

1. Call Meeting to Order and Introductions

2. Public Comment

The public is allowed to speak to any items or issues that are not scheduled on the agenda after first being recognized by the Chair. Each person will be limited to 5 minutes for public comment.

3. Action Item: Approval of Minutes from March 15, 2018 (attached)

4. Discussion Item: Old Business and Correspondence

a. Project Updates Memo (attached)

- Walkability Action Institute
- Countywide Bikeway Plan
- ADA Transition Plan
- Multimodal Access to Food

b. Recent TAC meeting minutes – www.lawrenceks.org/boards/technical-advisory-committee

- TAC – March & April Meeting – approved and posted online

5. Action Item: Approval of the Bus Transfer Location Analysis

<https://assets.lawrenceks.org/assets/mpo/transit/Bus-Transfer-Location-Analysis-Report-DRAFT.pdf>

<https://assets.lawrenceks.org/assets/mpo/transit/Bus-Transfer-Location-Analysis-Appendices-DRAFT.pdf>

6. Action Item: Approval of Competitive CPG Projects (attached)

Policy Board members will consider MPO submittal of applications for competitive CPG funding. Project scopes for three proposed projects and the KDOT guidance/scoresheet are attached. Submissions are due May 31, 2018.

7. Action Item: Approval of the Crash Analysis & Countermeasure Identification Study

<http://assets.lawrenceks.org/assets/mpo/safety/CrashAnalysis.pdf>

8. Other Business

9. Adjournment – Next Meeting: June 21, 2018 or another date set by the MPO.

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, national origin, sex, age, or handicap/disability, 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.

**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.

DRAFT



Memorandum

TO: L-DC MPO Members
FROM: Jessica Mortinger, Senior Transportation Planner
Ashley Myers, Transportation Planner
CC: Scott McCullough, Director of Planning & Development Services
Date: May 9, 2018
Re: MPO Activity Updates

The following list is a summary of selected projects and a brief description of recent MPO staff work and updates since the last MPO meeting.

Walkability Action Institute – The MPO interdisciplinary team participated in the National Association of Chronic Disease Directors 2018 Walkability Action Institute, in April. The interdisciplinary team included staff from the Lawrence-Douglas County Metropolitan Planning Organization, the Lawrence-Douglas County Health Department, a Lawrence City Commissioner and the Lawrence's Parks and Recreation, Public Works, and Police departments. The Institute provided the team an opportunity to hear best practices to support walkability and experience first hand the multimodal infrastructure in Decatur and Atlanta, Georgia. Staff are working to develop a staff implementation plan for improved walkability with goals focusing on traffic safety and staff culture to support walkability. The staff plan supports the efforts to implement the Regional Pedestrian Plan, develop staff capacity, and support improved walkability.

Countywide Bikeway Plan Update – MPO staff developed a scope of work for the bike plan update in coordination with the MPO BAC and TAC. The scope of work will guide the update process. The Countywide Bikeway Plan will reconcile the various bicycle related plans into one vision for the future of bikeway infrastructure in Lawrence-Douglas County. The purpose of this plan is to develop a low-stress bicycle network that can make bicycling an attractive choice for transportation. The MPO BAC will serve as the steering committee for the plan update. Staff workgroups will be convened to provide technical assistance throughout plan development, representing relevant staff from the cities and county. The entire scope of work can be found at <https://assets.lawrenceks.org/assets/mpo/bicycle/planscope.pdf>

ADA Transition Plan – MPO staff participated in a kick-off meeting to begin work on updating the ADA Transition Plan. The staff group identified relevant staff for roles in the update process and subcommittees are going to lay out the data collection/assessment needs for the plan.

Multimodal Access to Food – MPO staff partnered with County Sustainability staff and the Lawrence-Douglas County Health Department to propose work for a Chronic Disease Risk Reduction Grant to study multimodal access to food. If awarded, the process would identify best practices for access to food, conduct assessments, identify barriers/gaps, develop/implement a community engagement strategy and develop recommendations to improve access to food.

