Appendix G: Public Involvement Materials

Contents:

**Display Boards:** Open House #1

**Handout:** Open House #1 (2 pgs)

**Display Boards:** Open House #2 (2 pgs)

**Handout:** Open House #2 (2 pgs)

**Drop-in Center:** Handout #1

**Drop-in Center:** Handout #2 (2 pgs)

**Kiosk Display**

**Responses to Advisory Committee Comments**
Thank you for attending tonight’s meeting for the K-10 Transportation Study. We appreciate your interest in the project.

- Please sign-in.
- Information is on display and members of the study team are available to answer your questions.
- Please provide comments by filling out a comment form.

We are considering other modes of transportation within the corridor. Lawrence-to-Kansas City is a potentially viable public transit corridor in the region. There are a large number of people that commute along the corridor as well as a large student commuter population (KU students). This study will evaluate three potential public transit options.

**Project Purpose and Objectives:**

- Determine how and when to widen K-10.
- Determine impacts of widening.
- Establish where new interchanges will be considered.
- Plan for other modes of transportation within the corridor.
- Study bicycle and pedestrian issues along and crossing K-10.

**Transit and Bicycle/Pedestrian**

The K-10 Transportation Study is also considering other modes of transportation within the corridor. Lawrence-to-Kansas City is a potentially viable public transit corridor in the region. There are a large number of people that commute along the corridor as well as a large student commuter population (KU students). This study will evaluate three potential public transit options.

**Option A**

Demand Responsive Service—Buses utilize a demand-based model of service. Buses will travel a fixed route and pick-up and drop-off passengers at specific locations.

**Option B**

Fixed-Route Service—Routes are designated for buses (or carpools). Drivers maintain a fixed schedule to pick-up and drop-off riders at designated bus stops along the route.

**Option C**

Demand Responsive Service—A large number of people use the corridor as a highway, including KU students, but also residents of Lawrence to use K-10 for travel to and from Lawrence. The study team will evaluate three potential public transit options.

**Bicycles/Pedestrian issues:**

The study is also considering bicycle and pedestrian needs along the corridor, not only for recreation, but as a means of transportation. Lawrence-to-Kansas City corridor is a large commuter population (KU students). This study will evaluate three potential public transit options.

**Option A**

Demand Responsive Service—Buses utilize a demand-based model of service. Buses will travel a fixed route and pick-up and drop-off passengers at specific locations.

**Option B**

Fixed-Route Service—Routes are designated for buses (or carpools). Drivers maintain a fixed schedule to pick-up and drop-off riders at designated bus stops along the route.

**Option C**

Dedicated bus lanes—A large number of people use the corridor as a highway, including KU students, but also residents of Lawrence to use K-10 for travel to and from Lawrence.
The Kansas Department of Transportation (KDOT), the Lawrence-Douglas County Metropolitan Planning Commission, and the Mid-America Regional Council (MARC) are conducting a long-range planning study of the K-10 corridor linking Lawrence and western Johnson County.

**Study Purpose**

The purpose of the study is to assess the current and future transportation needs (to the year 2030) in the corridor and to develop a plan for meeting those needs. This plan can then be used by counties, cities, and KDOT as a basis for making future decisions concerning transportation in the corridor. The study will look as far as 30 years into the future. This is only a study, there are no funds at this time to design or build any transportation concepts developed during the study. The study will not select specific improvement projects but will define general right-of-way needs.

**Why is the Study Important?**

**Change is Already Occurring**

People who travel K-10 have probably noticed growing traffic on the highway and development in the corridor adjacent to the highway. Douglas County and Johnson County are the two fastest growing counties in the state and K-10 is the principal highway linking the two counties. While most of K-10 is currently rural in character, the cities and counties along the corridor expect it to urbanize over the next 20-30 years.

**Traffic Volumes are Increasing**

Traffic volumes have increased dramatically since K-10 was first opened in the mid 1980s. The various cities and counties are planning for significant growth along the corridor which will result in more traffic.

