

**Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board Meeting
Minutes- Thursday, March 15, 2018**

Attendance:

Organization	Name	Present
Voting Members		
Lawrence City Commission	Lisa Larsen	X
Lawrence City Commission	Matthew Herbert	X
Douglas County Commission	Michelle Derousseau	
L-DC Metropolitan Planning Commission	Eric Struckhoff	X
L-DC Metropolitan Planning Commission	Bryan Culver	X
City of Eudora	Tim Reazin	
Kansas Department of Transportation	Cory Davis	X
Non-Voting Members		
Federal Highway Administration	Paul Foundoukis	
Federal Transit Administration	Daniel Nguyen	
University of Kansas	Jeff Severin	
City of Lecompton	Jimmy Wilkins	
City of Baldwin City	Brian Cramer	
Staff		
Lawrence - Douglas County MPO	Jessica Mortinger, AICP	X
Lawrence - Douglas County MPO	Ashley Myers, AICP	X
Lawrence-Douglas County Planning & Development Services Dept.	Scott McCullough, AICP	X
Lawrence – Douglas County MPO	Ryan Pearson	X
Lawrence – Douglas County MPO	Margaret Campbell	X
Others		
Sustainability Action Network/ 19 th Street Neighborhood Coalition	Michael Almon	X
Citizen/County	Bill Anderson	X
Westwick, L.C.	James Bartle	X
KU Parking & Transit	Aaron Quisenberry	X
19 th Street Neighborhood Coalition	Pat Kehde	X

1. Call Meeting to Order and Introductions

Cory Davis called the meeting to order at 3:01 PM.

2. Public Comments

No public comment was made.

3. Action Item: Approval of Minutes from February 15

Cory Davis asked if anyone had comments on the minutes from February 15th. There were no comments. Matthew Herbert motioned to approve the minutes and was seconded by Lisa Larson. The motion was approved unanimously, 5-0.

4. Discussion Item: Old Business and Correspondence

Jessica Mortinger presented the TAC minutes and asked if there were any questions. There were none.

5. Action Item: Approval of T2040 Metropolitan Transportation Plan

Jessica Mortinger presented the T2040 Metropolitan Transportation Plan. The plan and the 15 month update process was guided by the T2040 Steering Committee. Public engagement included: 36 stakeholder

interviews, 38 mobile meetings, 9 open houses, and 1,600+ completed surveys. Through this process, \$1.7 billion of existing need was identified. This is the first plan that has federally required performance measures. Half of the ones listed are federally required and half are locally adopted. There is now an annual obligation to report these performance measures. Lisa Larsen asked if the performance measures and maps will be available online. Ms. Mortinger said yes, new interactive maps will be available online. Ashley Myers showed the mapping portal. Ms. Mortinger spoke about recent public comments and the way the MPO responded to them. Concerns were expressed about 19th Street relating to safety and design. T2040 does not have project specific design details in the plan. The major thoroughfares map downgraded 19th St from Haskell Ave. to O'Connell Rd. from a minor arterials to a collector. This allows for traffic calming. There were many comments about the current bikeway plan and following NACTO guidelines. The MPO will address these comments in the bikeway plan. Ms. Larsen asked for explanation on how the bikeway plan will be addressed. Ms. Mortinger said we recognize the need to update the bikeway plan to reflect the changing desires of the community. This will allow the community to weigh in on what they envision. Then T2040 can be amended to reflect the changes. Ms. Larsen asked if the goal of T2040 is pull in all of the existing plans. Ms. Mortinger replied yes, but it also has its own requirements and since there is no separate auto and roadway plan - T2040 oversees this area. The MPO is moving towards getting all the plan updates on a cycle so that they stay current and can be used.

Cory Davis opened the discussion to public comment. Michael Almon, resident of Brook Creek neighborhood and member of the 19th Street Neighborhoods Coalition gave a presentation on the 19th Street Corridor. He would like project #229 deleted from T2040; the approximate \$3 million project to be changed to a lower funding amount; the road segment should be downgraded from a collector to a local; Naismith Dr. to be classified as a minor arterial instead of a major collector. He said that Bullene Avenue has worse road conditions than 19th Street yet is listed for mill and overlay versus complete reconstruction. The 19th Street Neighborhoods Coalition would like to have a transit and emergency transponder gate built on 19th Street where the road connects to O'Connell Rd. instead of allowing normal traffic through the corridor. Mr. Almon also asked that the MPO ask FHWA for a 30 day extension on T2040 to be able to accommodate these [requests](#).

Pat Kehde, Barker neighborhood resident and member of the 19th Street Neighborhoods Coalition spoke. Ms. Kehde said their group has written at least 27 letters to the MPO regarding concerns they have about widening 19th Street and collected 300 signatures on a petition last year. The Coalition has spoken to residents of several neighborhoods including the residents of Barker, Babcock, Schwegler, University Place, Brook Creek, and Centennial neighborhoods. People in these neighborhoods feel their concerns are not being taken seriously.

