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

2. Action Item: Approval of Minutes from the October 15, 2015 MPO Meeting  
   (attached draft)  
   (Bryan Culver – L-DC MPO Chair)

3. Discussion Item: Old Business and Correspondence  
   (Scott McCullough – MPO Secretary)  
   a. Project Updates (attached memo)  
      • Functional Classification Map Update  
      • Kansas Association of Metropolitan Planning Organizations Meeting  
      • Bicycle & Pedestrian Issues Taskforce  
   b. Recent TAC meeting minutes  
      • October 15 Regular Meetings – approved and posted online at  
        www.lawrenceks.org/boards/technical-advisory-committee

4. Action Item: Review and Approval of the 2016 UPWP  
   (www.lawrenceks.org/assets/mpo/upwp/2016DRAFT.pdf)  
   Staff will present the 2016 work program for MPO approval. The 2016 major work  
   projects include: a Transit Comprehensive Operations Analysis, a Bike Share Feasibility  
   Study, an on call modeling consultant, an update to the Public Participation Plan,  
   initiating the T2040 update, completion of the Regional Pedestrian Plan, and  
   participation in the Safe Routes to School planning process in Lawrence & Eudora. This  
   UPWP was posted online for a 30-day public comment period from October 16 to  
   November 14. This UPWP was approved by TAC on November 3, 2015.

5. Action Item: Review the Transportation Alternatives (TA) Program Grant  
   Applications and MPO Support Resolutions (see attached project information  
   and support resolutions)  
   Staff will invite project sponsors to share their projects planned for submission to KDOT  
   for grant funding. Staff will ask the MPO members to approve the support resolutions.

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 December 17, 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
Bryan Culver called the meeting to order at 4:00 PM and introductions were made.

2. Action Item: Approval of Minutes from the August 20, 2015 MPO Meeting
Bryan Culver presented the minutes and asked if there was any discussion. There was none. Approval of the minutes was moved by Matthew Herbert, seconded by Jim Denney and passed unanimously 4-0.

3. Discussion Item: Old Business and Correspondence
Jessica Mortinger presented the Projects Update Memo included in the agenda packet and noted the link to the TAC minutes posted online. Bryan Culver asked if there were any comments or questions. There were none.

4. Action Item: Review and Approval of the 2015 UPWP Amendment #2
Jessica Mortinger presented the amendment containing several budget changes including: reduction in hours to reflect changes in staffing, the reallocation of staff hours based on the 1st & 2nd quarter staff time used by task, adding additional training/equipment costs and postponing an MTP amendment since the MTP update will begin in 2016. These changes have occurred
since the UPWP Amendment #1 was approved. This amendment was posted online for a 15-day public comment period from September 29th to October 14th and no comments were received. This amendment was approved by the TAC on October 6th. Jessica asked if anyone had any questions about the proposed amendment. There were none. A motion was made by Jim Denney and seconded by Matthew Herbert to approve the UPWP Amendment #2. The motion was passed unanimously, 4-0.

5. Action Item: Review the KU Transportation Alternatives (TA) Program Grant Applications and MPO Support Resolutions (see attached project information and support resolutions)
Jessica Mortinger handed out copies of the KU project summary and draft support resolution, and asked Paul Graves to describe the project. Paul Graves indicated that the proposed project was for a Jayhawk Boulevard Streetscaping project that includes a modern bus shelter with historic elements modeled from the early 20th century and would use components from the trolley track as supports. The stop would also feature interpretive kiosks sharing history of the trolley, a bus monitor displaying real time travel information, public art, and landscaping. The project supports the multimodal transport system for KU and Lawrence, and the proposed location is the busiest stop on campus with 11 routes and 700 bus trips a day. Jim Denney asked if the Bus GIS monitoring system was being added with this project or already exists. Paul Graves indicated that the system already exists and supports the mobile application for bus times. Matthew Herbert asked if the City has the capability. Jessica Mortinger indicated the GIS capabilities were provided in the shared City/KU contract for transit service with MV and that the City would also have the capability to design and build monitors. Jessica Mortinger mentioned that the MPO should expect other projects from Douglas County project sponsors for consideration at the November meeting. Bryan Culver asked if there were limits to the number of projects that the MPO could support or if there was a need to prioritize. Jessica Mortinger let the MPO know that there are no limits to the number of projects they want to support and that historically the MPO has chosen not to prioritize projects; however, they can if they want to. She also mentioned that the 2015 TA application requires cities submitting multiple applications to prioritize their applications. A motion to approve the support resolution was made by Jim Denney, seconded by Matthew Herbert and passed unanimously, 4-0.