KDOT Competitive Funding Process

Overview

KDOT allows each MPO to carryover their excess funds for 3 years. At the end of the third year the balance of excess funds will be split with 80% of the funds being recaptured by KDOT and the remaining 20% will be retained by the MPO. The excess funds retained by KDOT will enter the Metro Pot Fund. This funding source will be available to all Kansas MPOs to compete for planning projects through a competitive selection process. These funds may be used for any CPG eligible planning activity and must be programmed along with the annual allocation in an approved UPWP.

Competitive Fund Request:

The Competitive Fund Process allows any Kansas MPO to apply for excess funds that are recaptured by KDOT. The MPOs will be given an opportunity to submit formal requests to KDOT between the dates of **April 1st and May 31st, 2018**. Final project selections regarding the use of competitive funds will be made by KDOT by **June 30th, 2018**. Please note competitive funds can only be used for CPG planning eligible activities; local cash will be the only acceptable form of match.

Guidelines for Requesting Competitive Funds

MPOs seeking competitive funds must submit the "Request for Competitive Funds" form along with documentation that provides description of proposed project scope and justification for the project. Please prioritize the projects your MPO submits on the form if there are more than one submission. Once a project is selected and incorporated into the UPWP, a Special Projects Agreement will be executed between KDOT and the MPO. Reimbursement requests for the project must be submitted separately from the CPG reimbursement requests (but can be concurrent). The project must be specifically identified as being a part of the Special Projects Agreement (KDOT will provide a project number that should be documented on the paperwork). In addition, if competitive funds are awarded to the MPO, it must be identified in the UPWP of the identified program year(s) as using "Competitive Funds" including the project description, activities, and schedule. It may be necessary to split the funding over UPWPs depending on project completion timeframe.

Project Evaluation

All Competitive Fund requests will be evaluated based on several criteria including the relevancy or necessity of the project to the MPO program, the MPO's ability to complete the project as demonstrated from prior work and current staff expertise, status of core work elements, ability to provide cash match, and the planning principles of the project. It should be noted that project selection will not solely be based on the highest score received from the project scoring sheet. KDOT will also use other qualitative factors along with the project score to assist in the final determination.

Fund Availability

The funds will become available after notice of award, execution of an agreement, and approval of the appropriate UPWP. A change from past opportunities for this funding will be the ability to begin work on the eligible planning activities prior to the start of 2019. Flexibility will be given on project timelines so they best fit within your planning efforts for 2018 and 2019.

CPG Competitive Request Form

MPO: MPO Contact Person:

Project Name:

Amount of Competitive Funds Requested \$

Cash match provided (at least 20%) \$

Timeframe in which all requested funds are expected to be expended

Start Date:

End Date:

Project Prioritization: _____ of _____

If you are submitting multiple projects please rank them according to your preference of award.

Please attach a preliminary scope of work in addition to addressing the questions below.

- 1) Are all core work products in compliance, current, and/or currently being updated?
 MTP PPP UPWP
 TIP CMP (if applicable)
- 2) Does the proposed project support one of the core work products? If so, please explain.
- 3) Is the proposed project identified in or directly complement the MTP? If so, please explain.
- 4) Does the MPO have the availability/capacity to complete this project in a timely fashion? Please briefly describe other major activities/ tasks the MPO is undertaking in 2018/19?
- 5) Please explain how this project addresses the following:
 - a. Enhances the regional transportation system
 - b. Promotes innovative transportation ideas and initiatives for the region
 - c. Creates or promotes interagency coordination/cooperation
 - d. Contains multimodal elements (transit, bike/ped, freight/rail)
- 6) If the request for funds is primarily for data acquisition, please describe how the data could be shared and/or procured jointly for the benefit of multiple MPOs and KDOT.

