

Tuesday, April 5, 2016 at 1:30 PM
Planning Conference Room
City Hall 6 East 6th Street
Lawrence, Kansas 66044

TECHNICAL ADVISORY COMMITTEE - AGENDA

1. Call Meeting to Order, Welcome and Introductions

2. Action Item: Approval of Minutes from the February 2, 2015 Regular Meeting (attached)

3. Action Item: Review and Approval of the 2015-2019 Transportation Improvement Program Amendment #4

(<http://lawrenceks.org/mpo/tip>, Summary attached)

The MPO staff will present this TIP amendment to the 2015-2019 TIP. This draft TIP amendment will be out for public comments from March 29th to April 13th. This TIP amendment is pending MPO approval on April 21st.

4. Action Item: Review and Approval of the 2016 Public Participation Plan (PPP) (attached)

The MPO staff will present the draft PPP, which will be out for public comment from February 24th to April 9th. The PPP is pending MPO approval on April 21st.

5. Action Item: Create the Bike Share Feasibility and Transit COA Study Steering Committees (attached)

The MPO staff will present proposed steering committee members for approval.

6. Quick Updates

- a. Regional Pedestrian Plan
- b. Competitive CPG Studies- Transit COA, Bike Share Feasibility
- c. Coordinated Public Transit & Human Services Transportation Plan

7. Other Business

8. Next Meeting: May 3, 2016 or another date set by the TAC

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 or national origin, 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.

TECHNICAL ADVISORY COMMITTEE (TAC)
Minutes for Tuesday, February 2, 2016 Meeting

Voting Members

Allison Smith (KDOT)
Robert Nugent (Lawrence Transit Administrator)
Danny Kaiser (KU on Wheels Administrator)
Scott McCullough (Lawrence-Douglas County Planning & Development)
Barack Matite (City of Eudora)
Keith Browning (Douglas County Public Works Director)
Chuck Soules (Lawrence Public Works Director)

Non-Voting Members

Charlie Bryan (Lawrence - Douglas County Health Department)

Staff

Jessica Mortinger (Senior Transportation Planner)
Ashley Myers (Transportation Planner)

1. Call Meeting to Order, Welcome and Introductions

Chuck Soules called the meeting to order at 1:32. A quorum was present and introductions were made.

2. Action Item: Approval of Minutes from the January 5, 2015 Regular Meeting

Chuck Soules asked if anyone had any changes to the minutes. There were none. Scott McCullough motioned to approve the minutes as written. The motion was seconded by Danny Kaiser and passed unanimously (5-0).

Barack Matite arrived.

3. Discussion Item: Kasold/E1200 Rd Closure – South of 31st

Jessica Mortinger said KDOT's plan to close Kasold Drive south of 31st Street on a shorter timeline that originally planned was brought to the MPO's attention during the functional classification discussion. Scott McCullough said KDOT will talk with the MPO Policy Board and then speak with the City and County governing bodies. The City has asked KDOT for safety and traffic counts regarding why the closure needs to occur now rather than when the South Lawrence Trafficway expanded to four-lanes, as it was originally planned. Keith Browning said the County, as a part of this closure discussion, is requesting that KDOT look at the Route 458 and Highway 59 intersection to see if it meets warrants for a signal or other safety improvements.

Chuck Soules said Frank Male from Lawrence Landscape is requesting a right in, right out on the south side of SLT, rather than completely closing it. Mr. McCullough asked if that would be appropriate when the road is turned into four lanes. Mr. Browning said he didn't know.

Robert Nugent arrived. Danny Kaiser asked about how people living southwest of Lawrence are supposed to access the city? With this closure there will only be two access points. Discussion ensued about Wakarusa connections/intersection as an access point. Mr. Browning said the county wasn't surprised about the closure, but was surprised about the timing of it. They were under the impression that it wouldn't happen until the road went to four lanes. The County is requesting KDOT look if a right in-right out is feasible. Mr. Soules said he thinks KDOT wants a letter of support from the city/county commission. Mr.

McCullough said the TAC could take a position if we want; however, it might be more appropriate for the MPO Policy Board to pass a recommendation to the Commissions.

4. Quick Updates

a. Regional Pedestrian Plan – Jessica Mortinger said the draft Lawrence recommendations from the Ped-Bike Issues Task Force are being incorporated into the Regional Pedestrian Plan. She noted MPO staff is also working on recommendations for the other communities.

b. MPO Tell Us Portal /Public Participation Plan – Ashley Myers said the MPO recently created our own Peak Democracy portal like Lawrence Listens that is called Tell Us. The public participation survey was released on the MPO Tell Us Portal and it will close on February 9th. The feedback will be incorporated into the plan. Then the plan will go to 45-day public comment and will come back to the TAC for recommendation of approval to the Policy Board in the spring.

c. Competitive CPG Studies- Transit COA, Bike Share Feasibility – Jessica Mortinger said we received proposals for the two RFPs. The transit COA selection committee met this morning. We will be scheduling interviews in the next couple of weeks. We will be reviewing the bike share feasibility RFPs next week. Many members of TAC will be asked to be on the steering committees for the studies.

Barak Matite asked how often competitive funding is available. Ms. Mortinger said it is available every three years, as KDOT collects CPG funding that the MPOs don't spend over the years.

d. Coordinated Public Transit & Human Services Transportation Plan – Ashley Myers said the Regional Transit Advisory Committee met in October to revise the first half of this plan. The Committee met again last week to revise the second part of the plan. We will be doing a rider survey for the next couple of weeks and that feedback will be incorporated into the plan, which will most likely come to TAC for recommendation of approval in the spring.

5. Other Business

Barak Matite asked if traffic projections have been done for K-10 once the SLT is completed. No one at the table had seen the traffic projections. Allison Smith will look into it.

Charlie Bryan asked if there is any information about ozone implementation. Allison Smith said KDOT didn't plan to hear anything until after summer. KDHE wants to see how the summer goes. KDHE did workshops and public relations work in 2008, but they aren't planning on it this time. Unless this summer is very hot and dry, the ozone results won't be troublesome and everyone will be in attainment. Mr. Bryan said the Health Department facilitates an Air Zone Committee. Perhaps the Health Department could do a public education campaign based on what KDHE did in 2008. Jessica Mortinger said perhaps we do a state of the state program like last time. Keith Browning asked why Douglas County doesn't have a monitor. Mr. Bryan said Douglas County used to, but decided it wasn't necessary.

6. Next Meeting: March 1, 2016 or another date set by the TAC

The meeting was adjourned at 2:08 PM.

2015-2019 TIP– Amendment #4

Project Changes:

MPO#:220 KDOT#: Route 1055 Improvements, N1000 to N1180
Move \$70,000 of Local Utilities from FY2018 to FY2017 and move \$1,855,000 of Local Construction from FY2019 to FY2018. Change termini from N1100 to N1180 to N1000 to N1180.

