

## Public comment input into PIMA for South Lawrence Trafficway (SLT), just east of the new K-10/23rd Street system interchange to just north of I-70 at N. 1800 Road/Farmer's Turnpike.

Comments below may have multiple topics or focus areas. The top three topics chosen related to funding, access and safety. Comments were manually grouped based on the primary topic. Comments were not edited but names and addresses of commenters were redacted for this version of the report.

### ACCESS TO FARMER'S TURNPIKE

Date: 11/14/2018

Comment: I use K-10 and Farmers turnpike every day and sometimes multiple times per day. I do not want access to Farmers turnpike from hwy 10 to be closed. This would be a huge inconvenience and would cause a tremendous amount of traffic on country roads that are not designed for large amounts of traffic. The intersection at hwy 40 and 800 road is not safe. I also am against a toll being added. This would be unfair to those of us who live in the area and would have to choose to pay toll or travel on gravel roads. I am also concerned that emergency vehicles would be able to get to rural addresses in the same amount of time as they do now.

Date: 11/14/2018

Comment: Please do not change the K10 access to farmers turnpike. We do not want additional to create a surge in traffic coming through Lecompton. I do not want to be rerouted for traveling to Lawrence or Topeka. I am comfortable with the current setup. Why change what already works. It is an unnecessary expense, it will create road work that will cause difficulties traveling, and will effect people residing in the area.

Date: 11/14/2018

Comment: I would desire that they not close access to farmer's turnpike from K-10, and that they would not make it a toll road.

Date: 11/19/2018

Comment: I AM NOT IN FAVOR OF CLOSING ACCESS TO FARMERS TURNPIKE FROM K-10 AND NOT IN FAVOR OF PAYING A TOLL TO DRIVE K-10.

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Date: 11/19/2018

Comment: I am not in favor of closing access to Farmers Turnpike from the highway K-10. I also think that it would be very unfair to pay a toll to drive on K-10.

Date: 11/19/2018

Comment: We use the K-10 exit off I-70 to access the farmer's turnpike several times a week. The cutting off of this access would be most inconvenient and adding another toll is an added expense our family would struggle meeting. We most earnestly beg you to drop this added expense on the motoring public. NO to cutting off access. NO to a toll on K-10. Thank you for giving us the opportunity to voice our opinion.

Date: 11/19/2018

Comment: I am not in favor of closing access to farmers turnpike from K10. And also not in favor of paying toll to drive on K10.

Date: 11/19/2018

Comment: I (Steve Baalman) also just got off the phone with a "Lecompton Area" person who gave me the same sentiment (aversion to cutting Farmer's Turnpike direct access). I encouraged him to participate in this meeting and the entire process.

Date: 11/19/2018

Comment: To whom it may concern,

We am not in favor of closing access to farmers turnpike from K-10, as this is the exit that our church members use. Why waste money changing it since it is already there and operating? And we are not in favor of paying a toll to drive K-10.

Thank you for listening and God bless,

Date: 11/19/2018

Comment: I am not in favor of closing access to Farmers turnpike K-10.

Date: 11/19/2018

Comment: I am not in favour at all with closing access to farmers turnpike and I definitely do not want to have to pay to use k-10! thank you

Date: 11/19/2018

Comment: As I am unable to attend tonight's meeting, I am expressing though email my views and wishes. Free/un-tolled access from N1800 road to the SLT/K10 SHOULD NOT BE REMOVED. It is wrong and unfair to force every resident of Lecompton, Perry, NW Douglas county, SW Jefferson county, and every commuter coming from that area to have to pay a toll just to get on the SLT/K10 bypass.

In addition, making the bypass a toll road would defeat the purpose of a bypass, as many people would avoid the toll which would then result in increased traffic/congestion on local city streets, which would increase accidents on local city streets.

Also, making access to the SLT tolled would make Lawrence the only city in the state with a bypass that is a toll road.

Do not close free access to N1800 (farmer's turnpike). Do not make the SLT bypass I toll road.

Thank you.

Date: 11/19/2018

Comment: I am not in favor of closing access to Farmer's turnpike from K10 and not in favor of paying a toll to drive K-10

Date: 11/19/2018

Comment: I've been a resident of rural Lecompton for over ten years. My family drives the farmers turnpike everyday. We all are extremely opposed to the toll to use k-10 bypass. Lawrence city leaders, Douglas county residents, surrounding county residents... in fact many oppose this idea!!!

Please listen to the voices of those that live here and will be impacted everyday by the decisions you

make. WE DO NOT WANT THE TOLL.

Date: 11/19/2018

Comment: I am not in favor of closing the access of farmers turnpike from K10. And I'm not in favor of having to pay toll to drive k-10. I am from Lawrence!

