POLICY BOARD AGENDA - REGULAR MEETING

1. Call Meeting to Order and Introductions
   (Bryan Culver - L-DC MPO Chair)

2. Action Item: Approval of Minutes from the April 16, 2015 MPO Meeting
   (attached draft)
   (Bryan Culver - L-DC MPO Chair)

3. Discussion Item: Old Business and Correspondence
   (Jessica Mortinger – MPO staff)
   a. Project Updates (attached memo)
      • Regional Pedestrian Plan
      • Safe Routes to School (SRTS) Plan
      • Bicycle and Pedestrian Safety Planning Work
      • Budget Planning for 2015 and 2016
   b. Recent TAC meeting minutes
      • April 7, 2015 Regular Meetings – approved and posted online at
        www.lawrenceks.org/boards/technical-advisory-committee

4. Action Item: Approval of the Regional Intelligent Transportation System
   Architecture (ITS) (Executive Summary/ Resolution attached, draft documents
   at www.lawrenceks.org/mpo/its)
   (Matt Weatherford - Iteris consultant) will present a summary of the Regional ITS
   Architecture and Deployment Plan for Douglas County. The Strategic Deployment Plan
   maps the Region’s transportation needs to ITS Strategies and projects that use
   advanced technologies to provide cost-effective solutions. The Architecture provides a
   framework for implementing advanced technologies in a way that maximizes
   information. A list of recommended ITS projects for the Lawrence-Douglas County
   Region was developed through input from the regional ITS stakeholders sharing among
   agencies and the traveling public. It provides standards that allow multiple agencies to
   develop systems that can work together.

5. Discussion Item: MPO 101 Training
   (Jessica Mortinger – MPO staff) The MPO staff will present the MPO 101 Training
   presentation and review the MPO documents, programs and special studies including:
   • Unified Planning Work Program (UPWP)
   • Transportation Improvement Program (TIP)
   • Public Participation Plan (PPP)
   • Metropolitan Transportation Plan- Transportation 2040 (T2040)
   • Multimodal Planning Studies
     • Countywide Bikeway Plan
     • Fixed Route Transit & Pedestrian Accessibility Study
     • Commuter Park & Ride Study
   • Title VI and Limited English Proficiency (LEP) Plan
   • Coordinated Public Transit –Human Services Transportation Plan (CPT-HSTP)
   • Pedestrian Planning (ongoing)
   • Annual Bicycle & Pedestrian Count Program
6. Other Business

7. Public Comments
   This item is to allow brief public comments on items not listed specifically on the agenda. Comments from each individual or organization will be limited to five minutes.

8. Adjournment
   Next Meeting: The MPO Policy Board will meet next for its regularly scheduled meeting on June 18, 2015 or another date set by the MPO if needed.

Special Accommodations: Please notify the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) at (785) 832-3150 at least 72 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

The L-DC MPO programs do not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see www.lawrenceks.org/mpo/title6 or call (785) 832-3150.
1. Call Meeting to Order and Introductions
Mr. Culver called the meeting to order at 4:00 PM.

2. Action Item: Approval of Minutes from the December 18, 2014 MPO Meeting
Mr. Culver presented the minutes and asked if there was any discussion. There was none. Approval of the minutes was moved by Davonna Moore, seconded by Jim Denney and passed unanimously.

3. Old Business and Correspondence
Mr. Girdler presented the Project Updates Memo included in the agenda packet and noted the link to the TAC minutes posted online. Bryan Culver asked what the MPO will do with this architecture once it is completed. Mr. Girdler told the Board that they will be asked to approve it and will send it to Douglas County and the four cities in the region for review and approval. Nancy Thellman asked if the Safe Routes To School Plan is being done in conjunction with all the neighborhood/community discussion about walking and bicycling facilities. Jessica Mortinger told the Board that the MPO staff is aware of those discussions and coordinating the SRTS work with other efforts to improve sidewalks and bikeways. She also noted that the Health Department staff is the lead group on the SRTS Plan and they will produce a report outlining
what is going on at each school. Every school is different with some doing more SRTS planning than others and that will be noted in the report. The school will be grouped into three tiers based on their SRTS activity level.

Todd Girdler asked the Board to consider electing new officers for 2015. After some discussion Jim Denney nominated Bryan Culvers Chair which was approved unanimously. Jim Denney then nominated Davonna Moore for Vice-Chair, and that was also approved unanimously.