MPO#:222 KDOT#: Bridge 1000-1638 Replacement
Total project cost decreases from \$994,000 to \$944,000. FY2016 Local Construction decreases from \$850,000 to \$800,000.

MPO#:224 KDOT#: Bridge 0064-0550 Replacement
Total project cost increases from \$635,000 to \$685,000. \$550,000 of FY2016 Local Construction funding moved to \$600,000 of FY2017 Local Construction funding.

MPO#:225 KDOT#: Culvert 1500-1624 Replacement
Total project cost increases from \$530,000 to \$540,000. Move \$500,000 of Local Construction from FY2016 to FY2017. Include \$10,000 of Local Right-of-Way in FY2016. Alter project scope to say, "Replace narrow culverts, channel improvement".

MPO#:235 KDOT#: 23 U-0617-01 KLINK US-59 (Iowa Street) N of 31st St, to S of 23rd St.
Total project cost increases from \$690,000 to \$870,000. FY2017 funding for Local construction increases from \$330,000 to \$510,000. Increase length from .92 to 1.004.

MPO#:236 KDOT#: KA-3634-02 SLT/K-10 West Leg in Douglas County
Add information to the comment section of the database table. It shall now say, "Project is authorized for PE Only. The total project cost, including all work phases, is estimated at \$73,775 K. This estimate should be used for planning purposes only."

MPO#:237 KDOT#: KA-3634-03 SLT/K-10 West Leg in Douglas County
Add information to the comment section of the database table. It shall now say, "Project is authorized for PE Only. The total project cost, including all work phases, is estimated at \$159,800 K. This estimate should be used for planning purposes only."

MPO#:500 KDOT#: TE-0373-01 Santa Fe Depot Restoration
Total project cost increases from \$1,385,000 to \$1,442,000. FY2016 TA funding for Construction increased from \$1,019,000 to \$1,065,000. FY2016 funding for Local Construction increased from \$255,000 to \$266,000.

MPO#:501 KDOT#: TE-0424-01 Baldwin City Depot Railscape
Total project cost increases from \$217,000 to \$260,000. Move all FY2015 obligations to FY2016. Decrease FY2016 Local PE funding to \$1,000. Increase FY2016 Local Construction funding to \$83,000. Increase FY2016 TA Construction funding to \$169,000. Include \$2,000 of Local CE funding in FY2016 and \$5,000 of TA CE funding in FY2016.

MPO#:601 KDOT#: Rte 458 HRRR
Total project cost increases from \$823,000 to \$876,000. Move \$75,000 of Local Utilities funding from FY2016 to FY2017. Move \$75,000 of Local ROW funding from FY2016 to FY2017. Remove \$580,000 of HRRR Construction funding from FY2017. Move \$45,000 of Local CE funding from FY2017 to FY2018. Program \$570,000 of HSIP Construction funding in FY2018. Program \$63,000 of Local Construction funding in FY2018.

2015-2019 TIP– Amendment #4

Currently Approved:

Proposed Amendment #3

Estimated Expenditures by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ -	\$ -	\$ 101
FTA 5311	\$ 48	\$ 90	\$ -	\$ -	\$ 138
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ 35,038	\$ -	\$ -	\$ -	\$ 35,038
HRRR	\$ -	\$ 36	\$ 580	\$ -	\$ 616
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 500	\$ 3,525
STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
TE/TA	\$ 155	\$ -	\$ -	\$ -	\$ 155
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,739	\$ 17,615	\$ 800	\$ 800	\$ 22,954
State AC Conversion*	\$ (59,943)	\$ (500)	\$ (500)	\$ (500)	\$ (61,443)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 10,858	\$ 21,595	\$ 20,942	\$ 11,376	\$ 64,771
Total	\$ 18,705	\$ 41,668	\$ 25,444	\$ 14,298	\$ 100,115

*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

Estimated Revenues by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ -	\$ -	\$ 101
FTA 5311	\$ 48	\$ 90	\$ -	\$ -	\$ 138
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ 35,038	\$ -	\$ -	\$ -	\$ 35,038
HRRR	\$ -	\$ 36	\$ 580	\$ -	\$ 616
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 500	\$ 3,525
STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
TE/TA	\$ 155	\$ -	\$ -	\$ -	\$ 155
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,739	\$ 17,615	\$ 800	\$ 800	\$ 22,954
State AC Conversion*	\$ (59,943)	\$ (500)	\$ (500)	\$ (500)	\$ (61,443)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 10,858	\$ 21,595	\$ 20,942	\$ 11,376	\$ 64,771
Total	\$ 18,705	\$ 41,668	\$ 25,444	\$ 14,298	\$ 100,115

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Proposed Amendment #4

Estimated Expenditures by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ -	\$ -	\$ 101
FTA 5311	\$ 48	\$ 90	\$ -	\$ -	\$ 138
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ 35,038	\$ -	\$ -	\$ -	\$ 35,038
HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
TE/TA	\$ 15	\$ -	\$ -	\$ -	\$ 15
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,739	\$ 17,497	\$ 800	\$ 800	\$ 22,836
State AC Conversion*	\$ (59,943)	\$ (500)	\$ (500)	\$ (500)	\$ (61,443)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 10,781	\$ 20,571	\$ 22,397	\$ 13,299	\$ 67,048
Total	\$ 18,488	\$ 40,526	\$ 26,319	\$ 16,791	\$ 102,124

*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

Estimated Revenues by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ -	\$ -	\$ 101
FTA 5311	\$ 48	\$ 90	\$ -	\$ -	\$ 138
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ 35,038	\$ -	\$ -	\$ -	\$ 35,038
HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
TE/TA	\$ 15	\$ -	\$ -	\$ -	\$ 15
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,739	\$ 17,497	\$ 800	\$ 800	\$ 22,836
State AC Conversion*	\$ (59,943)	\$ (500)	\$ (500)	\$ (500)	\$ (61,443)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 10,781	\$ 20,571	\$ 22,397	\$ 13,299	\$ 67,048
Total	\$ 18,488	\$ 40,526	\$ 26,319	\$ 16,791	\$ 102,124

*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County **MPO#:** 220 **KDOT#:** Advanced Construction **Grand Total:** \$2,000 **Date added:** 8/2015
Project Name: Route 1055 Improvements, N1000 to N1180 **Project Scope:** **Comments:** Last Revised: 4/2016
Route (to/from location): N1000 to N1180 Construct paved shoulders; replace narrow culvert; flatten roadside slope
Project Type: Road **Project -** Grading, Surfacing
Length: 1.8 **Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019							
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion				
								Local	ROW	\$45		Local	Const	\$1,885									
								Local	Util	\$70													