Date: 11/19/2018

Comment: I am not in favor of closing access to farmers turnpike from K-10, nor am I in favor of paying a toll to use drive on K-10.

If access to farmers turnpike to/from K-10 is closed, many people will have to either take a longer route to get to Lecompton/Perry, or to church. This could cause people to drive down E800 rd, the location of Heritage Baptist School, and not pay attention to the children that are playing or coming and going after school. Paying a toll for the use of K-10 is also unacceptable when you make it so that a person has to go completely out of their way to use it.

## TOLLING

Date: 11/14/2018

Comment: Do it now for safety. Fix low hanging wakarusa interchange now, widen road next. Pay for it with any way BUT toll road.

Date: 11/14/2018

Comment: I do not feel local people should pay a toll or lose access off of Farmers Turnpike our taxes are already being used to pay and maintain this road. Highway 40 is not an option it is a death trap. I work for the school district 343 and we now have children to pick up at Rock Chalk Park and should not be charged. We also don't need to put more buses on highway 40 it is too dangerous.

Date: 11/14/2018

Comment: We don't want more tolls just to run to town! Also, we use Farmers turnpike everyday, please don't remove access to K10. This will have a detrimental impact on our school.

Date: 11/14/2018

Comment: We do not want tolls just to go into town. Please don't cut off Perry Ks and make the only way to get in town is through back roads

Date: 11/14/2018

Comment: Can this be brought to a public vote? I think the residents of Lawrence who use it should be able to vote to pass whether it is a toll road or not.

Date: 11/27/2018

Comment: I changed jobs in 2017 and take K10 from the Wakarusa light to the turnpike every day. I will NOT use that stretch of road if there is a toll involved. For that short of a distance it is ridiculous, and the cost I am hearing is also ridiculous for that short of a distance. This would also surround Lawrence in toll roads, with only the ability to go North or South before heading East or West free. And yes, I can see people going out of their way to avoid paying, thus making the only remaining free exits and highways busier. No problem solved. I understand that this is a hard project to design with no money, but I can only see more issues coming from it.

Date: 11/14/2018

Comment: Taxation or toll road are not an option as we as a society are taxed to a point of starvation as it is! When is enough of our pay going to be enough? A Siam getting ready to retire I am looking at cost of living anyway.

Date: 11/14/2018

Comment: This should have been taken into consideration when the East leg of the traffic way was undergoing changes. Any person with a brain would have realized that building a four lane highway East of 59 Highway would lead to the need of a four lane highway West of 59 Highway, There is too much congestion at rush hour. Noise needs to be taken into consideration for the homes by the ball fields. More entrances and exits need to be designed into the ball fields in case of emergencies, plus it gets backed up. Do not make it a toll. Do not increase taxes, we just had a sales tax increase due to the funding of the mental health facility. Kansas is one of the highest taxed states in the U.S. It is breaking us financially. People should not need to have two or more jobs to make a living and not have to live paycheck to paycheck. We have kids to put through college and we have to pay out of pocket for too many things.Plus, getting across the highway whether you are a cyclist, runner, walker, etc..is too dangerous.

Date: 11/14/2018

Comment: My family and I are concerned with having to pay tolls to get from our home into town. The back roads are too dangerous to take and if you add more traffic from those not wanting to pay tolls either they become even more dangerous. Farmers turnpike cannot be cut off from the rest of Lawrence.

Date: 11/14/2018

Comment: Why was an overpass/exchange built at 15th (Bob Billings) instead of the traffic light at Wakarusa/ballfields? Why didn't the KTA build a traffic way just east of Lawrence to connect I70 and K10? It could be an extension of the KTA, charge a toll and decrease significant truck traffic off of the SLT that are using it to access I70.

PLEASE PLEASE, DO NOT put in a toll to access SLT from Farmers Turnpike!!!!

Date: 11/14/2018

Comment: My greatest concern is the funding for this project. Tolling would be very inconvenient for all those who regularly travel SLT. Also the expense to establish the toll road is a concern. I think other options could be and should be explored.

Date: 11/15/2018

Comment: Please note my objection to making any of the SLT a toll road. I hope the care given to the last segment finished will be replicated with the removal of all at grade intersections, including sound walls near existing housing adequate merging/exit ramps and keeping of hike/bike trails.

Date: 11/15/2018

Comment: I already pay on average 35\$ a month to use the turnpike to commute from Lawrence to Topeka for work. I use highway 10 every workday to get to the turnpike. If tolls are added to this roadway to pay for an expansion it will add an additional 50\$ a month to my commuting cost. I am completely against this expansion if it is to be paid for using tolls. If other means of funding can be obtained I am ok with the expansion. If not, please do not implement this project. Lawrence drivers are already served by 1 toll road please don't make it 2.