Kaw Connects, a long-range transportation study of the 50-mile long travel corridor between Topeka and Kansas City, was completed in January 2000. It concluded that K-10 between Lawrence and Kansas City would eventually need to be widened to six or eight lanes to function at an acceptable level of service (extent of congestion). The benefits and drawbacks of such improvements, if they are to be completed, must be carefully considered.

**Land Development and Transportation**

As land uses in the corridor change from rural to urban, traffic patterns and volumes will change. Highway improvements can have a profound effect on nearby land use, even though the highway improvements typically occur much more slowly than development. The K-10 Transportation Study will help sort through the complex issues surrounding the changes. Planning for the changes will help promote harmony between land use and transportation.

**Public Involvement**

Public involvement is playing an important role in this study as the future of K-10 is explored. Planned public involvement activities include the following:

- Informational meetings were held at the MARC Total Transportation Policy Committee and the Lawrence-Douglas County Planning Commission to kick-off this study. There will be another round of these meetings at the conclusion of the study.
- An Advisory Group has been formed to help the study team to address the current and future transportation needs for the area. The group is made up of city, county, state, federal, and interested group representatives that have provided information on traffic, land use, development, and concerns regarding K-10, as well as feedback on the progress of the study.
- A traveling display has been created and continues to be circulated around communities along the study area. The kiosk provides basic background information and ways to provide comments on the study.
- Two rounds of public meetings have been planned as part of the study. Two meetings will be held in each round in separate locations (one in each county) in the study area. These meetings give the public the opportunity to not only learn about and comment on the study, but also to ask questions of and interact with the study team. The first round of public meetings is being held in June 2004 and the second round is tentatively scheduled for November 2004.
- Meetings will be scheduled as needed to update city and county officials on the progress of the study as well as the comments received from the public.
- Information will be posted on the KDOT’s Project Information Portal on the web at www.ksdot.org/projects/.

**Contacts**

Comments are welcome and encouraged throughout the K-10 Transportation Study. Please send all comments to:

Maggie Thompson,
Public Involvement Liaison
Kansas Department of Transportation
915 SW Harrison
Topeka, KS 66612

Toll-free Phone: 1-877-550-5368
E-mail: maggiet@ksdot.org

www.ksdot.org/projects/
New Interchanges Being Studied
In anticipation of increasing land development, many of the cities and counties in the K-10 corridor are considering additional interchanges. Most of K-10 is a freeway, a multi-lane highway with a median where access is permitted only at interchanges. Interchange location is important to safe and efficient travel on freeways, as well as to land development near the freeway. Ideally, interchanges would be spaced no closer than two miles in urban areas and four miles in rural areas. So, careful thought must be given to locating interchanges to preserve safe and efficient travel while still providing opportunities for development.

After consulting with the cities and counties along the study area, a number of possible interchange locations are being studied. The locations being studied include (east to west):
- Lone Elm Road (Lenexa and Olathe)
- Clare Road (Lenexa and Olathe)
- Prairie Star Parkway (Lenexa)
- Winchester Road (Eudora)
- Franklin Road (Lawrence)

Other Transportation Types (modes) Should be Examined
The K-10 Transportation Study will also consider other means (modes) of transportation. K-10 between Lawrence and Kansas City is a potentially viable public transit corridor. There is interest in providing for public transit that would serve commuters (Lawrence to Kansas City) and KU students (Johnson County to Lawrence). MARC, in partnership with the Kansas City Area Transportation Authority, Johnson County Transit, and Unified Government Transit recently completed their Smart Moves Plan for metropolitan Kansas City’s expanded and enhanced public transportation services. MARC has also completed a commuter rail feasibility study for the greater Kansas City region which details several feasible commuter rail corridors including one from Lawrence to Kansas City. Several years ago, Johnson County commissioned a study for KU student trips. All of these studies will be utilized at least in part for this study.

There is also interest in considering bicycle/pedestrian issues along the corridor, including crossings over K-10 (particularly at Church Street and Lone Elm Road) and a bicycle/pedestrian path paralleling K-10 (possibly adjacent to K-10, Old K-10 or the Kansas River). MARC has completed a bicycle/pedestrian study which will also be utilized in part for this study.