Mr. Davis brought the discussion back to the policy board members. He said he thought the plan was a monumental task to complete in house and was well done. Ms. Larsen asked what would be the impact of removing the 19th Street project from the plan. Ms. Mortinger said the project is included for three reasons. 1) 19th Street is part of the transportation network. 2) Fiscal constraint, while the project is a local project that is listed in the Lawrence CIP, having the project listed at \$3 million does not obligate the funding towards the project. It is used to show the City of Lawrence has enough funding to complete the projects listed in the plan. We can't have more projects listed than available funding. 3) The project is regionally significant, thus even though it only has local funding, it is important to the network and should be included in the plan.

Mr. Davis said the state would not be heavily involved unless federal funds are being used, then the project would need to be included in T2040.

Ms. Mortinger said the City of Lawrence could still choose to change the scope of the project if it is not listed in T2040. According to the travel demand model, including the project or not will only create less than a 1,000 trip difference. Overall, Lawrence's traffic will increase 150% from the current amount based on projections for 2040. Ms. Mortinger noted that the City's design, which is proposed to have traffic

calming, would make the roadway less attractive for cut through traffic. The MPO only looks at the network at a high level to explore capacity concerns. Ms. Mortinger said the bigger question is how Lawrence can make traveling in single occupant vehicles less attractive.

Scott McCullough said this a planning document; in the mid-2000s the redevelopment was planned because of the bankruptcy of the Farmland Industries. Eventually the City acquired the land and platted the area, planning for the potential future uses. The discussion has become a difference in the needs and values of neighborhoods along the corridor versus the needs of the entire transportation network. The MPO does not decide on what plans are included or how, they accept all projects that are regionally significant as presented. The 19th Street Neighborhoods Coalition has been in discussions and shown up to meetings through the process. He agreed that the process can be slightly compared to the "chicken and egg" scenario but that is currently how it is happening.

Mr. Almon inserted that the 19th Street Neighborhoods Coalition has been involved since the beginning. Brook Creek neighborhood expressed displeasure since 2011 when it was revealed that the road might be widened; the land was not platted until 2012.

Matthew Herbert asked if it was necessary to include the project since there is so much hesitancy surrounding it; there may also not be a majority consent among City Commission who will be voting on the project. Ms. Mortinger said that including the project now does not commit the city to do anything, and the Policy Board does not look at each project on the project level scale.

Mr. Davis said pulling a project from the plan would not allow it to be examined at a high level and would prevent the MPO from doing their work.

Ms. Larsen asked if T2040 is voted on at City Commission. Ms. Mortinger said no, the MPO Policy Board is a separate voting body; T2040 will be included in Plan 2040 through linkage text.

Mr. McCullough said there is a need to keep it consistent and a separate process.

Eric Struckhoff said without any people in Venture Park currently, he would feel uncomfortable opening the roadway to traffic. In his view there is already not enough room for more cars or for bike and pedestrian facilities. 23rd Street would push traffic onto 19th Street, so he is hesitant to build anything without an examination of the surrounding area. He said it's hard to imagine since 23rd Street is only 900 feet away. He said he does not see this as a traffic improvement. He thinks the street needs to be built as a complete street and planning for non-motorized and transit access is important and is in support of adding a transit and emergency transponder gate where the road meets O'Connell Rd.

Ms. Larson asked if the 150% increase in traffic was an increase overall.

Ms. Mortinger said that is at an overall VMT level not a street level impact. Venture Park had a traffic impact study that predicted the volume of traffic when the site was built out.

Mr. Struckhoff asked how the Policy Board can make their desires known.

Mr. Herbert said the City Commission appreciates reading Planning Commission minutes to get a feel of the discussion when votes are made. He feels we should reflect in the minutes there are concerns about the 19th Street project.

Mr. Struckhoff said it was important and a good idea to convey to others the feelings of the Policy Board.

Ms. Larsen asked how this can be conveyed.

Mr. McCullough said when the plan is presented to other cities the MPO can bring this up, it can be documented in minutes, and be explained to governing bodies.

Mr. Davis said T2040 includes potential project overviews not details.

Bryan Culver said we need to show the discussion history and capture the entirety of the process.

Mr. Herbert said since this is not a voting item for the Lawrence City Commission the MPO needs to clarify that this is a booklet of potential projects not a stamp of approval.

Ms. Mortinger said the plan will be received by the Lawrence Transportation Commission, the Lawrence-Douglas County Planning Commission, the City Commission and the County Commission.

Bryan Culver moved to approve Transportation 2040, Eric Struckhoff seconded. The motion was approved unanimously 5-0.

6. Other Business

There was no other business.

7. Adjournment

Meeting adjourned at 4:17 PM. The MPO Policy Board will meet next for its regularly scheduled meeting on April 12, 2018 or another date set by the MPO if needed.