Thank you for taking time to consider my input.

Date: 11/15/2018

Comment: We do not want to pay tolls to get on the bypass! We don't want you to shut down the road to Lecompton!

Date: 11/19/2018

Comment: To whom it may concern:

I wanted to send this to let you know I am adamantly against the project that would close/alter k10 access to farmer turnpike. I am also against a toll booth being put on k10. Both ideas have been negatively received by the public in the past and it is frustrating that they are being brought up again.

The first idea, altering k10, would cause tremendous hardships. During the last public forum, many businesses expressed their concern over this as well. Adding a toll on k10 should be avoided. Will we put a toll on every state road?

Again, I am 100% against altering or closing k10 access to farmers turnpike as well as putting a toll booth on k10.

Date: 11/19/2018

Comment: Hi Aaron,

As a concerned citizen about the SLT, I wanted to ask you a few questions since I will not be able to attend the open house tonight. 1) have you considered open tolling for the K-10 toll plaza? I feel like this would be better than a traditional toll plaza because stopping will become more of a traffic hazard due to the fact there will be no more stopping on K-10 if the project is completed. 2) In terms of the ways of paying for the project are being discussed, are all options on the table ranging from being apart of next decade's transportation bill, making SLT a tolled road, or even adding tolled express lanes?

Thank you for your time and listening to my concerns and I look forward to hearing back from you.

Date: 11/19/2018

Comment: I certainly believe that there is a need to add lanes to the South Lawrence Trafficway west of 59 Highway. We have needed this for an extremely long time. However, I am intensely opposed to having this road become a toll road. Our previous Kansas governor irresponsibly cut taxes (income taxes) for business owners who had formed an LLC so that no income taxes were owed on the money they earned in that way. As a result, our great state almost went bankrupt and had to take money out of the transportation funds to pay the operations funds so that we could pay the state's bills. Now KDOT wants the people of Lawrence and surrounding area to pay for that by paing a toll on this road. ABSOLUTELY NOT! This is the continuance of an old project started many years ago, not a new project. Use some of those funds that we will get from the federal income tax and the "bundle" it will create when our residents of this great state pay their income taxes. Thank you!

Date: 11/23/2018

Comment: I am very much against making Highway 10 a toll road. It is unfair for Lawrence to be completely surrounded by toll roads. The state legislature took the money from the highway funds. The state legislature needs to put the funds back by other means than a toll road. So later in this document when it asks if I am against or in favor of this, I am in favor of not having a toll road or

said another way, I am not in favor of a toll road. It is unclear how to respond to that question so my response will be "I am against a toll road".

## **SAFETY—ENTIRE CORRIDOR AND SPECIFIC LOCATIONS**

Date: 11/14/2018

Comment: While we wait for redesign, please change the lane designations at k10 and 27th st to create 1 Left-turn-only lane and 1 right-or-straight lane. This would not require widening the intersection at all. Just changing the traffic light programming and reprinting arrows! This alone would alleviate so much congestion. Unfortunately it does nothing to address the public safety issues that intersection presents.

Date: 11/14/2018

Comment: I would like the Wakarusa intersection addressed. I use it as a sports parent and cyclist and it is NOT SAFE. It also takes a ridiculous amount of time, when busy to get through. It could be easily temporarily remedied with adding turn lights and different straight/turn lanes. People turning on to K10 have to wait for the straight traffic going west, therefore the intersection at 27th street backs up too far. If there was a left only turn lane with a left turn light, and then a straight lane/right turn that side of the road could move much faster. It would also help to add another lane to the side exiting the complex so people could go straight and right and turn left only. This would alleviate congestion, making it safer for pedestrians. It would also lessen the back up in and out of the complex and on to K10 so emergency vehicles could have easier access during emergencies. During bad weather when the complex is evacuated, it can not be done in a safe and timely manner. PLEASE make this your top priority until the study is complete and a more permanent fix can be made. Three years is too long and people can be hurt.

Date: 11/14/2018

Comment: Hello. Sorry I can't attend the meeting. My concern is the crossing of K-10 by pedestrians and bikers near the YSI sports complex. It is extremely unsafe. Motorists are impatient, lots of turning cars, a double intersection, bikers and pedestrian families that may include stragglers, etc. There should be a pedestrian/bike path bridge that keeps everyone separated. Thank you.

Date: 11/14/2018

Comment: Get rid of Masood on the curve intersection. No more stop light at wakarusa

Date: 11/14/2018

Comment: My greatest concerns are traffic congestion at the Wakarusa/27th St crossing and safety at Kasold. I think you need to close access to Kasold or put a proper highway exit there. At Wakarusa Drive, an overpass or underpass would be very helpful to allow pedestrians, bicycles, and cars heading to the sports fields to pass without interacting with K10 traffic. With only two lanes on the western SLT, the current speed limit creates scary conditions. Until this can be turned into a divided highway, you should look at reducing the speed limit.