Project Sponsor: Douglas County **MPO#:** 222 **KDOT#:** Advanced Construction **Grand Total:** \$944 **Date added:** 8/2015
Project Name: Bridge 1000-1638 Replacement **Project Scope:** **Comments:** Last Revised: 4/2016
Route (to/from location): Rte 458 .38 mi east of Rte 1055 Replace Rte 458 bridge over Coal Creek Includes replacing Br No. 1001-1649; PE completed 2014' ROW/Utilities completed 2015
Project Type: Bridge **Project -** Bridge Replacement
Length: .17 **Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019							
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion				
Local	ROW	\$8		Local	Const	\$800																	

Project Sponsor: Douglas County **MPO#:** 224 **KDOT#:** Advanced Construction **Grand Total:** \$685 **Date added:** 8/2015
Project Name: Bridge 0064-0550 Replacement **Project Scope:** **Comments:** Last Revised: 4/2016
Route (to/from location): Rte 1029 .6 mi North of N1 Rd Replace Bridge
Project Type: Bridge **Project -** Bridge Replacement
Length: .1 **Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019							
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion				
Local	PE	\$65		Local	ROW	\$10		Local	Const	\$600													
				Local	Util	\$10																	

FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 237 **KDOT#:** KA-3634-03 Advanced Construction **Grand Total:** \$10,800 Date added: 1/2016

Project Name: SLT/K-10 West Leg in Douglas County **Project Scope:** **Comments:** Last Revised: 4/2016

Route (to/from location): 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction Add 2 lanes to existing 2 lanes for a 4 lane freeway section. Includes existing interchanges @ US-40, bob Billings, Clinton & US-59. New interchange approx. .8 mi east of Wakarusa/27th St intersection. Kasold Drive intersection will be closed. Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$159,800 K. This estimate should be used for planning purposes only.

Project Type: Road/Interchange **Project - Work Type:** Interchange/Reconstruction

Length: 7

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$10,800													

Project Sponsor: Lawrence **MPO#:** 500 **KDOT#:** 23TE-0373-01 Advanced Construction **Grand Total:** \$1,442 Date added: 10/2014

Project Name: Santa Fe Depot Restoration **Project Scope:** **Comments:** Last Revised: 4/2016

Route (to/from location): 413 East 7th Street, Lawrence, KS Revitalize the Santa Fe Depot site and building TA funding to pay 80% of eligible costs.

Project Type: Enhancement **Project - Work Type:** Special Work

Length:

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$1													
				TA	Const	\$1,065													
				Local	Const	\$266													
				TA	CE	\$88													
				Local	CE	\$22													

Project Sponsor: Baldwin City **MPO#:** 501 **KDOT#:** TE-0424-01 Advanced Construction **Grand Total:** \$260 Date added: 10/2014

Project Name: Baldwin City Depot Railscape **Project Scope:** **Comments:** Last Revised: 4/2016

Route (to/from location): Extend the length of the brick boarding platform, cover the platform and install lighting, install native prairie landscaping and three additional ADA parking spaces to complete the Depot Railscape 2014 KDOT Transportation Alternatives Project

Project Type: Enhancement **Project - Work Type:** Other

Length:

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$1													
				Local	Const	\$83													
				TA	Const	\$169													
				Local	CE	\$2													
				TA	CE	\$5													

FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County

MPO#: 601

KDOT#:

Advanced Construction

Grand Total: \$876

Date added: 1/2016

Project Name: Rte 458 HRRR

Project Scope:

Comments:

Last Revised: 4/2016

Replace nine narrow culverts and remove roadside trees to improve roadside safety.

Route (to/from location): Rte 458 E 1800 Rd. to E 2000 Rd.

Project Type: Safety

Project - Grading

Length: 2

Work Type:

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
				Local	PE	\$48		Local	Util	\$75		HSIP	Const	\$570						
								Local	ROW	\$75		Local	Const	\$63						
												Local	CE	\$45						

2016 Public Participation Plan

Pending MPO Policy Board Approval

DRAFT

LAWRENCE - DOUGLAS COUNTY

MPO



METROPOLITAN PLANNING ORGANIZATION

Approved by the MPO Policy Board on [insert date].

Funding Note: This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Special Accommodations: Please notify the Lawrence-Douglas County Metropolitan Planning Organization (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.

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DRAFT

Introduction

Public participation in the regional transportation planning process for the Lawrence-Douglas County Metropolitan Planning Organization (MPO) is guided by this Public Participation Plan (PPP). The plan outlines recommended methods to engage the public during the transportation planning & decision making process and informs members of the public how they can be involved.

Public participation is an integral part of the transportation planning process. The information and perspectives provided through the public participation assist decision-makers and lead to a more meaningful and comprehensive planning process. Good public participation techniques allow planners to identify issues and understand aspects of the transportation system directly from its users that may be missed when considering a project from a purely technical or political point of view. Effective transportation planning must include the participation of those whose everyday lives are affected by how they are able to get to work, home, school, stores, and services.

Access for All

The MPO strives to make the transportation planning process as inclusive as possible. Thus specific policies and plans have been developed to ensure sensitive populations are accommodated in the planning process. This includes the Title VI population, persons with a disability, the Limited English Proficiency (LEP) population, the Environmental Justice (EJ – low income and high minority) zone populations and other traditionally underserved groups.

MPOs are required to develop a PPP to fulfill the requirements stated in Metropolitan Transportation Planning Regulations (23 CFR §450.316).

Title VI

The [MPO's Title VI Program](#) Manual states the MPO complies with all civil rights laws and ensure that no person will — on the grounds of race, religion, age, gender, disability, national origin, or economic status — be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any MPO program or activity.

The MPO promotes the full and fair participation of all affected populations in the transportation decision making process. Any MPO information, educational materials, and transportation planning participation opportunities will be equally accessible to all people covered by Title VI. The Title VI Program Manual includes a complaint form and process for use by anyone who believes they have been discriminated against in the MPO operations. All Title VI complaints will be reviewed by the MPO Policy Board and used by MPO staff to improve the region's transportation planning process. The Title VI Program Manual can be accessed at: www.lawrenceks.org/mpo/title6

Persons with a Disability

No one should be excluded from participating in the transportation planning process. To ensure the location and setup of public meetings do not exclude people from participating, public meetings should be held in locations accessible by transit and in buildings compliant with the Americans with Disabilities Act (ADA).

Limited English Proficiency (LEP) Population

The MPO maintains a [Limited English Proficiency \(LEP\) Plan](#) which determines the level of language assistance measures to be taken in the planning process. The percentage of population in Douglas County that does not understand English is small and the MPO is not required to provide written translations of MPO materials. However, the MPO will make reasonable attempts to provide translations when requested. I Speak Cards (Figure 1) will be utilized at all public meetings and are located at the Planning Office front desk.

The following note is included on all MPO agendas and MPO approved

Figure 1: I Speak Cards



documents:

Special Accommodations: Please notify the Lawrence-Douglas County Metropolitan Planning Organization (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.