5. Action Item: Revised Scope for the Regional Pedestrian Plan and Discussion of Ongoing Bicycle-Pedestrian Issues
Jessica Mortinger presented the revised scope of work for this project to the Board for review and approval. The revised scope reflects recent discussions among MPO staff and discussions between MPO staff and City officials, the Bicycle Advisory Committee, and other groups interested in pedestrian and bicycle transportation. Ms. Mortinger noted that this scope change clarifies the MPO role in this project. Specifically, the changes note that the online mapping public involvement tool will not be used because we already have sidewalk condition inventories for Lawrence, Eudora and Baldwin City. The MPO will focus on setting some priorities of where to fix sidewalks to make a connected network of walkways. This scope change also clarifies that the MPO will be less involved in the project implementation recommended in this plan. The sidewalk construction will be funded and scheduled by the area’s local governments with the Public Works Departments taking the lead role, and involve the new taskforce in Lawrence as well as the MPO staff in that discussion. Nancy Thellman moved to approve the Pedestrian Plan work scope revisions as presented. It was seconded by Davonna Moore and passed unanimously.

6. Action Item: Acceptance of 2015-2019 Transportation Improvement Program (TIP) – Revision #1
Jessica Mortinger presented this TIP revision to the Board for acceptance and explained the minor changes included in it (removal of placeholder entry for the construction of the new interchange at K-10/US-40/6th Street, and minor budget adjustments to the Santa Fe Depot Restoration Project). Those minor changes were requested by the project sponsors and approved by the Technical Advisory Committee (TAC) at their April 7th meeting. Bryan Culver told Ms. Mortinger that the numbers did not add up and with further review a typo in one of the numbers was found and revised. Jim Denney asked about why the placeholder for the new K-10-US-40 Interchange was removed. Allison Smith told the Board that the design of that new interchange is ongoing and it was originally planned to have construction funding for it start in 2016, but now the State Budget discussion has moved that back to 2021 which is outside the time period covered by this TIP so the entry is no longer needed. Nancy Thellman made a motion to accept the TIP revision as revised, seconded by Jim Denney and passed unanimously.

7. Discussion Item: Changes in the Funding for the MPO and Impacts on the 2016 Unified Planning Work Program and the Lawrence-Douglas County Planning & Development Services (PDS) Department Budget
Todd Girdler informed the Board that soft match (in-kind services, toll credits, etc.) will not be allowed in the MPO budget after this year and that everything will be funded with 80% federal and 20% local cash for 2016 and beyond. He noted that for the last seven years the MPO and KDOT staffs have used soft match to allow some things to be paid for without local cash, and that has kept the local funding need for MPO operations unusually low. As a result of this KDOT funding policy change the MPO local cash amount for 2016 is expected to double in 2016 from
about $30,000 this year to about $60,000 next year. The bottom line for this change is that starting in January 2016 the MPO will not be able to pay for anything without some local cash. The amount of local cash allowed for MPO use will limit the amount of federal funds we can use. If not used each year the federal funds are carried over for three years and then 80% of what is left at the end of that three-year period goes back to KDOT. The MPO has scheduled 2016 and 2017 as years to update the Metropolitan Transportation Plan (replace the T2040 Plan) so it is important that we have strong funding to get that project done on time. Other MPOs in Kansas have instituted membership and/or TIP project fees to obtain local funding, however, the TAC discussed those options and did not think they would be good options for our area. The MPO staff will increase the amount of MPO local funding in its budget request as the Lawrence City Budget is debated. The MPO staff would appreciate your support for our proposed funding level. For every local dollar in the MPO budget we can spend four federal dollars, but without more local dollars we cannot spend any more federal funds. Nancy Thellman noted that Douglas County provides some funding for the PDS budget, and asked MPO staff to make sure that Scott McCullough includes County Administrator Craig Weinaug in this increased funding request discussion for the MPO. Todd Girdler told the Board that he will see that the County Administrator and the Lawrence City Manager are both aware of this need for more MPO funding.

8. Discussion Item: Selection of New MPO Members and MPO 101 Training at an Upcoming MPO Meeting

Todd Girdler noted that we now have three vacancies on the Board and we need those filled soon to ensure meeting quorums. Once the new members are appointed the MPO staff will schedule a MPO 101 training item on the agenda. Board members said that they would like to see that training occur in June if possible.

9. Other Business

Allison Smith informed the Board that Mike Moriarty has been promoted to Bureau Chief of KDOT Planning and that Davonna Moore has been promoted to Assistant Bureau Chief, and as part of those new duties she will oversee the Freight and Public Transportation Divisions.

