

APPROVED
**Lawrence-Douglas County
 Metropolitan Planning Organization (MPO)
 Policy Board**

Meeting Minutes
 Thursday, April 21st, 2011

Attendance:

Organization	Name	Present
Voting Members		
Lawrence City Commission	Michael Dever	X
Lawrence City Commission	Vacant	
Douglas County Commission	Mike Gaughan	X
L-DC Metropolitan Planning Commission	Lisa Harris	X
L-DC Metropolitan Planning Commission	Charles Blaser	X
City of Baldwin	Ken Wagner	X
Kansas Department of Transportation	Davonna Moore	X
Non-Voting Members		
Federal Highway Administration	Paul Foundoukis	
Federal Transit Administration	Joni Roeseler	
University of Kansas	Margaret (Peg) Livingood, ASLA	X
City of Eudora	Maria Nelson	
City of Lecompton	Jimmy Wilkins	
Staff		
Lawrence - Douglas County MPO	Todd Girdler, AICP	X
Lawrence - Douglas County MPO	Jessica Mortinger	X
City of Lawrence-Douglas County Planning & Development Services Dept.	Scott McCullough, AICP	X
Others		
Kansas Department of Transportation	Stephanie Watts	X
BG Consultants	Jason Hoskinson	X
Wilbur Smith Associates	Chris Nazar	X
Kansas Department of Transportation	Mike Moriarty	X
City of Lawrence Public Works	Shoeb Uddin	X
Douglas County Public Works	Keith Browning	X
City of Lawrence Legal	Randy Larkin	X
Douglas County Community Foundation-Livewell Lawrence	Marilyn Hull	X
Tom Worker-Braddock	Olsson Associates	X

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1. Call Meeting to Order

Chairperson Lisa Harris called the meeting to order at 4:00 PM and a quorum was assured. Introductions were made.

2. Action Item: Approval of Minutes from the February 17, 2011 MPO Meetings

Approval of the minutes from the February 17, 2011 MPO meeting was moved by Mr. Wagner, seconded by Mr. Dever and passed unanimously.

3. Discussion Item: Old Business and Correspondence:

Mr. Girdler presented the Project Updates Memo & TAC minutes included in the agenda packet and asked if any members of the Board had additional questions. No questions or discussion were presented by MPO policy board members.

4. Discussion Item: Safe Routes To School Projects in Lawrence and Eudora

Mr. Girdler described the federal Safe Routes To School (SRTS) grant program through KDOT. The program has two phases, the first of which is to apply for reimbursement funding to write a plan and the second phase is to apply for monies to carry out the findings of the plan, commonly infrastructure projects. MPO staff has received interest and been notified that both Lawrence and Eudora will draft applications for the SRTS grant program. The MPO policy board should expect to see these applications at the May meeting for review and endorsement. The MPO is scheduled to consider approval of support resolutions for these projects at their May 19th meeting, prior to the KDOT May 31st deadline. Mr. Uddin explained that the city had met with the Lawrence School District to assist with the possible infrastructure projects that could come out of the plan.

5. Action Item: Downtown Lawrence Bicycle Parking Report

Ms. Mortinger asked the MPO policy board to approve the Downtown Lawrence Bicycle Parking Report on second viewing. Feedback on the plan was solicited from interested parties. A motion to approve the report was moved by Mr. Dever, seconded by Ms. Moore and passed unanimously.

6. Discussion Item: US 40/K-10 Interchange Area Transportation Plan

Mr. Moriarty, Mr. Hoskinson and Mr. Nazar representatives from the Kansas Department of Transportation (KDOT), BG Consultants, and Wilbur Smith Consultants, respectively presented the MPO policy board an update of the planning process. The US 40/K-10 Interchange Area Transportation Plan is a partnership between the Kansas Department of Transportation (KDOT), the Lawrence-Douglas County MPO, City of Lawrence and Douglas County. The study area is for the US-40 (West 6th Street) and K-10 Interchange Area. This plan covers the US-40 Corridor from George Williams Way in Lawrence to E 800 Road in Douglas County. This area is regionally significant within the MPO region, recognizing the area's significant development potential. The purpose of the study is to help the agencies to better understand the nature of future development at this location and what transportation improvements might be necessary to accommodate growth along this corridor. The schedule for the project is 6-9 months in length with the final product being released for approval

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in late summer 2011. The public involvement and outreach for the plan has allowed the consultants to speak with 75-80 percent of the property owners within the study area. The public meeting held on March 3, 2011 invited 680 residents and had a 7 percent turnout with 49 people attending. The consultants have also had the opportunity to meet with many other interested parties over the past month, including the Lawrence Douglas County Bicycle Advisory Committee.