Competitive CPG Fund Request Evaluation Form

MPO: _____

Project: _____

Reviewer _____ Date _____

A. Relevancy/ Necessity: (*Total points possible = 40*) _____

1. The MPO has completed or is in the process of completing all core work elements. (10pts) _____
2. The proposed project builds off and/or supports a core work element. (10 pts) _____
3. The proposed project directly complements the goals and objectives in the MTP. (10 pts) _____
4. The MPO has illustrated sound financial management of existing CPG funds. (10 pts) _____

B. Project Completion: (*Total points possible = 30*) _____

1. The project sponsor has the staff availability and resources in their work program to complete and/or manage the project (10 pts) _____
2. The project sponsor has a strong history of completing projects on time based on MPO annual reports and expenditure reports. (10 pts) _____
3. The proposed project is a reasonable and pragmatic transportation project. (10 pts) _____

C. Planning Principles (*Total points possible = 30*) _____

1. The proposed project promotes **Innovative** transportation ideas for the region. (10 pts) _____
2. The proposed project entails a comprehensive **Planning Process**. (10 pts) _____
3. The proposed project contains an **Implementation** strategy that will put the plan into action. (10 pts) _____

TOTAL POINTS SCORED: _____/100

(Points assigned to each question represents the maximum available not the minimum.)

23rd Street (Learnard Street to East City Limits) Multimodal Corridor Study – Scope of Work

Project Background & Scope

In 2002, a 23rd Street Corridor Study (Kansas Highway 10) between Iowa Street (US 59) and Noria Road (E 1750 Rd.) was completed providing a vision for the future of 23rd Street. Since then the 23rd Street Corridor Study¹ provided a basis for reducing driveways and curb cuts, restricting turning movements, adding center turn lanes, and developing a more connected pedestrian network. 23rd Street no longer serves as State Highway K-10 since the South Lawrence Trafficway was opened in 2016. The removal of the state highway designation, the passage of the City complete streets policy, the crash history, and the multimodal vision of Transportation 2040 warrants a revised study of 23rd Street from Learnard Street to the eastern city limits before anticipated 2021 reconstruction. This study will provide the backbone for project design which is anticipated to begin in 2020.

This study will develop a vision and implementation strategy for 23rd Street: Learnard Street to eastern City Limits, providing an opportunity for the public to reimagine the street for comfortable and inviting multimodal transportation. The study would provide a public visioning process and existing conditions evaluation including: current and future land uses, access management, crash history, multimodal needs, and amenities. The process will provide recommendations for access management and a concept level multimodal (auto, transit, bike, pedestrian, freight) transportation plan.

Project Cost

\$100,000 - Estimated Total Cost

\$80,000 - Competitive CPG request

\$20,000 - Local Match: City of Lawrence – Public Works funds

Project Management & Timeline

The work to complete this project will be completed by consultants hired by the City of Lawrence on behalf of the MPO. The MPO staff will oversee the consultant work and contract for this project. An MPO appointed steering committee will guide and review the consultants work.

Issue RFP – August 2018

Study Completion – July 31, 2019

¹ https://lawrenceks.org/mpo/corridor_studies

Intelligent Transportation Systems Implementation and Data Collection – Scope of Work

Project Background & Scope

The L-DC Regional ITS Architecture Update was last completed in May, 2015. The plan identifies increased performance monitoring through increasing data collection and analysis, which was identified as an integration strategy. This new work develops a framework to support an identified need from the ITS Plan: Improving information sharing among agencies. The Stakeholders indicated that better information sharing was a high priority need for the region. They stated that better sharing of existing information, including traffic and maintenance data and video images, can help address the region's issues and improved multi-modal information.

This ITS technology project will advance several components of our Regional ITS Architecture and support the ITS Planning process by improving the capability to collect data and data warehousing for long range planning within the City of Lawrence. The ITS Architecture Plan identifies a phased approach to implementing this technology along all major roadways improving traffic operations throughout the region.