Date: 11/14/2018

Comment: I currently commute from Haskell to I-70 every weekday for work in Topeka. I have been commuting on K-10 west leg since 2005. While I would prefer a 4 lane road for quicker travel, safety is my main concern. With the increased traffic since the east leg was opened I have seen several near accidents because of the congestion. My main safety concern is during weekday AM rush hour. Due to the high volume of traffic merging from 6th street towards I-70, traffic comes to a stop many times and coming up on the 6th street entry is difficult to see the stopped traffic when

heading toward I-70. I fear being rear-ended many days of the week. Additionally, at the Wakarusa/27th St exit, right turning traffic toward I-70 many times pulls into K-10 when the highway light is green, which has also caused near accident. I am willing to pay in any way to make the highway 4 lanes and not particular about design, as long as I can safely travel to work each day without congestion. Being able to travel at highway speeds safely is important.

Date: 11/14/2018

Comment: #1 KEEP TOLL FREE AND KEEP THE LEGISLATURE AWAY FROM THE "BANK OF KDOT"  
 If the legislature were to pay back what they've taken, then "tolls" would not be an issue.  
 #2 would be to make Kasold and 27th street intersections, full control access only.  
 #3 Redesign the K10/I70 interchange to have "at speed" tolling to improve traffic flow and safety

Date: 11/14/2018

Comment: Safety

Date: 11/23/2018

Comment: Thank you for planning to close the intersection at Kasold. This will be inconvenient for me but safety is the priority. I have seen too many people go around the current barriers to make a left turn risking not only their lives but more importantly the lives of innocent people in other vehicles. Also, when I turn right onto Hwy 10 and try to use the designated lane to get up to speed and merge when safe, the people coming at 65 mph (or more) try to slow down to let me in causing an unsafe condition with other cars following it. I know they may think they are being nice to me but they have the right of way. I am yielding to them! Recently a person behind me as I was yielding to merge a car behind me got impatient and pulled out in front of a long string of cars causing them all to slow down. Very unsafe situation. Thank you again for closing the intersection.

Date: 11/27/2018

Comment: On a simple suggestion note, the light at K10 and Wakarusa/27th. That is a crazy intersection. It's a needed intersection. I don't see there being room for a bridge for cars, although a pedestrian/bike bridge would I think be a great option. An even CHEAPER solution: put a "no right turn on red" sign for the westbound traffic. The cars never stop, whether is it the eastbound turning or the cars on Wakarusa/27th trying to get into the turning corridor. There would be less back up there during busy times if this sign was there.

Date: 11/15/2018

Comment: Getting rid of the stop light at Wakaarusa and replacing it with an overpass MUST be one of your FIRST priorities. It is a tremendous safety hazard.

Date: 11/15/2018

Comment: Rural and suburban areas depend on Kasold/ E 1200 access to get into town. Funneling all traffic to Iowa dumps too much traffic onto an already heavily traveled street. It sounds like E 1200 on both sides of town are going to be shut off, south already is. The Farmers turnpike is traveled by locals and making it only convinient for those traffic doing around our city or just commuters is not user friendly to a large part of the community. There is a large Church, a saddle club and many houses that use access from I70 and the city of Lawrence. If you shut the access point down the traffic on the Farmers Turnpike will only increase as it is the connection between rural areas, Lecompton, Perry and Topeka will have to travel all the way to Kasold the Intersection of the Farmers Turnpike and Kasold is dangerously heavy now at commuter times. Large trucks travel from Berry Plastics and their other facility in the industrial park but some of them do exit onto Turnpike large trucks are dropped onto Kasold and travel through residential area and

streets with round about way that are not equipped to handle semis. I would be happy to show you around the areas you are affecting or discuss it further. Thank you. Lyric Bartz.

Currently the south end of E 1200 is partially closed. There is a family large group of homes in the lone Star area and the southern parts around Clinton lake and pleasant Grove. Closing their access has only increased the danger because cars are driving around the traffic sticks. While I realize we cannot control all illegal turns this current solution was unnecessary and has caused a hardship on many Douglas County residents. An enlarged turn area would probably have served better and a bridge would have come Corrected today's and future problems.

Date: 11/15/2018

Comment: My suggestion is atleast for the time being to install the arrow signals at wakarusa and k10 to allow traffic to flow better especially on saturdays when there is sports going on .