10. Public Comments

There was none.

11. Adjournment

The April 2015 MPO meeting adjourned at 4:44 PM. Next Meeting: The MPO Policy Board will meet next for its regularly scheduled meeting on May 21, 2015 or another date set by the MPO if needed.
Memorandum

TO: L-DC MPO Members
FROM: Jessica Mortinger, Transportation Planner
CC: Scott McCullough, Director of Planning and Development Services
Date: May 14, 2015
Re: MPO Activity Updates

The following list is a summary of selected projects and a brief description of recent MPO staff work since the last MPO meeting held on April 16, 2015.

**Regional Pedestrian Plan** – MPO staff has developed a pedestrian demand matrix based on destinations throughout the city and is working to overlay the sidewalk inventories in the demand matrices to provide alternatives for implementation solutions to each local government. The pedestrian survey received 473 responses from online entries and paper surveys collected at mobile meetings. The feedback collected will help shape the Regional Pedestrian Plan.

**Safe Routes To School (SRTS) Plan** – The MPO staff is working with Health Department, Lawrence Public Works, and USD #497 staffs to complete a SRTS Plan for Lawrence. The Health Department staff is working to roll out a 3 Tier system for each of the schools where the schools can gauge their involvement and activities based on the interest of parents and administrators. The MPO staff is providing mapping support and working with the Public Works staff as they begin the built environment analyses focused on sidewalk gaps, crossings, crossing guard policy/locations, and route development. The MPO is also providing mapping support for the Health Department’s efforts to expand the SRTS program to Eudora.

**Bicycle & Pedestrian Safety Planning Work** – The MPO is reviewing the FHWA draft Practical Road Safety Assessment of 19th Street. A final report is expected to be shared in June. The MPO staff has also been working with a Senior Engineering student at KU, Carlos Patino, who is studying the perception of bicycling safety in Lawrence. Carlos is finalizing his report to turn into his professor and will return in June/July to present his findings to the Bicycle Advisory Committee.

**Budget Plans for 2015 and 2016** – Changes are expected for the funding structure of the MPO operation. This is the last year that soft match funding (toll credits, in-kind services, etc.) will be allowed in the MPO budget. In 2016, the budget will be composed of federal Consolidated Planning Grant (CPG) funding at 80% and non-federal cash (local cash) at 20%. Current estimates of CPG funding change the local cash needed from approximately $30,000 in 2014 to approximately $60,000 for 2016. Next year the MPO will not be able to spend federal funds on anything without the local cash match. If local cash match levels are kept low by local budget constraints then the MPO could build up a large carryover surplus of federal funds. With the MPO scheduled to begin its next MTP update (to replace the T2040 Plan) in 2016, the MPO will need most of its funding in both 2016 and 2017 to complete that required new transportation plan on time.
EXECUTIVE SUMMARY

The Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) has updated its 2008 Intelligent Transportation System (ITS) Strategic Deployment Plan (SDP) and Architecture. The goal of the update was to develop a framework for the planning, design and deployment of ITS that improves the safety and efficiency of travel in the Lawrence-Douglas County Region.

The Strategic Deployment Plan maps the Region’s transportation needs to ITS Strategies and projects that use advanced technologies to provide cost-effective solutions.

The Architecture provides a framework for implementing advanced technologies in a way that maximizes information sharing among agencies and the traveling public. It provides standards that allow multiple agencies to develop systems that can work together.

The Architecture also fulfills an FHWA/FTA requirement and allows the Region to use federal ITS funding.

REGIONAL ITS GOALS

1. Integrate efficient and effective ITS into Regional transportation planning and project development.
2. Improve information sharing among the region’s transportation agencies and with the public.
3. Increase the safety and security of all modes of transportation through improved infrastructure monitoring and emergency management.
4. Improve the utilization of existing facilities and infrastructure.
5. Improve the ability to evaluate and measure the performance of the transportation network through the effective use of technology.
WHAT IS ITS?
ITS is the use of information technologies to meet transportation needs. In other words, it is using technology to share information that can be used to improve transportation efficiency and safety. Some examples are:

- Providing incident and congestion information to a Traffic Operations Center so that the Center can modify traffic plans and dispatch resources.
- Sharing event and congestion information with travelers so that they can better plan the timing and routing of their trips.
- Collecting road and weather information so that maintenance crews can make better decisions about when and how to deploy equipment and materials.
- Letting bus riders know the actual time a bus will reach bus stops so that they can better plan transit trips.
- Detecting pedestrians and bicyclists on busy roadways and alerting traffic of their presence.