The potential for expanding the use of Intelligent Transportation Systems (ITS) in the corridor will also be examined. ITS includes a wide range of technology-based ways to improve the management of the flow of traffic.

The Study Schedule
The K-10 Transportation Study began in September 2003 and is tentatively scheduled to conclude in December 2004.
**K-10 Transportation Study**

**Welcome**

Thank you for attending tonight’s open house meeting for the K-10 Transportation Study. We appreciate your interest in the project.

- Please sign-in.
- Information is on display and members of the study team are available to answer your questions.
- Please provide comments by filling out a comment form.

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**Display Boards - Open House #2**

**Introduction**

The Kansas Department of Transportation (KDOT), in partnership with Lawrence-Douglas County Metropolitan Planning Commission and the Mid-America Regional Council (MARC), are conducting a planning study of the K-10 corridor between Lawrence and western Johnson County. The study will develop a strategy for future improvements to K-10 that the cities, counties and KDOT can use as a basis for making decisions along the corridor in the next 25 years. Currently, there are no plans or funds available to buy any right-of-way or to design or build any of the recommendations that will come out of this study.

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**K-10 Transportation Study**

**A. Determine How and When to Widen K-10**

It is projected that 3 lanes will be needed to meet future traffic demands.

**K-10 Transportation Study**

**B. Impacts of Widening**

- Due to age of the existing pavement, it would need to be replaced when widening K-10. Existing bridges are in good condition and will be modified as necessary for widening of K-10.
- A few isolated wetlands are affected along K-10.
- Two hazardous waste sites are located near K-10.
- Parks could experience minor impacts.
- Generally, right-of-way is needed at specific locations along the corridor. In addition, a proposed 100-foot buffer easement is recommended to accommodate landscape aesthetics, possible trail and noise buffer.

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**K-10 Transportation Study**

**C. New “As Requested” Interchanges**

- Lawrence Road
- 17th Street
- Prairie Trail Road
- Washburn Road
- Oakes Road
- KDOT Pedestrian Bridge (from previous study)

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**K-10 Transportation Study**

**D. Other Modes - Transit**

A fixed-route bus service, with potential for route deviations, should be considered along K-10. Transit operators would need to develop an operating plan for service to generally operate between the K-10-335 Industrial area and the University of Kansas (KU)/Downtown Lawrence. Additional fixed stops would be at key intervening residential/employment centers.

- The potential for daily transit ridership in this corridor could range from 300-500 passengers.
- This service should make use of future Transit Centers identified by the MARC’s Smart Moves plan.
- There appears to be interest in starting a pilot program for transit service along K-10.

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**K-10 Transportation Study**

**E. Bicycle/Pedestrian Considerations**

There is interest in providing for bike and pedestrian travel through the K-10 corridor for recreation and as a means of transportation. KDOT’s practice is not to build trails within the right-of-way of a high-speed, controlled-access highway. If a route immediately adjacent to K-10 is chosen, the proposed trail will need to fall outside the ultimate right-of-way needs for K-10. Any trail crossing of K-10 and intersecting cross streets would address safety and access for pedestrians and bicyclists. Future crossings of K-10 have been identified along Lone Elm Road in Lawrence, Olpe and Chautauqua Road in Eudora. The study team recognizes there may be crossing needs elsewhere along K-10.

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**K-10 Transportation Study**

**Project Schedule**

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<th>Year</th>
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**We Are Here**

Display Boards - Open House #2
Next Steps

- KDOT currently has no funds to pursue right-of-way or build any of the recommended improvements. It is essential that KDOT and local communities work together to find ways to implement the recommended improvements identified in the study.
  - Memorandum of Understanding (MOU)
  - Right-of-Way preservation (key parcels)
  - Future construction corridors (K-10 and interchange improvements)
  - Pilot program for transit and continue to coordinate with NARC's Smart Moves Plan
  - Accommodation should be made to incorporate bicycle and pedestrian improvements within corridor

- Communities will need to pursue a more formal break-in-access request with KDOT for any new "as requested" interchanges. Communities are already beginning further detailed studies of interchange locations. Lenexa and Olathe have begun a more detailed study to evaluate the Lone Elm Road, Clare Road and Prairie Star Parkway interchange locations. For more information about the Lenexa and Olathe study please talk to a team member or sign up for updates at the Information Table.