Date: 11/15/2018

Comment: Another serious accident today at the K-10 27th Street intersection. Access to K-10 or the softball fields from 27th Street needs to be eliminated. Having walkers and bicycles, the later which do not understand they need to adhere to the pedestrian light and not the traffic light, crossing a roadway with vehicles traveling in excess o 65 mph is foolish at best.

Date: 11/15/2018

Comment: One area of serious concern is the 27th St intersection, A bridge would really help there but I know that that would be expensive.

Date: 11/15/2018

Comment: The North side of 27th stoplight has tremendous traffic in the evening during soccer, football, baseball, and frisbee times. The traffic is often backed up to the stoplight on 23rd. Many cyclists access the bike trails via this intersection as well. As both a commuter who uses the intersection twice a day, a cyclist, and a teacher who takes students to the arboretum, I would like to see this intersection re-designed with awareness of the amount of pedestrian/bicycle users as well as traffic considerations.

Date: 11/15/2018

Comment: My concerns with the trafficway are the safety at the large curve at Clinton Pkwy. being too tight a radius and its terribly dangerous at night and in icy snowy weather. Also I am concerned about traffic lights and interchanges on a 70mph road. I support keeping the speed limit at 70 for the entire length so long as there are no traffic lights and any interchanges are normal high speed merges. I also Support 4 lanes as the traffic will only continue to grow, if there are no tolls, which I do not support. Hope this helps.

Date: 11/15/2018

Comment: I am concerned with the intersection at K10 & Wakarusa; on game days the traffic is very congested and dangerous. Also the current two lanes all along K-10 is very busy at most times of most days and is especially difficult to manuver at night with the oncoming vehicle lights making it very difficult to see. All in all the current two lanes are not safe and need to be widened to at least 4 lanes. The funding should be from a statewide tax as it is a state highway and Lawrence residence are not the only ones using it. I am against a Toll road as that would be a hardship for many people and the toll booths would inhibit the flow of traffic.

Date: 11/15/2018

Comment: Understand Wakarusa and Kasold must be closed. Build interchange between them with frontage road to Kasold and Wakarusa.

Date: 11/15/2018

Comment: I commute on the SLT to I/70 Kansas City daily. Here are my thoughts:

Wakarusa/27th Street Intersection: Safety concerns for both pedestrians and motorists. Between 7:45am - 8:00am on the weekdays and weekend mornings traffic backs up at the stop signs. It takes between 5min to 10 min just to get to the light to turn onto the SLT. I have seen several people not obey traffic laws and aggressively cut pedestrians and other motorists off. I witnessed a biker get hit as well when the motorist didn't stop at the stop sign.

The trail connecting 27th Street to the Arboretum and Clinton Lake Trails is heavily used. This is a very unsafe intersection (as I'm sure you are well aware of). Pedestrians need a refuge to feel safer crossing this intersection. This is a tough spot and I don't know what you do to fix the problem.

Also I live very close to the SLT, near the 27thStreet/Wakarusa intersection, and I'm constantly hearing truck air breaks in the middle of the night. Can air breaking be banned from this area?

Another area of concerns, and I see accidents frequently is the turn from SLT to the Kansas City I/70 Interchange entrance.

Date: 11/15/2018

Comment: Three years for a supplemental environmental impact study seems awful long. Anyway to tighten that up? Priority needs to be, IMO, on redesigning the at grade interchange at Wakarusa and K-10 near the YSI entrance. That is a very congested and potentially dangerous area. Also, the 1200 RD interchange is a s\*\*\*show....too many people trying to make you turns to go the other direction after turning onto K-10. Needs to be more law enforcement out there for a term with severe penalties.

Date: 11/15/2018

Comment: Please make this segment of road safer. I find that entering/exiting the toll plazas (especially the north one) gets kind of messy right now (no lane markings, hard to judge speeds & who's turning, excess pavement). Also, impatient people on 6th street going north on K-10 are using the 6th st shoulder as a turn lane. And what ever you do, get the stupid idea of diverging diamonds off the table everywhere in the state. They are don't improve safety that much, are inconvenient, and a wast of money.

Also, please do not make this a toll road. Wouldn't that just increase the cost of the project? I can't imagine why the KTA is spending all the extra money on paying for the open road tolling just to save 5 seconds. Wouldn't it have a better economic impact if the state worked to remove all tolls in the state? But given all that, IF there needs to be some dedicated funding, wouldn't adding a SMALL "surcharge" to the K-10 toll boths be easier? Think about it, you don't have to construct anything and every car/truck/van would just pay an extra \$0.25 or so every time the enter or exit the turnpike.