PROJECT PROCESS
The L-DC Regional ITS Architecture and SDP were developed through the following efforts of the Consultant Team and L-DC Region Stakeholders, under the direction of the Lawrence-Douglas County Metropolitan Planning Organization:

1. **Review of Existing ITS and Transportation Plans** – Established a baseline understanding of the Region’s existing plans and capabilities.
2. **Define the ITS Vision and Goals** – Created with local Stakeholders and mapped to the Region’s existing transportation goals to ensure that new ITS will complement the Region’s ongoing activities.
3. **Prioritize the Region’s Transportation Needs** – Worked with local Stakeholders to identify the most pressing issues that may be addressed using advanced technologies.
4. **Define Key ITS Strategies and Projects** – Mapped the needs to established ITS Strategies and defined Candidate Projects that will implement the ITS Strategies.
5. **Develop a Strategic Deployment Plan** – Stakeholders reviewed and sequenced Candidate ITS Projects over a ten-year timeframe. Projects were detailed, with funding possibilities and required interagency agreements, in the SDP.
6. **Create a Regional ITS Architecture** – Created a physical representation of the systems, information flows, functions national standards and Stakeholder responsibilities necessary for the Candidate ITS Projects.
7. **Develop an Architecture Use and Maintenance Plan** – Defined how the Region will maintain and use the Architecture to ensure cost-effective, interoperable technologies.
STAKEHOLDER INVOLVEMENT
Stakeholders representing the Region’s transportation agencies and the community were invited to participate in the Project. In total, 188 Stakeholders were identified and invited to participate. More than 80 provided feedback through the following means:

- **A Project Web Site** that contains Project information, deliverables and announcements. The site is located at [https://secure.iteris.com/share/LDC](https://secure.iteris.com/share/LDC).
- **An Online Survey** that allowed stakeholders to identify their travel behavior and their perceived needs.
- **Two Stakeholder Workshops** where stakeholders interacted and defined Regional needs and potential project ideas. The first workshop was in December 2014 and the second in April 2015.
- **Stakeholder Interviews** conducted in-person and by telephone. The interviews were designed to gain a better understanding of the plans, operations and needs of key stakeholders.

CANDIDATE ITS PROJECTS
The following table summarizes the ITS Projects that were identified as candidates solutions to address the L-DC Region’s transportation needs. **Note that inclusion on this list does not mean a project has been programmed or has committed funding.** The Plan is a means for identifying Candidate ITS Projects that should be considered for programming into the Region’s transportation funding processes.

<table>
<thead>
<tr>
<th>Near-Term Projects (In the next zero to three years)</th>
<th>Needs Addressed</th>
<th>Estimated Cost</th>
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</table>
| **Signal Coordination and Control Expansion**                       | • Improve traffic flow at intersections through improved signal timing and control.  
                                                                          • Implement or improve signal coordination                                   | $ 740,000       |
| Connect 12 more signals and additional traffic cameras to the City of Lawrence Traffic Operations Center. This project is already funded and underway. |                                                                                  |                |
| **Camera Sharing**                                                  | • Improve access to regional cameras.  
                                                                          • Improve incident detection.  
                                                                          • Improve freeway traffic surveillance.  
                                                                          • Improve information sharing among agencies. | $60,000         |
| Enable sharing traffic camera images to and from other Regional agencies, including KDOT, KC Scout and KTA to provide the region’s traffic management agencies to see what is happening outside their own networks. |                                                                                  |                |
### Near-Term Projects (In the next zero to three years)