Thank you

Thank you for attending tonight's meeting. Your interest in the process is very important to us. Please feel free to fill out a comment form to provide your comments or questions to the project team.
The Kansas Department of Transportation (KDOT), the Lawrence-Douglas County Metropolitan Planning Commission, the Mid-America Regional Council (MARC) and their consultants have spent the past 18 months studying and evaluating the long range transportation needs of the K-10 corridor between Lawrence and western Johnson county. The Study team has developed draft recommendations to meet those needs, so that KDOT and local communities can work together with a guide for the future of K-10, until such time that funding becomes available.

What needs to be done along K-10?
Douglas and Johnson County are two of the fastest growing counties in Kansas. K-10 provides an essential link between them. The current and projected growth and development along the K-10 corridor underscores the need for proactive planning to coordinate land use and transportation in this area. The study reviewed:
• How and when to widen K-10.
• The impacts of widening K-10.
• Where new interchanges will be considered.
• Other modes of transportation within the corridor.
• Bicycle and pedestrian issues along and crossing K-10.

KDOT currently has no funds to preserve right-of-way or build any of the recommended improvements. It is essential that KDOT and local communities work together to find ways to implement the recommended improvements identified in the study;
• Memorandums of Understanding (MOU)
• Right-of-way preservation (key parcels)
• Future construction (widening of K-10 and interchange improvements)
• A pilot program for transit service along K-10
• Incorporate bicycle and pedestrian improvements within corridor.

Contacts
Comments are welcome and encouraged throughout the K-10 Transportation Study. Please send all comments to:
Maggie Thompson
Public Involvement Liaison
Kansas Department of Transportation
700 SW Harrison
Topeka, KS 66603-3754
Toll-free Phone: 1-877-550-5368
E-mail: maggiet@ksdot.org

Currently, KDOT has no funds available to widen K-10.
New Interchanges: (new "as requested" interchanges identified in the map above with green dots). The communities along K-10 have requested that KDOT consider the following interchange locations:

- Lone Elm Road
- Clare Road
- Prairie Star Parkway
- Winchester Road
- Franklin Road
- K-10/I-750/Noria Road (from previous study).

Impacts of Widening K-10. Improvements to K-10 will likely have some impact to the surrounding area. Efforts will be taken to minimize impacts to wetlands, floodplains and parks near the corridor. There are also two sites that are designated as Hazardous Waste sites within the corridor, which means that these sites could have sensitive material and should be avoided, if possible.

Widening K-10 will also mean reconstructing the pavement, which needs to be replaced due to its age. Existing bridges are in good condition and will be modified as necessary for widening of K-10. Generally, right-of-way is only needed at specific locations along the corridor. It is also recommended that a proposed 10-foot buffer be established between the edge of the ultimate K-10 right-of-way and any future development. The buffer would minimize any future noise issues, accommodate landscape improvement, and could potentially serve as a location for a bicycle or pedestrian trail.

Existing Interchanges (identified with blue dots) Anticipated traffic volumes indicate that the K-7/K-10 interchange needs to be improved to a four level, fully directional interchange. A future study will need to refine conceptual improvements outlined for the K-10/I-435/I-35 Interchange in the 1999 Major Investment Study.

Based on a broad level review by the study team, these "requested" interchanges (with associated improvements) do not appear to compromise the way K-10 functions as a road. If the interchanges are constructed, it will be important to make sure that all necessary improvements are made, including auxiliary lanes and grade separated ramps.

The communities will need to submit formal requests to KDOT for new interchanges, which includes detailed traffic and operations analysis before any approval could be given for these interchanges. Currently, the cities of Olathe and Lenexa are conducting a more detailed study of the Lone Elm Road, Clare Road and Prairie Star Parkway interchanges. KDOT does not have the funding for any of these interchanges, therefore, the local entities or others would have to come up with the money for these new interchanges.