6. Other Business
Allison Smith noted that National Ambient Air Quality Standards (NAAQS) for ground-level ozone standards were set at .70 parts per billion. Currently based on the three year averages in Kansas, Leavenworth, Sumner and Sedgwick are in violation. KDHE has until October 1, 2016 to respond to the violation process. Bryan Culver asked what impacts noncompliance would have on the region/ MPO. Allison Smith noted that the MPO would be given an air quality budget and would have to model the proposed roadway projects in software called MOVES to prove that they did not exceed their budget and negatively impact air quality. She also mentioned the State would be required to have a State Implementation Plan to address air quality. Jim Mullins asked how the current state lawsuit would impact the standards. Allison Smith noted that the current lawsuit is related to the Clean Power Plan and did not pertain to the Ozone standard just set. Charlie Bryan noted that currently, Leavenworth County is considered a proxy for Douglas County since there is not a monitor located in Douglas County. Allison Smith noted that the three year average evolves as additional years of data are collected in the process. Currently, the 2012-2014 data lists three KS counties in violation; however, the 2013-2015 data has no KS counties in violation. Bryan Culver asked why Douglas County doesn’t have a monitor. Jessica Mortinger indicated that the monitor was removed in 2006 as a cost saving measure. Allison noted that KDOT, the MPO and Health Department staff will continue to monitor the situation.
7. Public Comments
Jim Mullins asked the MPO Policy Board members to consider moving the public comment to an earlier point in the meeting and to remove the time limit like the City of Lawrence has done. He noted that the MPO logo had the symbols out of order because bike and ped should not be the priority since the personal automobile is the most primary mode in Lawrence. He noted he lives on Johnathan Drive off Kasold and is concerned about the Kasold Complete Streets design option and the Complete Streets policy. He told the MPO they need to revise the Complete Street policy where it deals with arterials. The Lawrence City Survey indicates that the community values and desires better East/West and North/South connections. Kasold has 4 lanes both north and south of the proposed Complete Streets design option, except south of 31st street. The neighbors do not want the reduction in lanes. He also noted that the MPO board has ex-officio members for bike/ped but not for motorists.

Jim Denny asked what specific changes should be made to the Complete Streets policy. Mr. Mullins indicated three things: 1. Arterials should have separate design standards, 2. Motorists should be the primary user, and 3. the policy doesn’t give designers and planners enough options. His preferred design would include a sidewalk on the east side of Kasold and a Shared Use path to keep bikes out of traffic. Jim Mullins left the meeting.

Scott McCullough indicated that the Complete Streets policy was adopted by the City and it closely matched the resolution adopted by the MPO. The goal of the policy was to ensure that roadway design considered all users. The policy doesn’t dictate specific designs. Matthew Herbert said he thought the policy allows choice for design options and there was varied support for different design elements. Each element impacts the safety for the user differently and that in many cases complete street elements were designed and built on arterials. Jim Denny said he thought both options added accommodations for bicyclists and pedestrians. Jim also noted that he wished Jim Mullins would have stayed for the discussion. Charlie Bryan said that the difference is facility type: shared use path vs. bike lane. The facilities accommodate different types of users, however the Countywide Bikeway Plan suggests that we should design and use both. Matthew Herbert indicated that some designs with narrow lanes and narrow bike lanes prohibit the motorist from following the state’s 3 foot passing lane since there wasn’t enough room to give 3 ft. Charlie Bryan indicated that the buffered bike lane avoids this problem through better design. Chris Tilden noted that many arterials across the country are having their lanes reconfigured. Austin has recently done 37 road diets and Seattle 39 projects.