<table>
<thead>
<tr>
<th>Needs Addressed</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td><strong>Transit Traveler Information Improvements</strong></td>
<td>$96,000 to $144,000</td>
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<tr>
<td>Provide digital signs at key stops that display bus arrival times that are based on actual bus location.</td>
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<tr>
<td>• Improve transit traveler information.</td>
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<tr>
<td>• Expand traveler information delivery methods.</td>
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<tr>
<td>• Enable dissemination/display of real-time bus arrival times.</td>
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<tr>
<td><strong>Interagency Information Sharing</strong></td>
<td>$100,000</td>
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<tr>
<td>Develop strategies, protocols for sharing information and coordinating response to incidents and events. Establish a plan and agreements about the types of information to be shared and when. The Project may also identify and deploy a simple online platform for information sharing.</td>
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<tr>
<td>• Improve information sharing among agencies.</td>
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<tr>
<td>• Improve event management.</td>
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<tr>
<td>• Improve inter-agency coordination.</td>
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<tr>
<td>• Improve coordination on construction notification and information distribution.</td>
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<tr>
<td><strong>Work Zone Management</strong></td>
<td>$120,000 to $174,000</td>
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<tr>
<td>Deploy advanced technologies to better share work zone information with travelers, and better monitor work zone traffic and safety conditions.</td>
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<tr>
<td>• Improve/enhance work zone traffic handling plans.</td>
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<tr>
<td>• Increase use of portable traffic control equipment.</td>
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<tr>
<td><strong>Dynamic Message Signs</strong></td>
<td>$900,000 to $1,200,000</td>
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<tr>
<td>Deploy four dynamic message signs to inform traffic entering the Region of events and traffic conditions.</td>
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<tr>
<td>• Provide quality real time congestion related information.</td>
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<tr>
<td>• Improve traffic information dissemination.</td>
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<tr>
<td>• Provide better road construction information and notification.</td>
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<tr>
<td>• Improve congestion management during seasonal/local events.</td>
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**Total Estimated Near-Term Cost** $2,016,000 to $2,418,000

### Medium-Term Projects (In the next three to six years)

<table>
<thead>
<tr>
<th>Needs Addressed</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td><strong>Communications Expansion</strong></td>
<td>$839,400</td>
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<tr>
<td>Continue to expand the Region’s fiber-optic network for connecting transportation systems. This project builds out the existing fiber optic network to intersections that are not connected and can potentially share fiber optic cable with other agencies.</td>
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<tr>
<td>• Improve traffic information dissemination.</td>
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<tr>
<td>• Improve information sharing among agencies.</td>
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<tr>
<td>• Improve event management.</td>
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<tr>
<td>• Improve inter-agency coordination.</td>
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<tr>
<td><strong>Event and Incident Management Improvements</strong></td>
<td>$800,000 to $2,000,000</td>
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<tr>
<td>Deploy digital systems for sharing data about multiple agencies’ incident detection, response and coordination. A common information sharing platform can be used for all agencies to share incident and event information.</td>
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<tr>
<td>• Improve event management.</td>
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<tr>
<td>• Improve incidence response coordination between agencies.</td>
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<tr>
<td>• Improve coordination on construction notification and information distribution.</td>
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<tr>
<td>• Improve maintenance response to incidents and requests.</td>
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</table>
## Medium-Term Projects
(In the next three to six years)

<table>
<thead>
<tr>
<th>Needs Addressed</th>
<th>Estimated Cost</th>
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</table>
| Transit Management Improvements  
Provide electronic fareboxes that handle cashless transactions and track passenger boardings by location and time, and improve software for managing fixed-route service.  
- Automate passenger counting.  
- Improve service planning (scheduling and run-cutting).  
- Improve fare payment systems. | $300,000 to $392,000 |
| Lawrence Transit Signal Priority  
Provide Lawrence Transit buses with extended or early green lights at intersections near the planned Transit Center.  
- Reduce transit vehicle delay at key intersections. | $46,000 to $98,000 |
| Signal Beacon Deployment  
Provide advanced-warning beacon lights to warn of upcoming hazards such as flooded roads or red lights that with poor sight distances.  
- Improve incident detection.  
- Improve road/weather condition information.  
- Improve ability to monitor and provide information about flooding. | $84,000 to $120,000 |
| Parking Management System  
Provide travelers with advance information about parking availability, and better coordinate parking availability among multiple facilities.  
- Improve parking management and parking information. | $250,000 to $1,000,000 |
| **Total Estimated Medium-Term Cost** | **$2,319,400 to $4,449,400** |

