Fixed-Route and Pedestrian Access
Steering Committee Meeting Notes
August 7, 2013
2:00 p.m. to 3:00 p.m.

Committee Members in Attendence

Name	Organization	Email	Phone
Tammy Bennett	City of Lawrence	tbennett@lawrenceks.org	785-832-3133
Cory Davis	KDOT	coryd@ksdot.org	785-296-7984
Tina Roberts	Douglas County Senior Services/RTAC	tinar@sunflower.com	785-842-0543
Todd Girdler	L-DC MPO Staff	tgirdler@lawrenceks.org	785-832-3155
Jessica Mortinger	L-DC MPO	jmortinger@lawrenceks.org	785-832-3165
Jim Meyer	URS	jim.meyer@urs.com	312-577-6458
Nalini Johnson	URS	nalini.johnson@urs.com	913-344-1033

Other Attendees

Name	Organization	Email	Phone
Peg Livingood	KU-DCM	peggyl@ku.edu	785-864-5627

Following introductions J. Meyer went through a Powerpoint presentation. The following notes provide reference to the slides and comments/questions generated as a result.

1. Meeting Agenda – The meeting focused on the online interactive mapping summary, the evaluation criteria and revised heat map, and preliminary target area for further analysis.
2. Project Schedule – This is the third steering committee meeting for the project. Online mapping ended in mid-July. An online survey will be developed/active by the end of August/early September. The survey will remain available until mid-October. The next steering committee meeting has been scheduled for Wednesday, September, 18th. The second open house is tentatively schedule for Wednesday, October 9th. Comfirmation of the date and additional information will soon follow. The plan is to have another steering committee meeting around the same time as the second open house.
    a. J. Meyer indicated that the during the Park and Ride Steering Committee meeting, which occurred earlier in the day, there was discussion about holding a combined steering committee meeting in October. The Fixed-Route and Pedestrian Accessiablity Steering Committee members agreed that this was a good idea. The project team will coordinate with the MPO staff to arrange the combined meeting in October.
3. Interactive Online Mapping Summary – A memo summarzing the online mapping results was distributed to the committee. Received 53 responses/comments from the fixed-route and pedestrian accessiablity interactive map, most comments were provided on the countywide bikeway plan which exceeded 400. The project team was pleased with the comments received and indicated that it provided some insight on issues that were then reviewed further as part of the ongoing field work.

4. Additional Outreach Efforts – J. Meyer summarized additional outreach efforts that had been conducted by the project team. These included mobile workshops and a summary of stakeholder meetings. The results of the mobile meetings will be available soon. There were 140 respondents at the Farmer's Market mobile meeting. People lining up wanting to provide their feedback. N. Johnson then summarized the findings from the focus group meetings and paratransit ride along. It was noted that a number of comments focused on transit service issues and not infrastructure improvements that would be needed to enhance access to transit bus stops.
5. Recap of June 2013 SC Meeting – J. Meyer briefly summarized the key items discussed at the June steering committee meeting. These included:
    a. Include other variables in the analysis
        i. Student housing
        ii. Employment
    b. Account for "missing" Census data
        i. Individuals with Disabilities
        ii. Older Adults
    c. Bus turnouts
        i. How to accommodate in the study
6. Revised Heat Maps – J. Meyer distributed a memo that summarized the revised heat map. The project team felt it was important to capture the locations that older adults, persons with disabilities, and students frequent. He indicated that the project team wanted to use the U.S. Census data but the data was not broken-down to a level that would allow for any meaningful analysis. As such, the project team reached out to the steering committee members to help identify these locations for inclusion the evaluation process.
    a. Older Adults – the project team worked with the steering committee to identify locations that are frequented by older adults. Tina Roberts recommended locations for inclusion in the study.
    b. Persons with Disabilities – the project team worked with the steering committee to identify locations that are frequented by persons with disabilities. Dot Nary recommended locations for inclusion in the study.
    c. University Students – the project team received a list of off-campus apartments/housing that the agency distributes transit materials to (from Danny Kaiser). This provided some insight into locations where students are living in Lawrence.
7. Target Areas – J. Meyer summarized the results of the bus stop evaluation and scoring. He indicated that this information, along with the heat map, helped to identify target areas for further analysis. As the study has progressed, the project team realized the recommendations would be primarily focused on major routes within Lawrence. Identifying, and prioritizing, improvements within the residential areas would be too extensive to complete as part of this study. J. Meyer also indicated that the field work to date has shown that there are enough projects to address along the major corridors. T. Girdler indicated there could be additional

follow-up work that the MPO might do to further evaluate pedestrian connections in the residential areas.

J. Meyer provided an example of how the project team plans to proceed with the targeted area analysis. The example focused in on the 23rd Street corridor, generally east of Iowa. J. Meyer also indicated that the area west of Iowa is generally in good condition (as compared to areas east of Iowa). There could still be recommendations west of Iowa but the major pedestrian enhancement needs are located east of Iowa.

J. Meyer showed an aerial photo of the 23rd Street corridor. He identified missing sidewalk segments, difficult bus stops to access, and numerous curb-cuts which negatively impact the pedestrian environment. Some of the missing sidewalk gaps do have sidewalks located near the store/development; however, since they are not directly adjacent to the street, where the majority of people would be walking, they really do not address pedestrian mobility needs along the corridor. Further discussion took place that the sidewalks are considered during the site plan review process, but there needs to be a way to make sure that sidewalks are provided within the roadway right-of-way that better link to sidewalks located on the private development.

23rd Street also has other issues such as five lanes of traffic without any median/refuge areas. It was indicated during the meeting that there is an access management grant for 23rd St. available and this should be highlighted in the report. J. Meyer concluded the discussion of 23rd Street reminding the committee members that this was a good example of how the report will focus on major streets in the area and specifically look to identify missing sidewalk segments and improve crossing difficulties.

J. Meyer then briefly discussed how the project team would be looking at additional target areas including 6th Street (generally east of Iowa) and portions of Iowa. He indicated that many of the same issues exist, in particular the difficult crossings of these major corridors.

8. Spot Improvements – J. Meyer then discussed some spot improvements for evaluation. He provided some examples of areas that would benefit from improvements that would enhance the pedestrian-transit access. The following summarizes this discussion.
    a. Planting trees for shade might be a temporary measure while bus shelters are sought. The 23rd St. Corridor plan is ageing, 10-years old, especially after SLT goes in.
    b. The hospital sidewalk areas around its perimeter are not wheelchair friendly.
    c. Looking into moving bus stops from mid-blocks to end block to provide quick access to intersection when needing to cross the street. The downside is if the access points to a major destination are mid-block.
    d. ITS solutions can be provided for turnout-pullout locations to coordinate light changes with timing of entry back into traffic. Driver could control turning light red to allow merging with traffic once more.

Adjournment – the meeting concluded at 3:00 p.m.