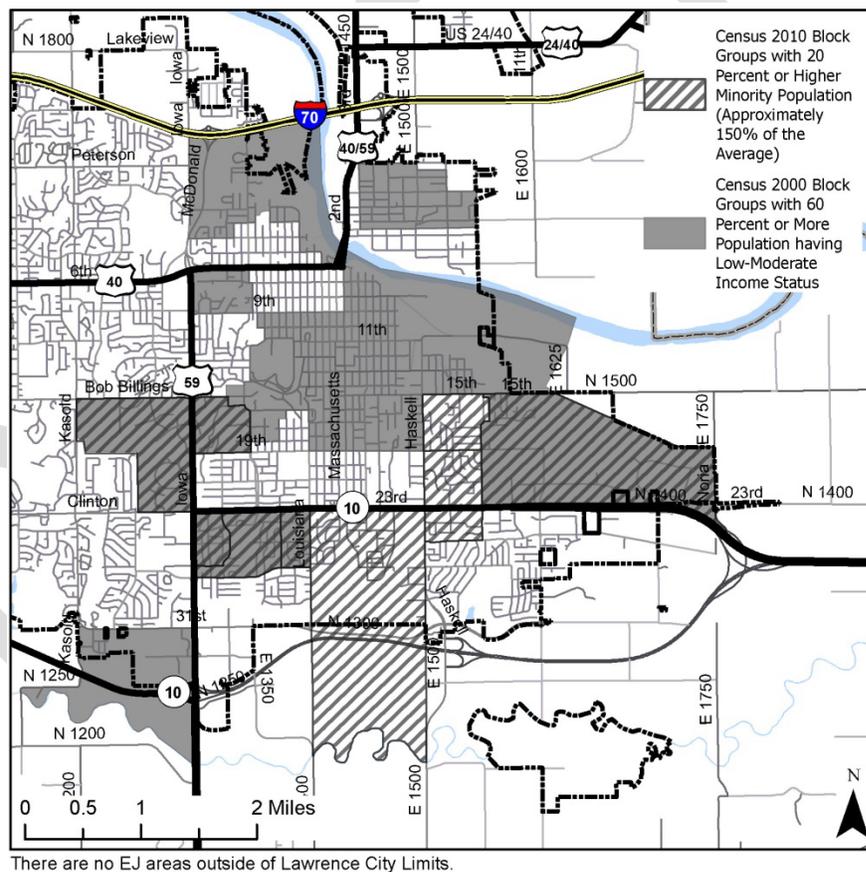
The MPO programs do not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see www.lawrenceks.org/mpo/title6 or call (785) 832-3150.

The LEP Plan can be accessed at: www.lawrenceks.org/mpo/public_participation

Environmental Justice Population

The low-income and minority populations are traditionally underserved groups. As such the term Environmental Justice (EJ) zones was delineated in order to identify these groups (Figure 2). It is an MPO priority to communicate with these traditionally underrepresented and underserved groups and incorporate them into the planning process. The Strategies and Techniques section of this plan discusses how the MPO conducts outreach to these specifically underrepresented groups.

Figure 2: Lawrence-Douglas County Environmental Justice Zones



What is an MPO?

Each urbanized area with a population of 50,000 people or more is required to have a MPO which acts as a liaison between local communities, their citizens, and the state and federal departments of transportation. MPOs are important because they help direct how and where available state and federal dollars for transportation improvements will be spent. The MPO also develops four core documents that create a regional vision for how the multimodal transportation system will function

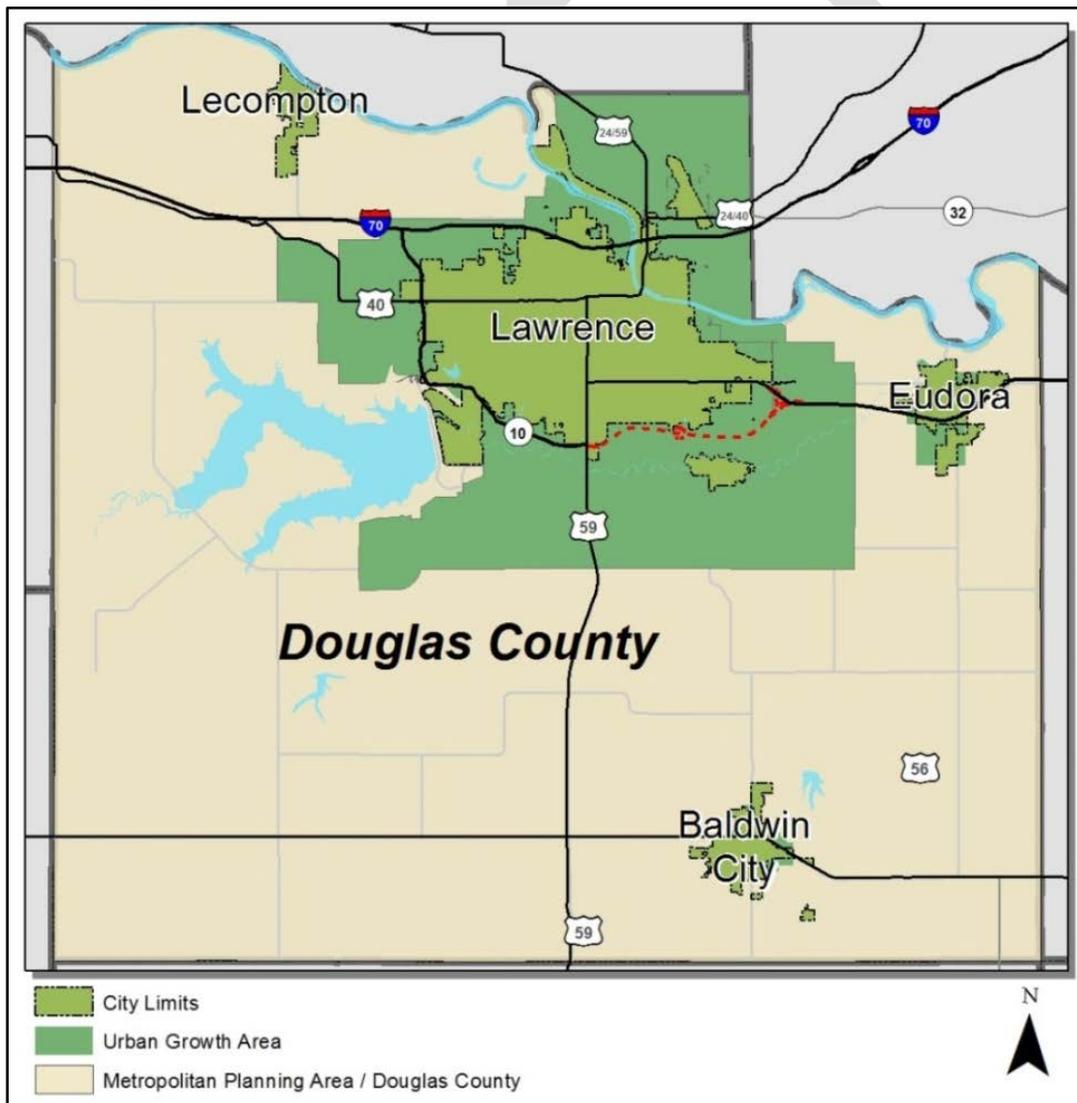
and grow – now and into the future. These documents have planning horizons dependent on their type of product and are displayed in Figure 3. These four documents will be further described in the MPO Core Documents section of this plan.