Eventually, it is assumed that there will be an interchange near the existing location of K10/I-750/Noria Road so that K-10 can continue as a freeway without traveling through Lawrence. The existing at-grade East Hills Business Park entrance on K-10 would be closed and traffic would be re-routed to the new "as requested" Franklin Road Interchange.

Other Transportation Modes
After reviewing options for public transit along the K-10 corridor, it was determined that Fixed Route Bus Service with the potential for route deviations should be considered. It is suggested that transit operators develop an operating plan for service to generally operate between the K-10/I-435 industrial area and the University of Kansas/Downtown Lawrence. Additional fixed stops would be at key intervening residential and employment centers.

- The potential for daily transit ridership in this corridor could range from 350-500 patrons.
- This service should incorporate use of future Transit Center's identified by the MARC's Smart Moves Plan.
- There appears to be interest in starting a pilot program for transit service along K-10.

Bicycle and Pedestrian Considerations—There is a great deal of interest in providing for bike and pedestrian travel through the K-10 corridor, not just for recreation but as a means of transportation. It is not KDOT's practice to build trails within the state right-of-way of a high speed, controlled access highway. If a route immediately next to K-10 in chosen, the proposed trial will need to be outside the ultimate right-of-way needs for K-10. Any trail crossing of K-10 and intersecting cross streets would address safety and access for pedestrians and bicyclists. Future crossings of K-10 and intersects with this corridor, which means that these sites could have sensitive material and should be avoided, if possible.

There are also two sites that are designated as Hazardous Waste sites within the corridor, which means that these sites could have sensitive material and should be avoided, if possible.

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Importance of the K-10 Corridor

K-10 is a major link between Lawrence and western Johnson County, which are two of the greatest growing areas in the state. While K-10 is currently mostly a rural highway, development along the corridor is only expected to continue. As both Douglas and Johnson Counties continue to grow, the importance of K-10 will only increase.

Why do a study?

Given the rapid development already occurring along the corridor, increase in traffic volumes will continue to place pressure on K-10. As a result of this study, KDOT and the communities along the corridor will be able to plan for development and plan for the eventual corridor improvements.

Traffic Growth on K-10 (east of K-7)

Traffic volumes are increasing. Significant growth in traffic volumes is expected for the K-10 corridor especially east of K-7.

Interchanges are in demand. In anticipation of increasing land development, many of the cities and counties along the K-10 corridor have asked for additional interchanges. Interchange locations must be carefully considered in order to preserve a safe and efficient highway, while still providing economic development opportunities.

The K-10 Transportation Study will also address other modes of transportation. Public transit, bicycles and pedestrian elements are currently being studied to assess their viability.

Who to contact

If you have questions or comments regarding the K-10 Transportation Study, please contact:

Kansas Department of Transportation
Maggie Thompson, Public Involvement Liaison
Docking State Office Building
Topeka, Kansas 66612
maggie.thompson@ksdot.org
1-877-550-KDOT

Project Objectives

- Determine how and when to widen K-10.
- Determine impacts of widening.
- Establish where new interchanges will be allowed.
- Expand transportation choice within the corridor by planning for other modes of transportation.

Schedule*

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*Schedule specifics not set yet.

Project information can also be found online: www.kdot.org/projects/
What needs to be done along K-10?

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- How and when to widen K-10.
- The impacts of widening K-10.
- Where new interchanges will be considered.
- Other modes of transportation within the corridor.
- Bicycle and pedestrian issues along and crossing K-10.

It is projected that 6-lanes (three lanes in each direction) will be needed in this area to meet future traffic demands. In this area, there are two options for adding lanes—widen to the inside or widen to the outside.

- Widening to the inside with a depressed median and a concrete safety barrier.
- Widening to the outside means adding the additional lanes to the outside and having a 60-foot depressed grassed median between the east and west bound lanes.