Date: 11/15/2018

Comment: I feel like this is something needed for the safety of the public. The traffic is bumper to bumper in rush hour and in the past two lane roads are very dangerous. (Hwy 169 out of Olathe to Miami county was that way until it became 4 lane). Also the Wakasusa entrance is not very

efficient and not very safe entrance to the fields. Think young children and families. We really don't need to make it a toll road.

Date: 11/15/2018

Comment: 1) The lane designed for merging going North bound on k-10 entering from clinton pkwy is too short. many times i've increased speed to 65mph so that I can merge into oncoming traffic, but at certain times of the day, the oncoming traffic is close together and coming fast. Often I have to hit the brakes because my lane ends. Then when I finally can merge, my speed is significantly slower than oncoming traffic. This slows all of traffic down.

2) There needs to be 4 lanes on this entire piece of k10. Morning traffic is halted to 40 mph often times because of traffic headed to i-70 toll booths. I drive northbound from clinton pkwy northbound until Farmer's Turnpike. Often times the line is back up from toll booth entry to bob billings exit. This is particularly dangerous for drivers who are rounding k-10 coming from the east at 70mph and dangerous for cars who are merging from clinton pkwy or bob billings and try to accelerate speed, only to have to slam breaks because of traffic buildup. I've also noticed extreme traffic building up around the 5pm hour for cars heading west on k10 from hwy 59 section all the way to stop light. This stop light backs up traffic for miles most evenings and I've seen multiple fender benders from traffic coming to a halt so quickly.

Date: 11/16/2018

Comment: I think that tolls for usage of the west leg should be strongly considered. The overwhelming majority of the traffic on this road - and thus the need for expansion and safety improvements - is from commuters. The public as a whole should not be expected to share the cost - particularly any sort of local sales tax. I live in Shawnee county and commute on K10 daily and am more than willing to pay a reasonable toll. My biggest concern about a toll isn't even the cost - it's ensuring that any tolling solution doesn't add a drastic delay to my morning commute.

I wonder if there are any options to differentiate tolling between local and through traffic? If so, perhaps local traffic could somehow be exempted?

Date: 11/17/2018

Comment: We moved to Lawrence about 25 to 30 years ago, we lived in Olathe before that. I worked for KDOT in the Kansas City area and was transferred to Topeka, and had to be about 30 miles from that location. Our 2 daughters live in Olathe with their families and Granddad and Grandma are called to get the kids when sick or something. We are on a fixed income and can't afford to pay a toll, just to get the kids. Sometimes, we are called 2 or more times per day, sometimes, and paying a toll is just out of the question. We already have a toll road on the north end of Lawrence, why have one around on the bypass around town? The main reason was to take traffic off of 23rd street and Iowa street. I also think that the turn Right only needs to be removed. Plus, the 28th Street exit be removed. There could be another way to get to the Sports complex, from the south, build a frontage road, or build another frontage road from the Dog run at Clinton Lake over to the Sports complex. That would save some dollars for building an interchange.

Date: 11/19/2018

Comment: I'd like to provide a comment to be included in the citizen input for the west leg of the SLT project.

There are a couple of intersections that need safety improvements for people on bikes and pedestrians. One is the at-grade intersection between the SLT and the Lawrence Loop at approximately 29th and Wakarusa, north of the Lawrence Arboretum. The other is the intersection of the SLT and Clinton Parkway. In both cases, people on bikes and pedestrians have to cross very

busy streets/highways to follow the Lawrence Loop Trail. I would prefer to see tunnels or other infrastructure that separates bike riders and pedestrians from fast moving motor vehicle traffic. Thanks for your consideration.

Date: 11/19/2018  
Comment: Hi There,

Thank you for asking for comments about the current SLT. I live near Rock Chalk Park, and I frequently drive through the section of K-10 where it meets I-70 and where people drive on to and off of I-70 onto K-10. I am very concerned that the on and off ramps there are very dangerous, particularly for people coming off of I-70 from the KC side.

My concern is this. K-10 drivers are going at least 65 MPH and cars coming off of I-70 have to drive across K-10 to get onto K-10. Unfortunately, what I see is cars pulling out not realizing how fast cars are moving, and I fear that someone is going to get killed because they pull out onto K-10 not realizing how fast cars are going. I may be wrong, but I believe there may have already been a serious accident there, but even if not, the structure of the situation, is likely going to lead to serious injury.

My suggestion is simply this. I suggest the speed limit be reduced to 45 MPH on K-10 on the section near I-70. I also suggest you put up signs that show how fast each car is going, and the police periodically reinforce the speed limit.

Let me add two things. First off, I'm not a guy who likes driving slowly, and so it is a bit ironic that I'm suggesting a reduction in speed limits, but in this case I really believe my suggestions will save lives, and I've been wondering how I could share that information, so I'm grateful to get the chance to write you.