## Long-Term Projects
(In the next six to ten years)

<table>
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<tr>
<th>Needs Addressed</th>
<th>Estimated Cost</th>
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| Emergency Signal Preemption Improvements  
Deploy wireless signal preemption to give emergency vehicles more control over signals and to use more secure and reliable technology.  
- Reduce emergency vehicle delays at signals.  
- Enable remote emergency control of signals. | $166,000 to $360,000 |
| Bicycle/Pedestrian Warning Systems  
Install systems to detect bicyclists and pedestrians and alert traffic of their presence. This may include lit crosswalks and systems that grant walk signals when pedestrians are present.  
- Improve bicycle/pedestrian warning systems. | $108,000 to $152,000 |
| Weather Monitoring  
Deploy additional weather sensing equipment in the Region and improve the sharing of weather information among Stakeholders, including camera images of roadways.  
- Improve weather and road condition information.  
- Improve maintenance response to incidents and requests.  
- Improve ability to monitor and provide information about flooding. | $207,000 to $309,000 |
| Regional Virtual Data Warehouse  
Deploy technologies that improve the Region’s agencies’ ability to share traffic and incident information for planning, response and evaluation purposes. The solution would connect data systems and not develop a physical warehouse.  
- Improve information sharing among agencies.  
- Improve system operation monitoring.  
- Improve coordination on construction notification and information distribution.  
- Provide central information clearinghouse. | $15,000 to $300,000 |
### Long-Term Projects
(In the next six to ten years)

<table>
<thead>
<tr>
<th>Needs Addressed</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td>• Improve multi-modal traveler information.</td>
<td>$300,000 to $570,000</td>
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<tr>
<td>• Provide interstate/inter-region traveler information covering a wide area.</td>
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<tr>
<td>• Improve transit traveler information.</td>
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<tr>
<td>• Expand traveler information delivery methods.</td>
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<tr>
<td><strong>Journey Trip Planner</strong></td>
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<tr>
<td>Deploy a multi-modal trip planner that allows the Region’s travelers to consider all travel options to reach their destinations. The Trip Planner would provide traffic, transit, parking, pedestrian and bicycle information in a single user interface.</td>
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<tr>
<td><strong>Traffic Detection Improvements</strong></td>
<td>$774,000 to $1,444,000</td>
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<td>Install improved traffic detection equipment that can accurately identify and classify vehicles, bicycles and pedestrians. Information can be used to make signal controllers more responsive and for analysis purposes.</td>
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<tr>
<td>• Improve traffic flow at intersections through improved signal timing and control.</td>
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<tr>
<td>• Improve bicycle/pedestrian warning systems.</td>
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<tr>
<td><strong>Total Estimated Long-Term Cost</strong></td>
<td>$1,570,000 to $3,135,000</td>
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<tr>
<td><strong>Total Cost of All Projects is $5,905,400 to $10,002,400</strong></td>
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### USING THE PLAN AND ARCHITECTURE

The Lawrence-Douglas County (L-DC) Regional Intelligent Transportation System (ITS) Architecture is a tool for Stakeholders to use in developing consistent, interoperable and effective ITS. A Use and Maintenance Plan has been developed to provide the Region’s Stakeholders guidance. The Plan and Architecture should be used in:

- **Planning** so that new systems are interoperable and can exchange information with existing and other planned systems.
- **Development** to ensure systems are designed and built to provide the required functionality.
- **Implementation** to verify vendors use ITS standards and use open, non-proprietary data exchanged.

Additional Project information, including the ITS Strategic Deployment Plan and Architecture, are available at: [https://secure.iteris.com/share/LDC](https://secure.iteris.com/share/LDC)

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**Triveece Penelton, AICP**
City Planner
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816-777-3038
RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program, including transportation planning; and,

WHEREAS, the US Department of Transportation has an adopted national intelligent transportation systems (ITS) architecture which specifies the proper relationships, such as information exchanges, among the components of all ITS projects implemented with federal funds; and

WHEREAS, ITS projects in a metropolitan transportation planning area must be consistent with a Regional Architecture in order to have federal funds used for their implementation; and

WHEREAS, the ITS Strategic Deployment Plan and Architecture maintains the MPO’s compliance with current ITS program standards set by the Federal Highway Administration for development of architecture and strategic plans as well as the Federal Transit Administration’s National ITS Architecture Policy on Transit Projects.

WHEREAS, the Lawrence-Douglas County MPO Technical Advisory Committee (TAC) has reviewed and approved the ITS Architecture Strategic Deployment Plan and Architecture and directed the MPO staff to send those reports to the MPO Policy Board for approval.

NOW, THEREFORE BE IT RESOLVED that the Lawrence-Douglas County Metropolitan Planning Organization hereby approves the ITS Architecture Strategic Deployment Plan and Architecture and directs the MPO staff to incorporate the plan into MPO planning processes and documents as appropriate.

The Lawrence-Douglas County Metropolitan Planning Organization hereby approves these actions on this 21st day of May 2015

________________________________  ______________________________
Bryan Culver, L-DC MPO Chairperson  Scott McCullough, L-DC MPO Secretary