

Attendance:

VOTING MEMBERS PRESENT

<input checked="" type="checkbox"/>	Jennifer Ananda	Lawrence City Commission
<input checked="" type="checkbox"/>	Bryan Culver	L-DC Planning Commission
<input checked="" type="checkbox"/>	Cory Davis (Chair)	KS Dept. of Transportation
<input checked="" type="checkbox"/>	Michelle Derousseau (V-C)	Douglas County Commission
<input type="checkbox"/>	Matthew Herbert	Lawrence City Commission
<input checked="" type="checkbox"/>	Tim Reazin	City of Eudora
<input type="checkbox"/>	Eric Struckhoff	L-DC Planning Commission

NON-VOTING MEMBERS

<input type="checkbox"/>	Brian Cramer	City of Baldwin City
<input type="checkbox"/>	Paul Foundoukis	FHWA
<input type="checkbox"/>	Daniel Nguyen	FTA
<input type="checkbox"/>	Jeff Severin	University of Kansas
<input type="checkbox"/>	Jimmy Wilkins	City of Lecompton

STAFF PRESENT

<input checked="" type="checkbox"/>	Scott McCullough, AICP	L-DC PDS
<input checked="" type="checkbox"/>	Jessica Mortinger, AICP	L-DC MPO
<input checked="" type="checkbox"/>	Ashley Myers, AICP	L-DC MPO
<input checked="" type="checkbox"/>	Margaret Campbell	L-DC MPO

GUESTS PRESENT

<input checked="" type="checkbox"/>	Allison Smith	KDOT
<input checked="" type="checkbox"/>	Bob Nugent	Lawrence Transit

1. Call Meeting to Order and Introductions

Cory Davis called the meeting to order at 3:03 PM. A quorum was present.

2. Public Comments

No public comment was made.

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

Cory Davis asked if anyone had comments on the minutes from March 15th. There were no comments. Bryan Culver motioned to approve the minutes and was seconded by Tim Reazin; the motion was approved unanimously, 5-0.

4. Discussion Item: Old Business and Correspondence

Jessica Mortinger presented the old business and correspondence and asked MPO members if they had any questions. There were none.

5. Action Item: Approval of Bus Transfer Location Analysis

Bob Nugent presented the bus transfer location analysis, which finished in February (<https://assets.lawrenceks.org/assets/mpo/tac/2018/TACBusTransferLocationPresentation.pdf>). This is the second site location analysis, which has been conducted. The previous study was approached as a technical evaluation; it focused on how the location would impact service and resources. The previous process was slightly truncated and when the Commission chose a location, it was not feasible due to ownership. The current location analysis focused on goal setting, public meetings, and working with residents to determine what they viewed as most important when assessing the feasibility of a transit transfer location.

Through the analysis of travel patterns the consultants discovered the center of trip making and demographic measures was around the university campus. The consultants split the transit data into three

different zones. Zone A is located immediately around the campus, Zone B extends out west and slightly north and south, and Zone C covers the rest of Lawrence.

The original candidate sites were reduced to five potential locations for additional analysis. Mr. Nugent then presented and discussed each of the 5 sites and explained how the sites were narrowed down to two recommended sites. Based on the analysis and input during the final public meeting and public survey, it was determined Site A (Vermont Street between 7th Street and 8th Street), the current transfer location, could be retained to serve and maintain a presence in downtown. This would mean the street-based transfer activity could be retained with upgrades to enhance the pedestrian and waiting environments, but would not have the capacity and growth capability of an off-street location. Site D (1941 Stewart Avenue between 19th Street and 20th Street) could be further evaluated as an off-street facility. This site has the space to allow for indoor/outdoor use, the room for current bus capacity, and allowance for growth and compatibility with partner systems. If Site D were selected as the preferred site, Site A could be maintained as a system transfer point for downtown activities and for routes, which focus on the northeast part of Lawrence. Additional traffic analysis including ingress/egress at both sites will be further conducted. Service planning to determine impacts of a main transfer location staged at Site D will also be conducted.

The first study conducted did not lead to any work being pursued; the second study produced similar recommendations for sites along with a downtown location. This analysis will be presented for City Commission acceptance. Michelle Derousseau motioned to approve the Bus Transfer Location Analysis, Bryan Culver seconded; it passed unanimously, 5-0.

6. Action Item: Approval of Competitive CPG Projects

Jessica Mortinger presented the TAC recommended Competitive CPG Projects and the KDOT Competitive Funding Process. KDOT allows each MPO to carryover their excess funds for three 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. These recaptured funds are 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.