The plan uses land use projections from approved land use plans to make base assumptions about future transportation demand in the corridor. Mr. Uddin asked Mr. Nazar to explain the sensitivity to travel demand forecasts. Mr. Nazar indicated the process allows for a variety of scenarios to be run for travel forecasting to consider what if scenarios for higher impact development than planned around this interchange. This allows the plan to be able to adapt to increases in projected travel because a variety of scenarios would be run with higher travel demands. Mr. McCullough said this will ensure the plan is a living document. It is an attempt to be realistic that plans might change and to show what the corridor's traffic demand would or wouldn't look like without showing a specific higher density than what is reflected in the in adopted land use plan.

Considerations for planned improvements include access management, interchange improvements, short and long term transportation needs, bicycle and pedestrian facilities, transit accommodations and possible park & ride lot locations. The study team presented options for facilities to the MPO policy board. They included options for attached and separate bike/pedestrian facilities as well as access road changes that are recommended for removing access to the access road from 6th Street following commercial development at the Mercato.

Mr. Moriarty said planning for signals at the interchanges was in the works currently and that price estimates appeared to make the project realistic even though no timeframe for installation has been set. These signals would help alleviate the traffic congestion at the interchange and on K-10 at peak traffic times.

All of the other planning options presented are options that can be pursued in the future as this area develops. Mr. Dever asked if options for bike/pedestrian underpasses had been considered. Mr. Hoskinson said that could be a possibility. Ms. Harris asked if the plan would make a specific recommendation about the type of facility that should be built. Mr. Hoskinson indicated that in some instances it would and in others it would provide the options with estimated planning level costs associated for the decisions to be made later when development occurs.

Mr. Girdler shared the comments the BAC had about mixing Shared Use Paths (SUP) with on road facilities. Due to the nature of state law requiring bicyclist to use the path if available instead of the roadway, mixing connections between SUPs and bike lanes might create conflict points. Ms. Mortinger indicated that the BAC was also in support of ensuring that parallel routes would be planned for bicycles as the commercial and residential portions developed.

The study planning team offered thanks to the MPO for allowing them to come and provide an update on the project. They promised to continue their involvement in the process, and welcomed their continued feedback.

7. Discussion Item: Complete Streets Presentation

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Ms. Mortinger shared the memo presented to the Planning and City Commissions in February. The memo can be found online at: http://www.lawrenceks.org/web_based_agendas/2011/02-08-11/02-08-11h/cm_report_complete_streets_memo.pdf. Her presentation included: Complete Street definitions, Lawrence Existing Conditions, and the National Complete Street Coalition's components of a good policy and options for Lawrence. Ms. Harris asked what direction the MPO staff was looking for from the policy board. Mr. McCullough indicated that a consensus for support in drafting a Complete Streets Policy to support the good existing internal policies to create uniform development was what the MPO staff was now looking for from the board. Mr. Gaughan asked if a Complete Streets Policy would allow staff to pull all the existing policies together into one document. Mr. McCullough indicated that there are varying degrees of work tasks associated with Complete Streets policy work. Mr. Dever expressed a desire to ensure that performance measures had a way to account for before and after data collected to compare impacts through cost/benefit. Ensuring this data is available to policy makers will be key to passing a Complete Streets Policy where the cost of additional infrastructure is outweighed by the benefits the infrastructure will provide. Ms. Harris said that Complete Streets should guide the work the MPO does for multimodal transportation planning in the coming years. Ms. Moore asked how a Complete Streets Policy would impact MPO projects/documents. Mr. Girdler indicated that MPO staff would encourage planning partners to consider Complete Street elements during the design process and facilitate coordination between all partners. This would include documenting if projects included in the TIP met the MTP planning goals. MPO Policy Board members agreed there should be continued support for Complete Streets work by MPO staff.

8. Discussion Item: Timeline for the Update of the Metropolitan Transportation Plan

Mr. Girdler presented a draft timeline for the update of the Metropolitan Transportation Plan (MTP) which will replace the current Transportation 2030 document approved in 2008. The new MTP will have a horizon year of 2040. This plan update must be approved by March 2013 before the current plan expires. This timeline is the first step to laying out all the work that must be done before the due date. The first step for the MPO will entail organizing a committee to oversee and help MPO staff complete their update work. Ms. Watts revealed that KDOT is excited to have MPO staff perform the tasks of the MTP update in house considering most MPOs consult out this work.

9. Other Business

There was no other business.

10. Public Comments

There were no public comments.

11. Adjournment

The meeting adjourned at 5:30. The next MPO Policy Board meeting will be held on May 19, 2011.