Other Transportation Modes

After reviewing options for public transit along the K-10 corridor, it was determined that Fixed Route Bus Service with the potential for route deviations should be considered. It is suggested that transit operators develop an operating plan for service to generally operate between the K-10/1-435 industrial area and the University of Kansas/Downtown Lawrence. Additional fixed stops would be at key intervening residential and employment centers.

- The potential for daily transit ridership in this corridor could range from 350-500 patrons.
- This service should incorporate use of future Transit Center's identified by the MARC's Smart Moves Plan.
- There appears to be interest in starting a pilot program for transit service along K-10.

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New Interchanges: (new “as requested” interchanges identified in the map above with green dots) Interchange location is important to maintain a safe and efficient freeway as well as to land development near a freeway. The communities along K-10 have requested that KDOT consider the following interchange locations:

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Eventually, it is assumed that there will be an interchange near the existing location of K10/1750/Noria Road so that K-10 can continue as a freeway without traveling through Lawrence. The existing at-grade East Hills Business Park entrance on K-10 would be closed and traffic would be re-routed to the new “as requested” Franklin Road Interchange.

Next Steps
KDOT currently has no funds to preserve right-of-way or build any of the recommended improvements. It is essential that KDOT and local communities work together to find ways to implement the recommended improvements identified in the study;

- Memorandums of Understanding (MOU)
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A future study will need to refine conceptual improvements outlined for the K-10/I-435/I-35 Interchange in the 1999 Major Investment Study.

Contacts
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Maggie Thompson
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- Determine impacts of widening.
- Establish where new interchanges will be allowed.
- Expand transportation choice within the corridor by planning for other modes of transportation.

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K-10 Transportation Study

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K-10 Transportation Study
Responses to Advisory Committee Comments

K-10 Association

**Comment**

1a. This study is silent on the need for and importance of providing new landscaping along the K-10 highway corridor. KDOT needs to consider opportunities to plant native landscaping materials and should cooperate with private and public entities on development of distinctive landscaping at particular locations such as existing and future interchanges.

1b. These enhancements should also allow for the inclusion of additional public art as long as such installations do not negatively impact traffic safety. The existing public sculpture provided by the Lenexa Arts Council at the interchange of K-10 and I-435 is an excellent model.

1c. Decorative concrete forms should also be incorporated where visible at new highway over or underpasses. Members of the K-10 Association, Inc. are prepared to solicit design assistance and related participation and support from area educational institutions and civic groups to assist with these efforts.

1d. Landscaping improvements will also offset any needed concrete sound barriers, which the K-10 Association strongly opposes.

1e. We support the widening of K-10 to six and eight lanes as warranted and funding allows. The first priority for initial widening to six lanes should be targeted on the outside lanes of the existing roadway. This enables the required right-of-way acquisition to occur sooner at more affordable costs than waiting until costs further escalate.

1f. This approach may also serve to delay and/or eliminate the necessity for resurfacing concrete medians in the center of the highway. At some time when new interior lanes become necessary, it is essential that aesthetic safety barriers rather than concrete barriers be actively considered. More aesthetic alternatives are found in medians in other state highways around the nation precluding the need for concrete medians.

2a. In more detailed study of the bike/pedestrian trail is needed. The 2003 MARC K-10 Smart Trail study offers a guidelines for this approach. It is not essential that all or part of this trail be in the immediate K-10 right-of-way. If feasible, nearby off-road or farm road alterations can satisfy the desired objective of linking Douglas and Johnson Counties.

2b. New funding is pending from the federal government ahead of finishing and finalizing trail planning. Therefore, it is important for KDOT to resolve the alignment in consultation with local governments in order that the pending federal resources may be utilized in a timely manner.

2c. Furthermore, efforts should be undertaken as soon as possible to plan and implement a demonstration project along the corridor. The use of these federal funds for a visible section of the trail will generate wider public use, awareness and support for completing this trail before K-10 is widened.

2d. We endorse the five locations that have been identified as future interchanges. Such interchanges should be designed to also incorporate safe usage by pedestrian and bicycles, as well as automobiles.