Charlie Bryan shared that the City of Lawrence Pedestrian/Bicycle Issues Taskforce is working to consider recommendations for changes to the pedestrian/ bicycle advisory structure. He noted that there is a desire for a broader perspective in the future approach. The committee is considering the relationship between the MPO’s role, the Traffic Safety Commission’s Role and the Planning Commission’s Role in recommendations on bicycle and pedestrian projects and issues. Jessica Mortinger noted that the BAC had been invited to become an MPO subcommittee and chose not to be. Policy Board members discussed the role of advisory and commission recommendation options.

8. Adjournment
The meeting adjorned at 5:07 PM

Next Meeting: The MPO Policy Board will meet next for its regularly scheduled meeting on November 19th, 2015 or another date set by the MPO if needed.
Memorandum

TO: L-DC MPO Members
FROM: Jessica Mortinger, Senior Transportation Planner
CC: Scott McCullough, Director of Planning & Development Services
Date: November 19, 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 October 15, 2015.

**Functional Classification Map Update** – MPO staff met with City of Lawrence and Douglas County Public Works staff to work on downgrading the non-state arterials on our functional classification map. An amendment to the functional classification map will come before the MPO in January.

**Kansas Association of Metropolitan Planning Organizations Meeting** – MPO staff attended the bi-annual meeting of Kansas MPO’s to discuss Coordinated Public Transit Plans, MPO updates on current activities, competitive Consolidated Planning Grant funding and air quality.

**Bicycle & Pedestrian Issues Taskforce**- MPO staff attended the Taskforce meetings on October 7, October 12, and October 26. The MPO answered questions about MPO documents and planning processes.
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 (3C Process), including regional planning for a multi-modal transportation system that is coordinated with local comprehensive planning (land use, economic development, etc.) efforts; and

WHEREAS, the L-DC MPO acting as the MPO for the Lawrence-Douglas County Region is responsible for the creation, maintenance, and implementation of a Metropolitan Transportation Plan (MTP) that covers all of Douglas County including all four incorporated cities in the county (Baldwin City, Eudora, Lawrence, Lecompton); and,

WHEREAS, the L-DC MPO in its capacity as the MPO is responsible for programming transportation improvement funds in the regional Transportation Improvement Program (TIP) and has a role in assisting the state agencies and local governments of the region with securing funds to make transportation system improvements that are consistent with the region’s Metropolitan Transportation Plan; and,

WHEREAS, the following bicycle-pedestrian facility project is located in Baldwin City along regionally significant transport routes and is designed to implement bikeway and pedestrian facility planning for Baldwin City and is consistent with the Countywide Bikeway Plan, Baldwin City Comprehensive Plan, as well as the Baldwin City Parks & Recreation Master Plan; and,

WHEREAS, this project is an important link in the region and is designed to help make walking and cycling more viable modes of transportation in, through and around Baldwin City, and to encourage those non-motorized modes of travel to be used more frequently in the Lawrence-Douglas County Region.

NOW, THEREFORE BE IT RESOLVED, that the Lawrence-Douglas County Metropolitan Planning Organization strongly supports and endorses the application made by Baldwin City for Federal Transportation Alternatives (TA) funding for the project described below. This project will be administered by the Kansas Department of Transportation (KDOT), and the L-DC MPO agrees to add this project to its Transportation Improvement Program (TIP) if funding for this project is awarded.