Figure 3: Primary MPO Documents

<p>Metropolitan Transportation Plan (MTP) Long range plan 20 + year horizon</p>	<p>Transportation Improvement Program (TIP) Short range implementation plan of MTP projects 4-5 year horizon</p>	<p>Unified Planning Work Program (UPWP) Yearly MPO work plan 1 year horizon</p>	<p>Public Participation Plan (PPP) Participation process for all MPO work 5 year horizon</p>
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Figure 4 displays the geographic area covered by the MPO called the Metropolitan Planning Area (MPA). The MPA for our region is all of Douglas County including the four cities in the county: Baldwin City, Eudora, Lawrence and Lecompton.

Figure 4: Lawrence-Douglas County Metropolitan Planning Area (MPA)



How do I Participate?

There are a variety of ways the public can participate in the transportation planning process. Figure 5 displays the many ways for the public to participate.

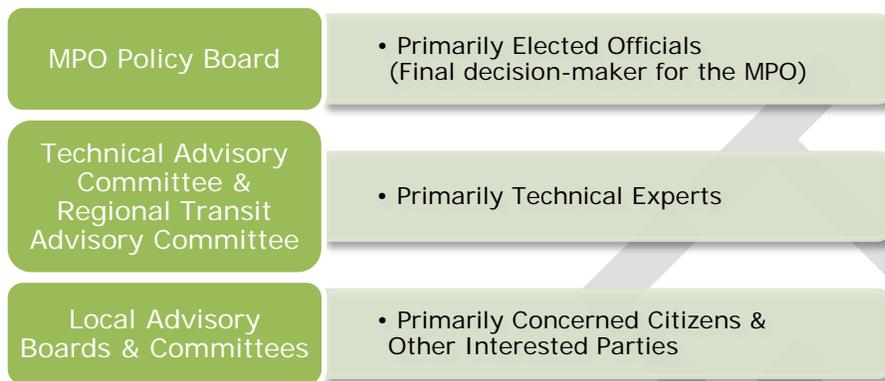
Figure 5: Participation Methods



MPO Structure

The MPO structure is composed of MPO staff, the MPO Policy Board, a Technical Advisory Committee, a Regional Transit Advisory Committee, and several other advisory groups that may be formed from time to time to help the MPO staff with major projects. The MPO structure is shown in Figure 6. The number of official MPO advisory committees and their composition is determined by the MPO Policy Board and specified in the MPO Bylaws and/or in the bylaws for each MPO advisory committee.

Figure 6: MPO Structure



All of the MPO Policy Board and advisory committee meetings are open to the public, agendas are posted online prior to the meeting and public comment opportunities are provided at those meetings.

Metropolitan Planning Organization Policy Board (MPO)

www.lawrenceks.org/boards/metropolitan-planning-organization-policy-board

The MPO Policy Board is charged with maintaining a regional transportation planning process that is continuing, comprehensive and cooperative. The Policy Board is the final decision-maker in the MPO process. It has the authority to approve the regional transportation vision (included in the Metropolitan Transportation Plan) and then prioritize and choose projects (included in the Transportation Improvement Program and Unified Planning Work Program) to implement that vision.

MPO Policy Board typically meets on the 3rd Thursday of each month at 3:00 p.m. in the City Commission Room at Lawrence City Hall, 6 E. 6th St.

In 1982, the Lawrence-Douglas County Planning Commission, which is comprised of appointed officials, was designated as the MPO for the Lawrence Urbanized Area. In 2008 the MPO was re-designated to be primarily composed of elected officials. Today the MPO Policy Board is comprised of seven voting members and serves as an important forum for cooperative decision making on transportation issues affecting the region. The seven voting and five non-voting members of the MPO are listed below.

MPO Policy Board – Voting Members

- 2 Lawrence City Commissioners;
- 1 Douglas County Commissioner;
- 2 Lawrence-Douglas County Metropolitan Planning Commission members (one that was appointed by the Lawrence City Commission and one that was appointed by the Douglas County Board of County Commissioners);
- 1 elected official from the governing body of Baldwin City, Eudora, or Lecompton (rotating seat); and
- 1 representative from the Kansas Department of Transportation (KDOT).

MPO Policy Board – Non-Voting Members

- 1 representative from the Federal Highways Administration (FHWA) Kansas Division Office

- 1 representative from the Federal Transit Administration (FTA) Region 7 Office
- 1 representative from the University of Kansas
- 1 elected official from the governing body of Baldwin City, Eudora and/or Lecompton not presently represented on the MPO Policy Board by a voting member (two members).

Technical Advisory Committee (TAC)

www.lawrenceks.org/boards/technical-advisory-committee

The Technical Advisory Committee (TAC) is the main advisory committee for the MPO Policy Board and is made up of expert personnel from constituent agencies. These committee members advocate for their own community's interests, provide expert advice to board members, oversee studies, and assist MPO staff. The TAC is composed of nine voting members and four non-voting members as listed below.

TAC Voting Members

- Douglas County - Public Works Director or designee
- Lawrence - Public Works Director or designee
- Eudora - City Manager or designee
- Baldwin City – City Manager or designee
- Lecompton – City Clerk or designee
- Lawrence-Douglas County Planning & Development Services Department - Director or designee (not transportation planning/MPO staff)
- Kansas Department of Transportation (KDOT) – Comprehensive Transportation Planning Unit designee
- Lawrence - Transit System Administrator or designee
- University of Kansas – KU on Wheels Manager or designee

TAC typically meets on the 1st Thursday of each month at 1:30 p.m. in the Planning Conference Room at Lawrence City Hall, 6 E. 6th St.

TAC Non-Voting Members

- Lawrence – Public Transit Advisory Committee Chair or designee
- Lawrence-Douglas County – Bicycle Advisory Committee Chair or designee
- Representative from the Federal Highway Administration (FHWA) as designated by the Kansas Division Administrator
- Representative from the Federal Transit Administration (FTA) as designated by the Region 7 Administrator
- Representative from the Lawrence-Douglas County Health Department as designated by the Department Director

Regional Transit Advisory Committee (RTAC)

www.lawrenceks.org/boards/regional-transit-advisory-committee

The Regional Transit Advisory Committee (RTAC) is a MPO advisory committee formed in 2011 to provide the MPO with technical support for regional transit planning, assist the MPO with carrying out the Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP), assist the MPO with the transit planning process throughout Douglas County, and provide a forum for MPO staff and transit operators to discuss transit related issues affecting the Lawrence-Douglas County Region. The RTAC is composed of nine voting members and four non-voting members as listed below.