2e. The transit recommendations are well formulated and reasonable. We commend KDOT for recognizing and supporting the development of a fixed route bus service along K-10. KDOT’s encouragement of this effort, as well as provision of capital, will serve to partially offset and/or slow the demand for highway widening.

2f. Based on scenic quality and geographic location, KDOT should take the lead in identifying significant viewscapes that help create the distinctive beauty of the K-10 corridor. This study should explore the opportunities for protection of significant areas through public-private partnerships, conservation easements, transfer of development rights, and other cooperative methods. An example of a unique viewscapes is the Kaw/Wakarusa combined river valley, with its distant rural views, and its transitions into the wooded hillsides.

3a. Historical Resources - It is recommended that a study be undertaken to identify and study the feasibility of protection of such resources along the corridor, similar to the viewscapes. These efforts might be appropriately tied to the Breeding Kansas Heritage Area effort, which encompasses the K-10 Corridor.

3b. Enhancements to K-10 should incorporate Best Management Practices (BMPs) that both improve and manage water quality and runoff. Examples might be bio-retention basins with wetlands and natural vegetation that clean right-of-way runoff and preserve the integrity of watersheds and ecosystems along K-10.

Dean Paiker, Johnson County Planning

**Response**

1a. One of the purposes of the buffer easement recommended in this study for landscaping and beautification. KDOT’s Transportation Enhancement (TE) funds are a potential source for scenic and environmental features. However, local participation would need to play a significant role in landscaping enhancements. Since stability is lost when ground is disturbed, planting of native vegetation is considered on a case-by-case basis. However, any ground is disturbed during a project, KDOT replants with native vegetation.

1b. Public art could certainly enhance the corridor’s visual character. As with the Lenexa Arts Council example, local agencies would likely need to be the primary source of such amenities. As mentioned above, TE funds are a potential source.

1c. Comment noted, and participation by these groups would be welcome.

1d. These are currently no plans for noise walls along the corridor. Although landscaping would be envisioned for the proposed buffer easement, landscaping will not provide noise abatement unless the vegetation is 100’ wide, very thick and comprised of coniferous trees. Noise walls were not be used if it would be through a locally driven process.

1e. Comment noted. Decisions about widening to the inside or outside will be made as the project enters the design phase. In any case, right-of-way preservation is essential to the long-term traffic-carrying capacity of this corridor, and should be acquired/protected based on the ultimate corridor footprint regardless of the widening chronological.

1f. Comment noted. Details such as aesthetic barrier configurations are considered at the design phase.

2a. Comment noted. The report similarly recommends that further coordination and planning is needed related to a potential trail.

2b. KDOT’s primary recommendation is that the trail be outside of K-10 right-of-way. From that perspective, planning for such a trail facility should be coordinated among the local agencies and MPOs. KDOT is willing to actively participate in these discussions, and will also consider the potential for the trail to be located on its right-of-way in locations that make sense.

2c. Comment noted. A demonstration project using federal funds would be an excellent first step. This is not an area where KDOT would take the lead.

2d. It should be noted that KDOT has not endorsed these interchanges, but rather has indicated that the interchanges “do not appear to compromise opportunities on K-10 as long as necessary associated improvements are made.” The next step for any community desiring approval for these interchanges is to submit a formal break-in-access request to KDOT, including more refined operational analysis. Note the requested interchanges in Lenexa, Olathe, and Eudora are at various stages in this process. KDOT does not have funds for construction of any of these interchanges. The Franklin Road interchange in Lawrence would be a City project and therefore essentially independent of KDOT’s approval.

2e. Comment noted and appreciated.

2f. KDOT agrees that protecting viewscapes along K-10 would benefit the corridor. KDOT believes that the local governments should take the lead role in this as they have land use powers under state law. KDOT is willing to perform a supporting role within its limited resources.

3a. Getting any interchange project to the design stage would require adherence to NEPA requirements. Impacts to these resources would necessarily be studied (at an appropriate level) through this process.

3b. KDOT agrees with the spirit of this comment, although KDOT has no funding for improvements.