Second, I support expanding the SLT to 4 lanes all the way through. However, I think a lot of thought needs to be given to how best to have drivers safely get on and off I-70 from K-10.

Thanks. Feel free to contact me if I can give you any more useful information.

Date: 11/19/2018  
Comment:

Good to see and talk with you today. Just wanted to share this recent news in the Lawrence paper this evening. This accident is in the West K10 study area of Highway 40 and E 800 Road intersection. This accident is an example of what the locals are very concerned with safety of Highway 40.

<http://www2.ljworld.com/news/public-safety/2018/nov/14/emergency-crews-respond-to-possibly-serious-wreck-just-west-of-lawrence/>

Date: 11/19/2018  
Comment: Aaron,

Thanks for the quick response and the update. We look forward to learning more about this project as it develops. We will certainly be in touch with KDOT and your office if we develop transmission facilities within the proposed improvement area of K-10.

Aaron,

Westar Energy has several high voltage overhead electric transmission lines that cross over K-10 as it exists now. We are very interested in obtaining any conceptual plans you have for the West Leg improvements, so that we can review them well in advance of the project letting.

You can call me to discuss at: (785) 575-8167, or you can send plans to myself or Paul Sedlacek at the addresses noted within this e-mail.

Thanks,

Date: 11/19/2018

Comment: What needs to be done is it needs to be turned into a four-lane, the stoplight needs to be taken out, overpasses need put in at the kasold cut through and the stoplight that shouldn't be there. Do not turn it into a toll road and do not shut it down

Date: 11/19/2018

Comment: I was unable to attend the program on 14 November in Lawrence. But I would have shared this thought.

I traveled the K-10 stretch from I-70 to Iowa at night for the first time on Friday, 9 November 2018. I noted that it was about 10:30 PM.

Frankly, I was surprised, maybe shocked, with the amount of traffic and the allowable speed limit. There were a number of automobiles traveling at a high rate of speed on an un-illuminated roadway. By comparison, would anyone travel down a side street in their community at 60 MPH — no. Travel on Iowa Street at 60? Nope. So, why K-10?

Realizing that change to that stretch of K-10 will take years, I suggest the speed limit be lowered dramatically.

Date: 11/19/2018

Comment: Good morning,

How sad a commentary. A project that is so old, it is older than the people trying to move it along.

I saw that when I entered the SW Middle School last night. I am 71 and older than probably everyone still on the project, at least of those in attendance. It is past time for me to never have to make comments on this roadway again. Cathedrals were built in less time, at least some of them. Not a good legacy.

I realize that a certain governor decided to take the funds away from KDOT to use for operation of the State. He should have been arrested. But he is gone, and it is time to get funds back and get the work of improving and maintaining going again. The Lawrence K-10 project is not a new project, and should not have to go back to the beginning. We deserve to have this completed. The shoe string is deteriorating while left untied.

I recently heard that I-35 is going to be expanded and the time line that was mentioned, was one year or two years. Really? An enormous project at 10, 35, and 435 was just completed and it is tremendous. That is now complete. It took four years, maybe? The Lawrence bypass is already past 40 years. Part of that was delay caused by court activity by a few people trying to delay forever the

project being completed, and they have almost succeeded. And yet, the project is almost completed, so let us keep our eyes on the end of the tunnel. It's like building a house, if you keep modifying the plans during the building, it never gets completed.

Need I say, those traffic accidents on the two-lane portion, are killing innocent people because of circumstances delaying this end. This is a scenario similar to US59 south of Lawrence to Ottawa. It is a beautiful highway now, but too many people had to die to get there. This highway needs to be completed.

At the same time, it is not fair to make a toll road out of the bypass, while all the other cities in Kansas do not have to pay tolls for their bypasses. The Kansas legislature needs to put the money back in the KDOT pot just as it needs to put it back in education, and employee salaries. And obviously, they will need to charge the taxes to implement those; face it. A state needs revenue to operate, such a severe tax cut was ludicrous. Let's use that \$350 million that was found recently to fix these problems and not start a new bureaucracy. If they are going to add tolls, how about highway US81 from Nebraska to Salina and Wichita? The thought makes you quiver, doesn't it?

At the meeting/open house, I am sorry that I came across as a little too vehement, but nothing gets my blood pressure going like K-10.

Date: 11/19/2018  
Comment: As a resident of Lawrence, Ks and constant traveler between Lecompton/Perry and Lawrence, I am not in favor of closing this access. And I am not in favor of paying toll charges to travel K-10.

Being a resident of Lawrence, I appreciate the knowledge of progress being done in our town and positive changes for our people and their safety.

Date: 11/19/2018  
Comment: I hope there is some way that the Farmers Turnpike can stay connected at the K10 intersection. Also, I prefer that K10 will remain toll free.