**Highway 56 Multi-Use Trail and Safety Crossing Signal (Bike & Pedestrian)**

Project Description and Location: Build 2,200ft of Shared Use Path along Highway 59 and install a HAWK signal to improve the safety of the crossing near 8th Street and Highway 56. The project will
connect 6,830 feet of currently disconnected existing segments along Highway 59 and N 6th Street and extend the access provided to the Elementary Schools.

Total TA Project Cost $ 326,616  
TA Funds Requested $ 227,211.20  
City Cash Match $ 56,802.80 (20%) of TA Project  
Additional City Costs for Project $ 42,602

APPROVED by the Lawrence-Douglas County Metropolitan Planning Organization at their meeting on November 19, 2015.

Bryan Culver, L-DC MPO Chairperson  
Scott McCullough, L-DC MPO Secretary
Jessica Mortinger, AICP  
Lawrence – Douglas Co. Planning & Development Services  
City Hall 6 East 6th Street  
P.O. Box 708  
Lawrence, KS 66044-0708

Dear Ms. Mortinger,

We would like to express our gratitude in advance your help in submitting this request to the Bicycle Advisory Committee. We are hopeful we may obtain a letter of recommendation from them to assist in procurement of a State grant to assist in funding of a new multi-use trail and a pedestrian/cyclist crossing light for the City of Baldwin.

The City of Baldwin is very proactive with construction and promotion of our multi-use trails. We presently have constructed two eight foot wide multi-use trails consisting of an approximate total length of 6,830 feet. Presently, these trails are not connected, but will be if this project is approved and constructed.

Our Baldwin City Citizens truly utilize and enjoy the benefits and safety of these existing trails. As indicated on the exhibit, Baldwin is divided east and west by US Highway 56, and north and south by Douglas Co. Route 1055. In 2010, USD 348 of Baldwin constructed two grade schools at the western edge of the City. Unfortunately, no sidewalk existed or was constructed from the school entrances to 11th Street. To further exasperate our children’s walking and cycling access to the newly built schools, the “Intermodal” located in Edgerton, KS was constructed in 2013.

Undeniably and consequently, vehicle traffic and trucking on US Hwy 56 has increased. Thus project serves two purposes. First, it will connect the two existing multi-use trails enabling citizens the enjoyment of nearly 10,000 feet of multi-use trail. Secondly, this project will include a new pedestrian/cyclist crossing signal perpendicular to US Highway 56 to provide substantially safer crossings at the intersections of US Hwy 56 and 8th Street.

This project will consist of approximately 2,200 feet of 8 foot wide, multi-use trail and the installation of a new, safer “Hawk” crossing signal. The total estimated cost for this project is $355,000.

Again, we are very appreciative of your help and sincerely hope this project is worthy of the Bicycle Advisory Committee recommendation and use.

Sincerely,

Bill Winegar  
Director of Public Utilities
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 (3C Process), including regional planning for a multi-modal transportation system that is coordinated with local comprehensive planning (land use, economic development, etc.) efforts; and

WHEREAS, the L-DC MPO is responsible for the creation, maintenance, and implementation of a Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) and has a role in assisting the state agencies and local governments of the region with securing funds to make transportation system improvements that are consistent with the region’s Metropolitan Transportation Plan; and,

WHEREAS, the following bicycle-pedestrian facility project is located in Eudora near regionally significant transport routes and is designed to implement bikeway and pedestrian facility planning for the City of Eudora and is consistent with the Countywide Bikeway Plan, Eudora land use plans as well as the City of Eudora Parks & Recreation Master Plan; and,

WHEREAS, this project is an important link in the region and this project is designed to help make walking and cycling more viable modes of transportation in, through and around Eudora, and to encourage those non-motorized modes of travel to be used more frequently in the Lawrence-Douglas County Region.