Voting Members:

- Lawrence - Transit System Administrator or designee
- Lawrence Housing Authority- Board of Commissioners or designee
- University of Kansas – KU on Wheels Manager or designee
- Independence Inc. – Representative or designee
- Cottonwood Inc. – Representative or designee
- Douglas County Senior Services – Representative or designee
- Bert Nash Community Mental Health Center – Representative or designee
- Douglas County Private sector providers - Representative
- Assisted Living Centers Transit Provider - Representative

RTAC does not have a standing meeting date. Please visit the RTAC webpage for meeting information.

Ex-Officio Non-Voting Members

- Representative from the Kansas Department of Transportation (KDOT) designated by the Secretary of Transportation
- Representative from the Federal Transit Administration (FTA) designated by the Region 7 Administrator
- Representative or designee from each of the Douglas County Private Transit Provider, or Assisted Living Centers not presently represented on the RTAC by a voting member.
- Representative or designee from Johnson County Transit/KCATA/Ride KC

Coordination with Others

Interested Parties, Advisory Boards, Committees and Community Groups

The MPO works with a wide variety of project partners and interested parties to accomplish our planning goals. MPO staff continually reaches out to potential groups to include on the coordination efforts and subscription list.

In addition to the MPO Policy Board and advisory committees, there are several other City of Lawrence and Douglas County advisory boards and committees that deal with transportation-related issues. Other advisory boards, committees and community groups regularly interact with MPO staff and participate in the MPO process. A list of these groups is included in Table A-2 in Appendix A.

The MPO Technical Advisory Committee (TAC) includes members that have regular interactions with the local neighborhood associations and local land developers. Through that web of professional contacts the MPO members and MPO staff keeps informed about the transportation concerns of various local stakeholders. Although the MPO Policy Board is composed primarily of local elected officials it also includes two planning commissioners that help to provide land use planning input into the MPO process.

State and Local Resource Agencies

During the development of this Public Participation Plan the MPO staff consulted with and took comments from both the Lawrence Transit and KDOT staffs to enhance the MPO public participation process.

In addition, the MPO consults with the following groups when developing a TIP or MTP.

- State and Local Agencies dealing with planning functions for Economic Development, Planned Growth, Environmental Protection, Airport Operations, Freight Movements, Environmental Justices, Bicycle/Pedestrian and Other Planning Activities Affected by Transportation
- Indian Tribal Governments if tribal lands exist in the area
- Federal Land Management Agencies if federal lands exist in the area

These groups are notified of opportunities to review and comment during the public comment process and their comments are documented and addressed before the final draft is considered by the MPO Policy Board.

Coordination between KDOT, FTA, FHWA, Lawrence Transit and Local Government Staff and the MPO is evidenced in the process. Planning partners participate with the MPO staff in the development of documents and processes through attendance and discussions at TAC meetings. Planning partners are asked to review drafts and provide guidance and feedback early and continuously throughout the process. An example of this coordination is during the adoption and amendments of the Transportation Improvement Program (TIP). The TIP is a collaborative document that is formed through the consultation and solicitation of project information from project sponsors. Another result in the collaboration of TIP development allows the TIP to meet the transit requirement for a Program of Projects (POP) for Lawrence Transit, and the public involvement activities conducted for TIP approval are also used by Lawrence Transit to approve their POP. Similarly, the TIP approval/amendment process provides the necessary public participation for certain Statewide Transportation Improvement Program (STIP) changes initiated by KDOT.

The MPO is responsive to the requests and feedback received from our planning partners and incorporates and addresses comments as feasible before the final draft is considered by the MPO Policy Board.

Goal and Objectives

The MPO shall maintain a public participation process that is effective and meaningful for citizens and groups to become engaged in the MPO's regional transportation planning activities.

Regional transportation planning cannot, and should not, be based simply upon technical analysis. The qualitative information derived from public participation is essential to good decision making. The MPO will ensure that the public has opportunities to be informed and involved early in the development of plans and projects; that their issues and concerns are heard; and that their concerns are considered prior to any final decision by the MPO Policy Board.

This Public Participation Plan is designed to be a goal-oriented document that provides a philosophy around which to build a regional transportation participation program that will accomplish the objectives shown in Figure 7. Each objective is expanded upon in the following text.

Figure 7: Public Participation Objectives



Objective 1: Educate

The 2016 MPO Public Participation Survey indicates that 54% of respondents were not familiar with the MPO. This needs to be remedied through educating the public about the MPO public participation process and how participation can affect the creation of the regional vision for the future multimodal transportation system. The MPO needs to help people who are interested in transportation planning to get plugged into the process where their interests lie and where they can impact the actual decision making process. This MPO Public Participation Plan is designed to direct the MPO staff and committees to go further than it has in the past to build public knowledge about the transportation planning process and to encourage meaningful public participation at various stages of the process.

Objective 2: Encourage

The MPO needs to hear from different kinds of transportation users (e.g., people who drive their car, ride the bus, walk, bicycle, carpool, receive truckload deliveries, etc.), and the MPO needs to have those different types of users talk to each other. The MPO will plan a transportation system for all transportation users. The diversity of stakeholders in the transportation planning process is important if that process is to create transportation system plans that work for all stakeholders.

The MPO recognizes that the continuous update cycle for regional plans can make it difficult for members of the public and other stakeholders to understand when public comment is being solicited and for what purposes. To a large degree, public participation tools and activities must encourage citizen participation on an ongoing basis.



At the same time, the MPO recognizes that strategies and the extent of public participation will vary depending upon the plan or project that is currently in the public view. Decision-makers must be strategic in designing a public participation program that is mindful of the fact that people in the region have varying levels of understanding about, and interest in, regional transportation planning. Consequently, they have different informational needs. It is widely understood that most people want to have a better transportation system that works for them to get around the region more efficiently. However, depending on the age, income, family status, employment situation, travel mode, and social interests of each person - that could mean very different things. Therefore the MPO encourages effective communication among the diverse stakeholders in order to have a complete representation of the community in our decision making processes.

Early and continuous public participation opportunities are encouraged

Objective 3: Opportunity

Repondants to the 2016 MPO Public Participation Survey overwhelmingly indicated public participation is most important during all phases of the transportation planning process. Therefore, opportunity must be given to residents to participate throughout the transportation planning process. The demand for public participation and outreach will always be greater than the MPO's available resources. As the MPO continues to serve the Lawrence-Douglas County Region, standards are set in place so that there is a level of consistency in public participation opportunities among the different planning efforts.

Public review and comment periods for each type of MPO planning activity and draft document (TIP, UPWP, etc.) will remain consistent over time and notifications about major MPO planning projects getting underway (MTP updates, special studies, etc.) will be posted online and sent to interested parties regularly so that they can make comments on these MPO projects in a timely manner. Early and continuous public participation will be solicited by MPO staff and viewed as an important factor in the regional transportation planning process. Please see the Core Documents section to view the MPO standard document public comment periods.