This project would consist of the purchase and installation of technology to equip 10 intersections to collect turn movements and volume of vehicles, pedestrians, and bicyclists. 7 intersections are currently equipped with data collection devices. The 10 new intersections (Attachment A) would bring the total technology equipped intersections to 17. This is part of a phased process to equip all intersections with this technology and establish a data collection process. Information collected with this technology would allow the MPO to better understand travel time, traffic volumes, and other information to improve operations, address special events, and peak traffic trends. This information is not currently collected. This data would provide an opportunity to work towards having a real-time traffic information system that could assist in managing travel delays, avoiding secondary crashes by diverting traffic when incidents occur, and provide historical data to use for future roadway improvements. The data can be used to update our travel demand model, to assist in performance monitoring, or for future studies.

In 2017, in an effort to gather bicyclist and pedestrian data the Topeka MPO, Flint Hills MPO, and the Lawrence-Douglas County MPO collaborated to purchase several bicyclist and pedestrian counters to be shared among the three MPOs. These devices provide 24 hour counts, but as they are shared among the three MPOs the Lawrence-Douglas County MPO only receives the counters for a third of the year. The shared counters are portable, which allows data to be collected in various locations; however, they do not collect data at specific locations year round. The proposed 10 intersections would collect data in specific locations year round. Ideally a robust bicyclist and pedestrian count program would have a mixture of permanent and portable counters collecting data in a variety of situations. The proposed 10 intersections would be the catalyst to creating a permanent bicyclist and pedestrian count program.

Project Cost

\$170,000 – Estimated Total Cost (10 detection devices + hardware/software)

\$75,000 – Competitive CPG request (44%)

\$95,000 – Local Match: City of Lawrence – Public Works funds (56%)

These are estimated costs based on recent equipment purchases and bids.

Proposed 5/7/18

Project Management & Timeline

Upon notification of funding, the MPO would begin the procurement process for purchasing the equipment to install traffic data collection technology.

Issue RFP – 1st Quarter 2019

Completion – 12/31/2019

If this project is awarded a data sharing and inventory agreement will be developed between the MPO and the City of Lawrence.

DRAFT

Multimodal Traffic Impact Study Methodology and Guidelines – Scope of Work

Project Background & Scope

The land development process provides opportunities for local governments to establish policies and processes to govern the effectiveness of multimodal transportation. When sites are being developed or redeveloped evaluating all modes ensures that local governments have the ability to plan for a multimodal future. It is impossible to implement regional transportation plans without good development process to ensure land development is following best practices for evaluating and implementing multimodal level of service in every applicable project. Traffic impact studies evaluate traffic impacts and mitigation strategies for a particular development or project. The current traffic impact study review prioritizes and focuses only on the automobile instead of on person trips. There is also a need to review and strengthen traffic analysis processes to ensure they are objective and meeting their desired role in implementing good transportation planning and design. These traffic analysis processes haven't been updated and there is a need to review existing requirements and explore best practices that could improve the traffic analysis process.

The study will explore the national best practices and provide localized recommendations to the cities within Douglas County and the County for when Traffic Impact Studies should be required, what multimodal analyses should be included, and how the study should be processed, reviewed, and used in an effort to ensure that Transportation 2040 is being implemented to the fullest multimodal extent for each city and county development process. Furthermore, connecting the MPO planning work to the multimodal TIS implementation tool is innovative. This study will parlay the MPO planning into implementation and give action to the MPO's planning work rather than gathering dust on a shelf.