NOW, THEREFORE BE IT RESOLVED, that the Lawrence-Douglas County Metropolitan Planning Organization strongly supports and endorses the application made by the City of Eudora for Federal Transportation Alternatives (TA) funding for the project described below. This project will be administered by the Kansas Department of Transportation (KDOT), and the L-DC MPO agrees to add this project to its Transportation Improvement Program (TIP) if funding for this project is awarded.

**Proposed Eudora South Trail: Phase II (Bike & Pedestrian)**

Project Description and Location: South of K-10 along Church Street, this project will connect the Eudora Middle School, Eudora High School, a community park, two community subdivisions and the 20th Street Business District with a Shared Use Path. This new access will enable students, who are currently walking through private backyards and on grassy open space, to have a safe path to get to and from school.

Total TA Project Cost $
TA Funds Requested  $ 
City Cash Match  $ 

APPROVED by the Lawrence-Douglas County Metropolitan Planning Organization at their meeting on November 19, 2015.

Bryan Culver, L-DC MPO Chairperson

Scott McCullough, L-DC MPO Secretary
Proposed Eudora South Trail: Phase II

Description:

The Eudora South Trail: Phase II project is on the Parks and Recreation Master Plan and has been identified as a need in our community. As indicated in the proposed trail alignment below, the western portion of the trail will connect to a sidewalk from Elm St. that ends at the school’s property line. The Eudora Middle School students are currently walking through a grassy field to reach the school building entrance. The western portion of the trail will connect to the southern portion of the trail at the southwest corner of Stratton Drive, where it will connect to an existing sidewalk thus creating a new trail access. This new access will enable students, who are currently walking through private backyards and on grassy open space, to have a safe path to get to and from school. The eastern portion of the trail will connect two major residential subdivisions south of Eudora. This portion will also provide connections to a community park, Eudora Middle School, Eudora High School and to the completed Phase I project that makes a connection from the high school to 20th Street Business District.

Benefits:

- This project will create multi-access points for students, teachers and parents to Eudora Middle School, High School and the community park
- Conveniently connecting two residential subdivisions south of Eudora thus creating a shared-use path for pedestrians and bicyclists.
- Provide a recreational amenity for residents, teachers and students south of Eudora

Estimated Project Cost:

<table>
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<tr>
<th></th>
<th>Amount</th>
</tr>
</thead>
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<tr>
<td>Transportation Alternative (80%)</td>
<td>$144,000.00</td>
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<tr>
<td>Local Match (20%)</td>
<td>$36,000.00</td>
</tr>
<tr>
<td>Total estimated costs</td>
<td>$180,000.00</td>
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</tbody>
</table>

Note: the above estimates are tentative. Staff is still in the process of conducting an in depth construction cost analysis.

Project Timeline (if funded)

- Spring 2016: TA awarded
- Spring 2016 - onwards: project will commence upon consultation with KDOT officials
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 (3C Process), including regional planning for a multi-modal transportation system that is coordinated with local comprehensive planning (land use, economic development, etc.) efforts; and

WHEREAS, the L-DC MPO is responsible for the creation, maintenance, and implementation of a Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) and has a role in assisting the state agencies and local governments of the region with securing funds to make transportation system improvements that are consistent with the region’s Metropolitan Transportation Plan; and,

WHEREAS, the following bicycle-pedestrian facility project located in Lawrence is a regionally significant connection to increase access to destinations and to the entire Lawrence Loop Shared-Use Path and additional infrastructure in the Lawrence Bikeway network. It is designed to implement bikeway and pedestrian facility planning for the City of Lawrence and is consistent with the Countywide Bikeway Plan, the draft Regional Pedestrian Plan and Transportation 2040; and,

WHEREAS, this project is an important link in the region and this project is designed to help make walking and cycling more viable modes of transportation in, through and around Lawrence, and to encourage those non-motorized modes of travel to be used more frequently in the Lawrence-Douglas County Region.