Objective 4: Incorporate

Public comments should help shape policies and guide the MPO's planning activities. It is important that not only do the members of the public view their participation as meaningful, but the MPO needs to show proof that their contribution had an important effect on the overall transportation planning process by incorporating the public comments and recommendations into the decision making process.

What we heard –

74% of respondents to the Public Participation Survey stated public comments should be posted on the MPO website.

Objective 5: Evaluate

A public participation strategy can only be declared effective over time if it's efforts are tracked and evaluated.

The evaluation component within this Public Participation Plan (PPP, see page 18) will ensure sustainability among its best practices. Not only do the tools and techniques need to be monitored and continue to evolve, but the entire PPP document and process should be reviewed and updated at least once every five years prior to the Metropolitan Transportation Plan (MTP) update to ensure that appropriate changes are being implemented by the MPO. The PPP may also be reviewed and updated if new planning regulations are enacted or if other changes occur that prompt the MPO to direct staff to update the plan.

Strategies and Techniques

Transportation planners are responsible for developing a unique public engagement strategy for each project that uses the appropriate techniques for the project. The strategy should include a timeline showing engagement techniques and other relevant activities, and should outline target audiences and expected outcomes. The 2016 Public Participation Survey indicated that a large percentage of the community only becomes involved in the transportation planning process when the projects or issues are of personal interest to them. The community also indicated that they do not have enough free time to participate in planning activities or do not know how to get involved. Overcoming these issues will require finding a balance of various techniques and strategies that will result in more people and more interest groups getting involved in the MPO process and encourage early, continuous, and accessible public participation. The following techniques and strategies will serve as a guide for the decision-makers to use when developing the public participation component of each project.

To promote the involvement of everyone (including traditionally underserved populations such as low income and minority communities and people with disabilities) in the transportation planning process, technical jargon should be avoided in presentations and information should be displayed using visualization techniques and graphics. Staff should be available to answer questions and work to verify that the messages presented are being understood by the audience. Likewise, the staff should actively listen to participants at meetings and make sure that the staff understands the comments made by the public. Figure 8 displays other techniques transportation planners will employ to specifically reach the traditionally underrepresented groups.

Figure 8: Specific Techniques to encourage participation among traditionally underserved populations

- Conduct interviews orally so that low literacy will not be a barrier.
- Divide larger groups into smaller, more comfortable sizes.
- Utilize local residents to help interview people in their own community.
- Provide a comfortable meeting space.
- Involve local officials and community insiders.
- Hold meetings in "neutral" locations, like schools or community centers that are accessible by transit.
- Work with existing organizations
- Attend scheduled and special events.
- Use interpreters and translated materials where appropriate and feasible.

Brochures and Fact Sheets

Brochures and Fact Sheets are a presentation of data in a format emphasizing brevity, key points of interest or concern, a fairly minimalist design aesthetic, and a general desire to convey the most relevant information in the least amount of space. Fact sheets condense information into an easy-to-read, straightforward, portable, and modular form of knowledge. They often contain lists, statistics, and answers to common questions. In some cases they may include a summary or abridgement of a longer document. The MPO will utilize this tool when disseminating information about major plans and studies.

Document Availability

When select major MPO documents, maps or programs are proposed to be changed, copies of the existing documents and the proposed changes will be made available during the public comment period at the following locations:

- Baldwin City Public Library, 800 7th Street, Baldwin City, KS
- Eudora Public Library, 14 E. 9th Street, Eudora, KS
- Lawrence Public Library, 707 Vermont Street, Lawrence, KS
- Lecompton City Hall, 333 Elmore, Lecompton, KS
- Lawrence City Hall, 6 E. Sixth St., 1st Floor, Planning & Development Services, Lawrence, KS
- Documents are also published online at www.lawrenceks.org/mpo

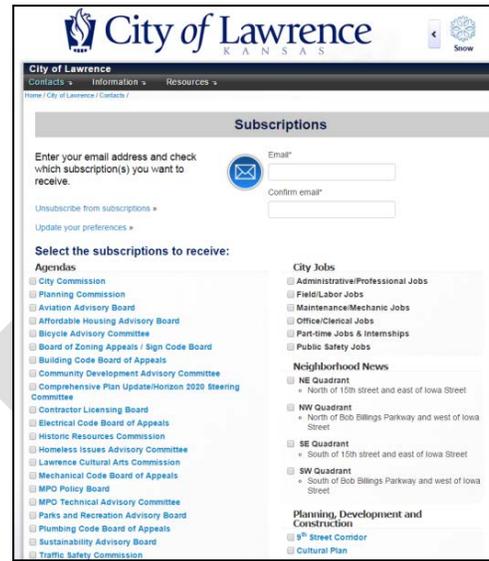
E- Subscription Lists

The MPO staff maintains lists of MPO committee members including the standing committees (MPO Policy Board, TAC and RTAC) and temporary MPO groups set up for particular projects (e.g. MTP update advisory committee, special studies, etc.).

MPO staff encourages people to use the City of Lawrence subscription lists online (Figure 9) to sign up to receive notes and agendas about MPO meetings and events. The subscription service allows any individual, organization, agency or other interested party to use their email address and request that it be added to the MPO's email list so they are notified about upcoming meetings (including meeting agenda packets) and the release of major MPO products for public review. Anyone interested can subscribe to the meeting agenda announcements and/or updates by contacting the MPO at:

- By mail - Lawrence Douglas County MPO, 6 E 6th Street, Lawrence, KS 66044
- By phone - 785-832-3150
- By email - mpo@lawrenceks.org
- Online : www.lawrenceks.org/subscriptions

Figure 9: Lawrence Subscription Service



Information Tables and MPO Staff at Local Events

People like special events. These unique occasions are light-hearted and have a holiday-like feeling clearly different from public information/project meetings. They give people opportunities to meet others in a friendly, non-threatening setting and share their ideas. This is a great strategy to inform, educate and solicit comments from a diverse and large group of people who are traditionally not involved in the transportation planning process. The MPO should use these events to gain public input on transportation issues as staff time and schedules allow. MPO staff should use events sponsored by other larger agencies (e.g., bike fair hosted by the University of Kansas, Earth Day event hosted at South Park in Lawrence, Douglas County Fair, Maple Leaf Festival in Baldwin City, etc.) to provide opportunities for the public to voice their comments about the region's transportation system and participate in the MPO planning process.

Local Newspaper Articles, Advertisements, and Public Notices

Every effort to involve the local media should be used when providing information to the public or encouraging participation. Press releases will be sent out whenever notable transportation planning activities are taking place. MPO staff will be available to answer media questions and for interviews. Public Notices may also be taken out in the *Lawrence Journal-World* officially notifying the public of comment periods related to updates of selected major MPO documents including the Metropolitan Transportation Plan. Other selected MPO document updates and amendments may be described in shorter public notices printed in the newspaper.

