

**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.

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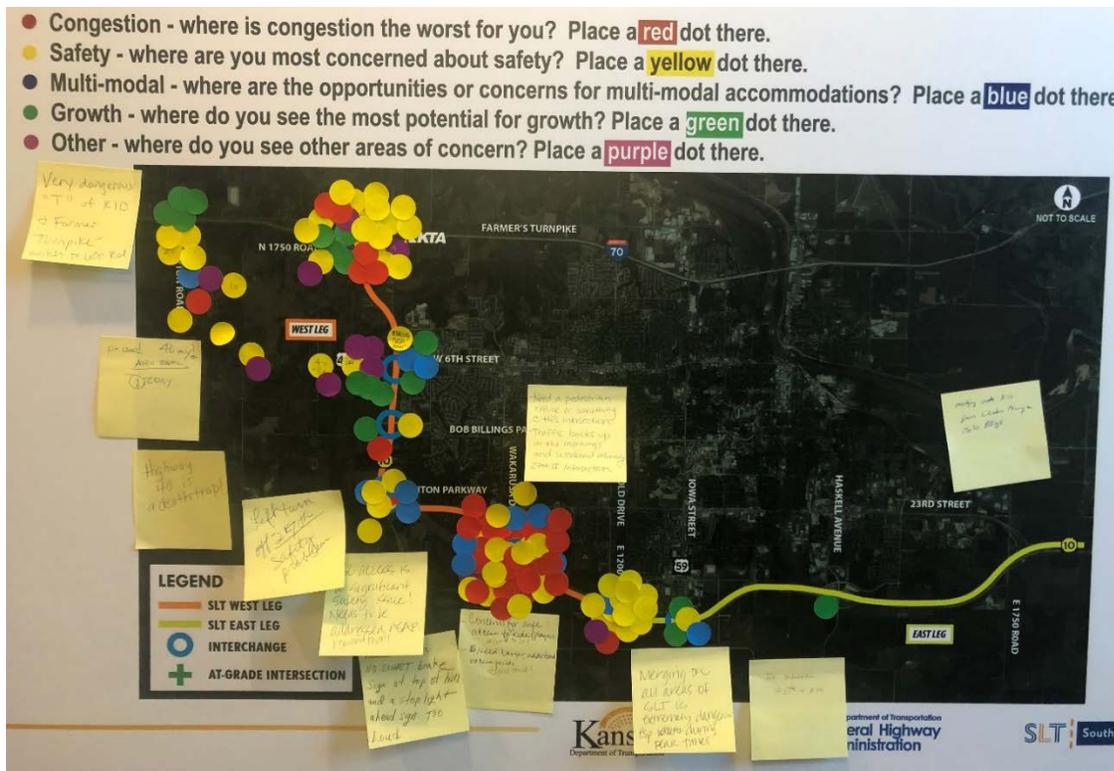
Public Input at Open House

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.



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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.

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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.)*

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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!

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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

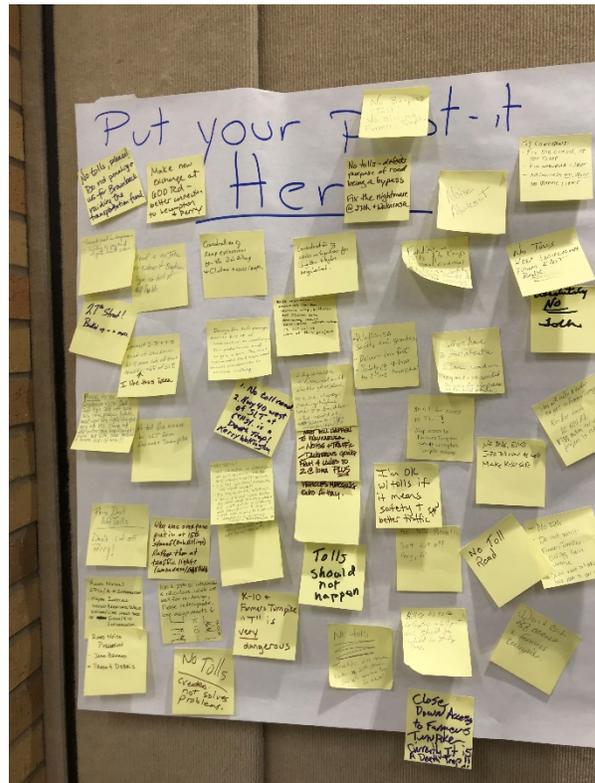
- New Turnpike junction / Farmers Turnpike Connection
- Road noise, Traffic noise at 27th and K-10 intersection.
- Tractor trailers need jake breaks.
- Install sound barriers near neighborhoods. Consider mitigation of existing noise not just addressing future noise.

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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.

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- 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!

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- 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.