NOW, THEREFORE BE IT RESOLVED, that the Lawrence-Douglas County Metropolitan Planning Organization strongly supports and endorses the application made by the City of Lawrence for Federal Transportation Alternatives (TA) funding for the project described below. This project will be administered by the Kansas Department of Transportation (KDOT), and the L-DC MPO agrees to add this project to its Transportation Improvement Program (TIP) if funding for this project is awarded.

**Lawrence Loop 29th Street & Hobbs to Constant Park – Shared Use Path Connector Project (Bike/Pedestrian Category)**

Project Description and Location: The "Lawrence Loop" is a circumferential 22.4 mile 10’ wide shared-use path around the City of Lawrence. The loop will be 75% complete when the South Lawrence Trafficway piece is opened in 2016, with 5.4 miles remaining. The project will construct four more segments (3950 LF total):
Section A) 29th Street - Haskell Rail Trail to SLT Path - Add shared-use path on south side of 29th Street from Haskell Rail Trail to SLT trail. (750 LF)
Section B) Hobbs Park to 9 Del Lofts - Extend through Hobbs Park from north end of Burroughs Creek Rail Trail to 9th & Delaware. (1450 LF)
Section C) Poehler Lofts to BNSF Depot - Complete gap segment between Poehler Lofts at 8th and Delaware to the BNSF Depot. A trail head and parking lot east of the BNSF Depot will be included in the application. (950 LF)
Section D) City Hall to Constant Park - Route the path underneath the Massachusetts Street and Vermont Street River bridges to eliminate at-grade crossings with traffic. (800 LF)

Total TA Project Cost $750,000
TA Funds Requested $600,000
City Cash Match $150,000
Additional City Costs for Project $100,000

APPROVED by the Lawrence-Douglas County Metropolitan Planning Organization at their meeting on November 19, 2015.

Bryan Culver, L-DC MPO Chairperson
Scott McCullough, L-DC MPO Secretary
Memorandum
City of Lawrence
Public Works

TO: Mark Thiel, Assistant Public Works Director
FROM: David P. Cronin, P.E., City Engineer
CC: Charles Soules, P.E., Public Works Director
DATE: October 30, 2015
RE: 2015 KDOT Transportation Alternatives Application
Lawrence Loop: 29th Street & Hobbs to Constant Park - Shared-use path connector project

Background on Transportation Alternatives Program
The Kansas Department of Transportation (KDOT) is receiving applications for use of funds through the federal Transportation Alternatives program. Transportation Alternatives is a program name under the federal transportation bill MAP-21, this program was previously referred to as "Transportation Enhancements" under past bills. KDOT is now calling for submittals and has $14 million to award for 2016 funding, the deadline for submitting project applications is November 20, 2015.

Projects eligible for funding must fall under one of three specified categories: 1) Bicycle and Pedestrian, 2) Historic, 3) Scenic and Environmental, and 4) Safe Routes to School. The minimum local match for participation is 20% of the project cost. Projects are ranked competitively and increasing the match will not necessarily increase KDOT's ranking.

An Official Endorsement of the projects is be included with the applications that provide KDOT written assurance that it will adequately maintain the completed project for a minimum of 20 years following project completion. Attached is Resolution No. 7144 to submit an application for this project and assure maintenance responsibilities. KDOT is also requiring applicants submitting more than one application to rank the priorities of their applications.

Recommended Project for 2016 Application
The "Lawrence Loop" is a circumferential 22.4 mile 10' wide shared-use path around the City of Lawrence. The loop will be 75% complete when the South Lawrence Trafficway piece is opened in 2016, with 5.4 miles remaining. Construction of the loop began over 20 years ago with completion of the west-leg of the South Lawrence Trafficway and segments have continued to be added through several Transportation Enhancement projects and as other grants have been obtained.

