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 adjourned 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.