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**

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<thead>
<tr>
<th>No Action</th>
<th>TSM/TDM</th>
<th>Multimodal</th>
<th>Build – Add Capacity Expressway</th>
<th>Build – Add Capacity Freeway</th>
<th>Build – Add Capacity Tolled Highway</th>
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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.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Number of individuals that identified topic as a concern</th>
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<tbody>
<tr>
<td>Access</td>
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<tr>
<td>Safety</td>
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<tr>
<td>Road Design</td>
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<td>Traffic</td>
<td>21</td>
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<td>Funding</td>
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<td>Right-of-way</td>
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<td>Bike/Ped</td>
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<tr>
<td>Other</td>
<td>4</td>
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<tr>
<td>Noise</td>
<td>4</td>
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<tr>
<td>Environmental Concerns</td>
<td>3</td>
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</tbody>
</table>

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 disfunctional 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 concerned 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 it 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 Farmers 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 widening 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 patterns 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-170 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-model 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 600 Rd 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 newest 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 state s 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; pleas put a no right on red" for people exiting the highway onto wakarusa/27th coming from the south so they do hold up traffic leaving the neighbourhoods too. Finally; No truck to turn on this road or down this road as that corner does not accomodate 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 homes 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 pedestrians.

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.