To continue to the ultimate goal of a completed loop, city staff recommends applying for these Transportation Alternative funds to construct four more segments (3950 LF total) as follows (see attached map):
- Section A) 29th Street - Haskell Rail Trail to SLT Path (750 LF)
- Section B) Hobbs Park to 9 Del Lofts (1450 LF)
- Section C) Poehler Lofts to BNSF Depot (950 LF)
• Section D) City Hall to Constant Park (800 LF)

These four sections would complete the eastern half of the loop with the exception of the piece from Santa Fe Depot to City Hall. That remaining segment will need to be studied further with public input to define a preferred route that could be determined prior to the next grant opportunity. The city applied for the entire route from Hobbs Park to Constant Park (see attached map) in the last round of KDOT Transportation Alternative Projects but was unsuccessful; some of the feedback from KDOT after the past application was the uncertainty of the alignment. The study would be completed during plan preparation phase of the project to complete Sections A through D.

An overview by Section:
• Section A: Add shared-use path on south side of 29th Street from Haskell Rail Trail to SLT trail.
• Section B: Extend through Hobbs Park from north end of Burroughs Creek Rail Trail to 9th & Delaware.
• Section C: Complete gap segment between Poehler Lofts at 8th and Delaware to the BNSF Depot. The preferred alignment would be along the railroad tracks. A trail head and parking lot east of the BNSF Depot will be included in the application.
• Section D: Route the path underneath the Massachusetts Street and Vermont Street river bridges to eliminate at-grade crossings with traffic. This section would be contingent on receiving approval of right-of-way use from the BNSF railroad and include a retaining wall. It will also present an opportunity to construct a scenic river overlook from the connection to Robinson Park between the bridges.

**Project Cost**
The estimated construction cost of the project including the trail head at the BNSF railroad is $750,000 of which the city’s 20% cost share would be $150,000. The city would also be obligated for 100% of the design costs which would cost approximately $100,000. The design would include the study to determine the preferred alignment from the BNSF Depot to City Hall.

**Action Request**
Direct staff to submit Transportation Alternatives application for Lawrence Loop Shared-use path connector project and assign a ranking of the TA projects to be submitted to the Kansas Department of Transportation.

Adopt Resolution No. 7144 to fund and maintain the project.
CONCEPT STUDY TO BE PERFORMED TO IDENTIFY OPTIONS FOR ROUTES FROM THE 3RD DEPOT TO CITY HALL

KANSAS DEPARTMENT OF TRANSPORTATION
2015 TRANSPORTATION ALTERNATIVES GRANT PROGRAM APPLICATION

KEY
- EXISTING SHARED USE PATH
- PROPOSED SHARED USE PATH
- POINT OF INTEREST

HOBBS PARK TO CONSTANT PARK • SHARED USE PATH CONNECTOR PROJECT • CONCEPTUAL MAP
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 (3C Process), including regional planning for a multi-modal transportation system that is coordinated with local comprehensive planning (land use, economic development, etc.) efforts; and

WHEREAS, the L-DC MPO is responsible for the creation, maintenance, and implementation of a Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) and has a role in assisting the state agencies and local governments of the region with securing funds to make transportation system improvements that are consistent with the region’s Metropolitan Transportation Plan; and,

WHEREAS, implementing a Phase II SRTS program will be fundamental in ensuring continued success and results from the Citywide SRTS Phase I program. The proposed crossing improvements and sidewalk gaps will support student safely walking and biking to school and is designed to implement bikeway and pedestrian planning for the City of Lawrence and is consistent with the Safe Routes to School Plan, the Countywide Bikeway Plan, the draft Regional Pedestrian Plan, and Transportation 2040; and,

WHEREAS, this project is important to improving safety in the region and this project is designed to help make walking and cycling more viable modes of transportation in, through and around Lawrence, and to encourage those non-motorized modes of travel to be used more frequently in the Lawrence-Douglas County Region.