Project Cost

\$40,000 - Estimated Total Cost

\$32,000 - Competitive Consolidated Planning Grant Request

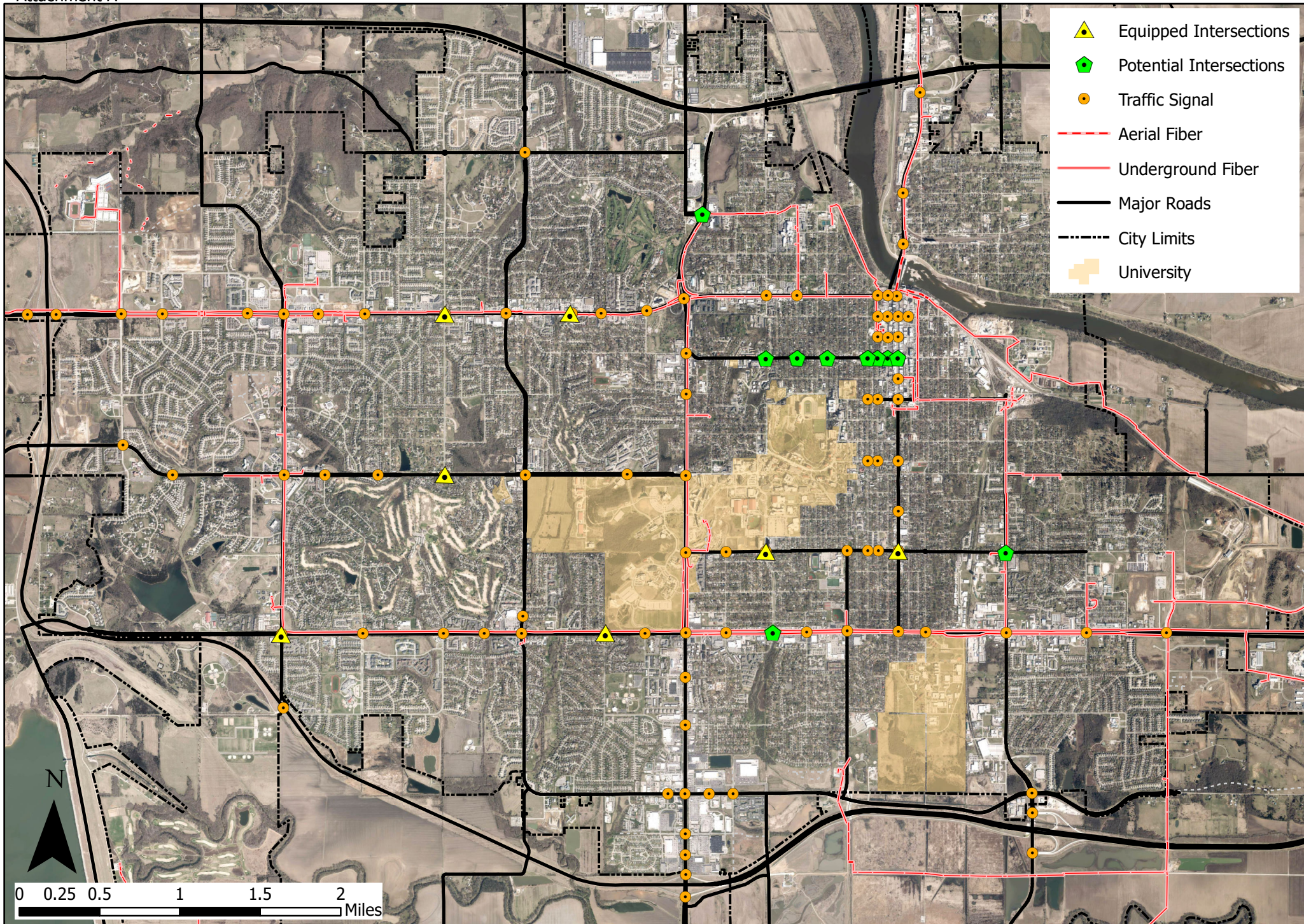
\$8,000 - Local Match: 2018 Planning General Fund (budgeted)/2019 Planning General Fund (proposed)

Project Management & Timeline

The work to complete this project will be completed by consultants hired by the City of Lawrence on behalf of the MPO. The MPO staff will oversee the consultant work and contract for this project. An MPO appointed steering committee will guide and review the consultants work.

Issue RFP – August 2018

Study Completion – June 30, 2019



The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update. Plot date 4/30/2018.