The CPG projects require a minimum 20% local match and the UPWP will be amended if any of the chosen projects are awarded. KDOT requires MPOs submitting multiple projects to provide them in priority order; the projects were ranked with TAC guidance. The highest priority ranked project is the 23rd Street Multimodal Corridor Study. The removal of the state highway designation, the passage of the City complete streets policy, the results of the crash Analysis, and the multimodal vision of Transportation 2040 warrants a revised study of 23rd Street before the anticipated 2021 reconstruction. This project would require an 80/20 split, with \$80,000 Competitive CPG and \$20,000 local match. The local match is being provided from Lawrence Public Works funds and the study will provide the backbone for project design, which is anticipated to begin in 2020.

The second highest ranked project is the Intelligent Transportation Systems (ITS) Implementation and Data Collection. The L-DC Regional ITS Architecture Update was completed in May, 2015. 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 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 for pedestrians and bicyclists. 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 the travel demand model, to assist in performance monitoring, or for future studies.

Ms. Mortinger also discussed how 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. The CPG request for this project only covers 44% of the project at \$75,000 with a \$95,000 local match from Lawrence Public Works funds.

The lowest priority ranked project is the Multimodal Traffic Impact Study Methodology and guidelines. 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 Transportation 2040 is being implemented to the fullest multimodal extent for each city and county development process.

This project would require an 80/20 split, with \$32,000 Competitive CPG and \$8,000 local match from the Planning General fund. 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. Michelle Derusseu motioned to approve submitting the competitive CPG projects to KDOT, Tim Reazin seconded; it passed 4-0 with Cory Davis abstaining.

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

Jessica Mortinger presented the crash analysis and countermeasure identification study. Consultants were hired to give technical advice on how to build an in-house GIS model for crash analysis. The goal of the study was to compile a current geodatabase, which identifies locations with high traffic crash records for Lawrence and Douglas County. These "hot spots" were prioritized in regards to a set of defined location variables and the recommendations were made for cost-effective crash countermeasures for the locations. The main concept for this approach to GIS-oriented crash analysis steers away from the historical approach of considering locations based only on public complaint and other situational factors. The old method did not account for hot spots with high vehicle crash records, pedestrian and bike crash records, and traffic volumes; the more traffic volume passing through a given area, the more likely the possibility of a crash. For this new approach, an equally-weighted project location selection method was needed for the City, County, and State jurisdictions.

The new methodology is based on excess expected average crash frequency (EEACF). This shows the extra amount of observed traffic crashes expected a location for a year above the predicted amount of crashes based on traffic volumes. Using the Highway Safety Manual (HSM), the study compared the frequency of crashes at each location with adjustments made to account for regression-to-mean and balances out any inherent randomness of crash locations.

Once a hot spot was determined using GIS, a prioritization ranking method was applied to identify a list of the top highest hazard hot spot locations based on regional concerns as well as EEACF. Using a list of hot spot crash locations within Lawrence and Douglas County, the Steering Committee used a prioritization method to narrow down the list to several projects that could be implemented in the next few years. A separate list of priorities was created for urban sites and rural sites. Twelve total road safety audits were performed with half in the urban setting and half in the rural setting. Rural/county areas have more cost-benefit analysis incorporated into the process. There will be future conversations with city departments to discuss how to incorporate and use the data from the study.

This is a repeatable process to allow cities and the county to reassess areas after construction or changes have been made. An example given was 23rd Street after the opening of the South Lawrence Trafficway (SLT). Tim Reazin asked if there was a prioritization of injury. Ms. Mortinger said the reporting of injuries was not highly technical preventing much emphasis being placed on the type of injury. There is also different reporting standards in rural versus urban areas. Mr. Reazin said Eudora is looking into crash data for the area but there is a lack of reported crashes. Ms. Mortinger said underreporting is a trend locally and nationally.

Mr. Reazin asked if there was a possibility to do an expedited process to review the changes to crash data due to the opening of the SLT. Ms. Mortinger said the counts for traffic data will not be ready from KDOT until July, then the GIS model can be used to replicate the process. Allison Smith said this is innovative and the first model and analysis of this type being conducted in Kansas. Ms. Mortinger said this is a new way to approach the conversation on safety and eventually this will be incorporated into the TIP and project applications.

Tim Reazin motioned to approve the Crash Analysis and Countermeasure Identification study, Jennifer Ananda seconded; it passed unanimously, 5-0.

8. Other Business

Scott McCullough welcomed Jennifer Ananda to the MPO Policy Board and thanked Bryan Culver for his time serving on the MPO Policy Board.

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

Meeting adjourned at 3:52 PM.