NOW, THEREFORE BE IT RESOLVED, that the Lawrence-Douglas County Metropolitan Planning Organization strongly supports and endorses the application made by the City of Lawrence for Federal Transportation Alternatives (TA) funding for the project described below. This project will be administered by the Kansas Department of Transportation (KDOT), and the L-DC MPO agrees to add this project to its Transportation Improvement Program (TIP) if funding for this project is awarded.

**City of Lawrence, Safe Routes to School, Phase II, Crossing and Sidewalk Improvements**
(Safe Routes to School: Phase II)

Project Description and Location: Install sidewalk along four sections of the Lawrence Safe Routes to School Routes and install ten Rectangular Rapid Flashing Beacons at locations with crossing concerns.

Total TA Project Cost $ 240,000
TA Funds Requested     $200,000
City Cash Match        $ 40,000

APPROVED by the Lawrence-Douglas County Metropolitan Planning Organization at their meeting on November 19, 2015

Bryan Culver, L-DC MPO Chairperson

Scott McCullough, L-DC MPO Secretary
Memorandum
City of Lawrence
Public Works Department

TO: David Cronin, P.E., City Engineer
CC: Chuck Soules, P.E., Public Works Director
    Mark Thiel, Assistant Public Works Director
FROM: Nick Voss, P.E., Project Engineer
DATE: October 29, 2015
RE: Safe Routes to School TA Grant Application

Background
In 2014 the Kansas Department of Transportation accepted the City of Lawrence's Phase 1 Safe Routes to School grant application. With this grant, city staff is working with the Lawrence-Douglas County Health Department and the Lawrence School District to look at the six "E's" of safe routes; Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation.

On September 1, 2015, the Kansas Department of Transportation issued a call for Transportation Alternative Program projects. Included in this call are the Safe Routes phase two applications which allow for up to eighty percent (80%) funding for the construction of safe routes related infrastructure up to $200,000.

City of Lawrence, Lawrence-Douglas County Health Department, and School District staff worked with individual schools to create routes to each elementary and middle school. A Safe Routes public meeting was held in January 2015 to discuss and make adjustments to the routes locations. The working group, along with school district staff, developed a priority system for improvements based on a scoring system. The schools of Liberty Memorial Central Middle School and Woodlawn Elementary scored enough points on this rubric to qualify as a tier one school for the 2015 TA program.

Parent surveys were collected from each elementary and middle school in 2014 and 2015. From these surveys the two largest concerns from parents are the safety of intersections and sections of roadways with missing sidewalk. This grant application is proposing to fill in some of the gaps in sidewalks along the route and to add crosswalk beacons to the existing school crossings without crossing guards.

Project Description
Sections of sidewalk are proposed to be added along the routes of the two schools. The new sections of sidewalk will help build upon the education and encouragement that these schools are currently engaged in.

Rectangular Rapid Flashing Beacons are proposed to be added to school crossings without a crossing guard present. LED lights on the school crossing signs flash when push activated increasing the yield rates of vehicles at crosswalks from around twenty
percent (20%) to around eighty percent (80%). Rectangular Rapid Flashing Beacons have been used successfully by other communities in the area including Olathe, Topeka, and Prairie Village.

Ten crossings are proposed to be added at a cost of $140,000 and the sidewalk is proposed to be added at a cost of $100,000 for a total project cost of $240,000.

**Project Funding**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost:</td>
<td>$240,000</td>
</tr>
<tr>
<td>KDOT TA Grant Share:</td>
<td>$200,000</td>
</tr>
<tr>
<td>City Share:</td>
<td>$40,000</td>
</tr>
</tbody>
</table>

This project would be designed in-house with engineering staff.

**Action**

Direct staff to submit a Transportation Alternatives application to the Kansas Department of Transportation for Safe Routes to School, Phase 2, and assign a ranking of the TA projects to be submitted to the Kansas Department of Transportation.

Adopt Resolution No. 7145 to fund and maintain the project.
DISCLAIMER NOTICE

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Map Created: 11/2/2015