Thank you for your consideration.

Date: 11/19/2018  
Comment: After a near accident of me having to go onto the shoulder to avoid hitting a lineup of standstill traffic during rush hour, I now take the Iowa Street exit for safety reasons. The K-10 stretch with a light at 27th Street is horribly dangerous and I feel so sad that people have lost their lives on it. Adding big flashing lights noting that traffic may be backed up would be beneficial as we are waiting to see the change into four lanes. Additionally, the entrance in and out of the soccer fields and ballparks, I feel should be closed due to safety concerns and there would be no reason to have a light there. An entrance into the ball fields could be made through the West by the dog park.

Date: 11/23/2018  
Comment: At the stoplight near Wakarusa and 27th St: This is a real safety issue for auto, bikes and pedestrians. This should be a flyover with no access on or off highway 10. Also, it would likely benefit if there was a roundabout to serve Wakarusa and 27th street to the youth sports fields and the arboretum.

## **HISTORICAL**

Date: 12/09/2018

Comment: One of the most historical sites in Douglas County, Kansas is located just south of K 10 at the NW 1/4, Section 20, T 13, R 20- [NE corner of the Intersection of E 1500 Road and N 1175 Road, Douglas County, Kansas]. In 1858 this was the property of Rev./Capt. John E. Stewart who was the "General Traffic Manager" of the N.E. Kansas Underground Railroad [from 1858-1861]. He regularly took his wagon to Missouri, posing as a peddler, and liberated slaves from plantations, bringing them to his "fortified double-log cabin" then on his property on the Wakarusa River. He was known to have brought more than 75 "freedom seekers" out of slavery prior to 1860.

From his property, groups of "freedom seekers" were later transported further north to a "network" of other Underground Railroad "stations" in Nebraska and Iowa. Stewart was an ally of John Brown and other abolitionists.

For a time ca. 1859-1860, the infamous William Clarke Quantrill [using the alias, Charlie Hart] used to spend considerable time on the Stewart property assisting abolitionists to free slaves in Missouri, until it was discovered Hart/Quantrill was a "double agent" and was selling the slaves back to their slave holders. At that point Stewart and his men wanted nothing more to do with him. [Note: A couple of years later, on August 21, 1863, Quantrill and 400 of his men entered Lawrence, killed more than 150 Lawrence men and boys and burned most of downtown Lawrence in the "Quantrill Massacre"].

On one occasion ca. 1860 slave catchers in the surrounding woods, came onto the Stewart property and tried to kidnap three, armed free blacks who were plowing in Stewart's fields. There was shooting between the blacks and slave-catchers and one of the blacks was kidnapped and taken to Missouri. He managed to escape and returned to Stewart's the next day.

To scare away the slave-catchers who were constantly spying from Stewart's woods, in 1860 the historic cannon, "Old Sacramento," [now on display at Watkins Museum in Lawrence, Kansas] was brought to Stewart's property and shot off.

In June of 1860, when there was an increased danger of kidnapping, Stewart and his men led a caravan of 13 "freedom seekers" from his property on an Underground Railroad trip to Iowa. This was one of the last Underground Railroad trips from Douglas County.

Today, part of Stewart's original land claim is a designated site on the National Underground Railroad Network to Freedom.

Besides the site's connection to the Underground Railroad between 1858-1861, beginning ca. 1866 the property became the site of the Douglas County Poor Farm which housed needy and disabled people from Douglas County, Kansas. In 1867, a new structure was built to house those needing shelter. But, the structure later became too small and in 1911, an impressive, large two-story brick structure was built at the site. The new Poor Farm housed the needy of the county until it burned in a fire in 1944.

Today a small brick house, made from the "Poor Farm" bricks, stands on Stewart's former property.

It is hoped that the great historical importance of this site will be considered in any future plans. Ideally, the site will be preserved and interpreted for future generations to be able to see the land and learn about the site where so much history took place.

## **NOISE**

Date: 11/14/2018

Comment: We live at 6339 Serenade Drive in the Langston Hughes subdivision. The current noise levels are disruptive and I would like that to be noted in the study. The trucks and motorcycles create the most startling noise problems for those of us who currently live right off K-10. So please do not just measure the increase in noise but also note that current noise needs mitigation. My neighbors and I would like to see one of those sound barrier walls be included in the plans to enhance living in our wonderful neighborhood.

## **WETLANDS/ENVIRONMENTAL**

Date: 11/14/2018

Comment: I am most interested in the mitigation of the wetlands on both sides of the existing K-10 between Kashold and Wakarusa road. I would also be concerned about a US 40 route as it would have much greater chance of impacting Mead's Milkweed.