.
- **KTen Crossing**: A proposed large-scale shopping center located just southeast of the US-59/SLT interchange. Access to this site will affect the type of interchange design options.
All interchanges and intersections identified have the potential for minor or major modifications.
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.

Click here to leave a comment
Public Engagement

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

*Dates for these activities are subject to change.*
### Schedule and Next Steps

#### South Lawrence Trafficway

**SEIS Coordination Schedule**

|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|

**Legend**

- **Milestone**
- **Review Period**
  - 30 days
  - 45 days
  - 60 days

### Activities:
- Public Meetings
- Presentations to civic and community groups
- Presentations to elected officials
- Website: www.SLT-KS.org

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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

Initial Alternatives
- Range of Initial Alternatives considered are:
  - No Action
  - Improve Existing roadway
  - Transportation System Management/
    Transportation Demand Management
  - Multi-modal
  - Build 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

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

Develop Initial Alternatives
- Identify Reasonable Alternatives
- Identify Preferred Alternative

Final SEIS and Record of Decision