Mailings

Mailings are a staple of most public involvement programs. Agencies use mailing lists throughout the planning and project development processes to "keep a thumb on the pulse" of the community at-large and for key stakeholders. Mailing lists reach an audience with announcements of upcoming events, meeting invitations, newsletters, summary reports, and other information about its activities and/or about particular projects that a segment of the community is likely to be keenly interested in. These mailings may go to some of the same people or groups that have signed up to get MPO information via the E-Subscription List, but these mailings are often used for target area or target interest audiences (e.g., all landowners within a half-mile radius of a new interchange, or all persons who have bought a bus pass in the last year). The City of Lawrence newsletter, *The Flame*, is used to disseminate information in the utility billings.

Neighborhood Newsletters/ Meetings

Neighborhood Newsletters will also be utilized to keep the community informed about transportation planning activities. Neighborhood newsletters can be targeted and tailored to specific areas, therefore increasing the effectiveness of the newsletter outreach efforts. The Lawrence Association of Neighborhoods and similar organizations that exist in other parts of Douglas County are resources that the MPO staff should use when soliciting public participation.

Public Meetings/Open Houses

Public meetings are effective at gathering questions and comments from stakeholders; they are also useful in providing information to all participants. Public meetings can be tailored to specific issues or community groups. They should be formal or informal depending on the situation.

An open house is typically an informal “come and go” type of public meeting. Staff is available to answer questions for a set period of time and participants can attend at any time during the time frame. A formal presentation is normally not given at an open house. Instead it features various informational stations where participants can ask questions and provide feedback at each station. The MPO should use this type of meeting when gathering input and feedback on proposed alternatives.

Public meetings, of any type, should be held at a variety of locations at convenient, accessible locations and times, typically after-work hours. At least two weeks in advance of the scheduled meeting notices will be posted on the MPO’s web site and through appropriate neighborhood association newsletters if available. Public meetings should occur throughout the planning process.

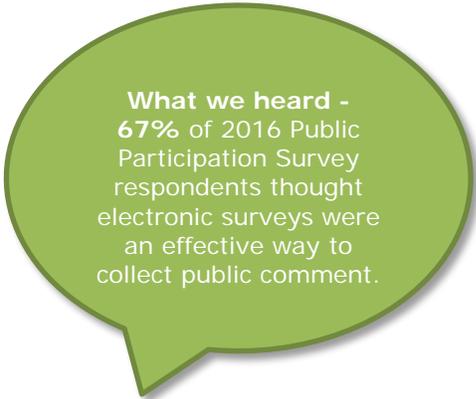
Stakeholder Interviews/Direct Agency Consultation

One-on-one stakeholder interviews/direct agency consultation will facilitate dialogue between the MPO staff and interested parties, including various resource agencies. This enables MPO staff to ensure the correct data is being used, methods of analysis are sound, and that all agencies agree on what the analysis is saying. This strategy is usually utilized in the Metropolitan Transportation Plan (MTP) development process.

Surveys/Tell Us Portal

Public opinion surveys assess widespread public opinion. The MPO administers electronic surveys via the MPO website/Tell Us Portal and alerts interested parties to the survey through the use of the e-subscription list and other contact lists. Paper surveys are also available. If someone desires a paper version of a survey conducted in Tell Us, please contact MPO staff and we would be happy to provide a paper copy of the survey.

The Tell Us portal is an online tool for community engagement; it was developed in 2016. The Portal can be used for multiple purposes included administering surveys and as an alternative to in-person community outreach events. An advantage of the tool is that it is completely transparent. Responses are available online for people to read and the developer of the software maintains civility within the forums. Furthermore, the online tool allows people who cannot attend traditional meetings to receive information and provide feedback at a time that is convenient to them. The portal is located at www.lawrenceks.org/mpo/tellus.



What we heard -
67% of 2016 Public Participation Survey respondents thought electronic surveys were an effective way to collect public comment.

Videos

The MPO will utilize videos to explain or educate the public about transportation topics whenever feasible. This might include creating a video presentation to incorporate with the Tell Us Portal or a recording of an open house presentation to be posted to the MPO’s project page. Videos have been used in the past to explain what sharrows are and to train volunteers doing bike/pedestrian counts.

Visualization

Visualization techniques will be used in all core transportation plans, programs, and projects to the extent they are feasible. Visualization techniques promote improved understanding of existing and proposed transportation activities to those who do not have a background in transportation planning. Effective visualization techniques help build consensus and clarify ideas between the public and decision-makers. Tailoring visualization techniques for a specific document or population will help interested people better understand regional transportation planning goals and activities. These techniques will include the use of colors, diagrams, tables, maps and photos that better illustrate the ideas and concepts represented in transportation plans, projects and programs.

Furthermore, various forms of online mapping, such as wiki mapping, will be used so participants can provide input and specific concerns in a visual map format either at a community outreach event or online on their own schedule.

Voting Activities

Voting activities is another technique that generally falls into two broad categories: 1) paper or 2) technology. There are many types of paper voting, in one instance participants are given dot stickers that can be put on a large voting sheet in the front of the room. This allows instant feedback as the preferred option has the majority of the dot stickers. However, the drawback to this method of voting is that others may see the results and be swayed into voting with the majority, even if it is not how they truly feel.

Technology voting employs the use of small remotes that are connected to a computer presentation. Participants are given several options for each question. After participants select their answer the results are displayed on the screen. This technique provides instant feedback and gives participants the opportunity to vote without being swayed by the general tone in the room. The MPO does not currently have the technology for computer voting, but this tool has been utilized in the public participation process in recent years as provided by the consulting firm working on the project.

Websites

Online services provide communication 24 hours a day. The MPO website provides comprehensive information on MPO activities and regional transportation planning issues. Also housed on the MPO website are necessary reports, core documents, agendas and meeting minutes for all MPO committees and other advisory boards staffed by the MPO. The website is located at www.lawrenceks.org/mpo.

Workshops

A workshop is a collaborative type of public meeting. Workshops allow the public to hear a presentation on a particular item. Then the audience is split into smaller group discussions to create alternatives and ideas. Next, the small groups are reconvened into the larger group, where workshop outcomes are shared with decision makers. The MPO should use this type of meeting during the scenario and alternative portion of the planning process.

Communication Objectives

The communication objective of each project determines which strategies and techniques will be utilized. Table 1 below displays the MPO’s three communication objectives – Inform, Consult, or Collaborate¹. The second and third column displays the strategies and techniques that should accompany the objective and additional actions that can be taken if desired.

Table 1: Communication Objective Expectation Summary

Communication Objective	Expectation	Additional
INFORM		
<ul style="list-style-type: none"> • One way communication – outreach to citizens • Provide public with balanced and objective project/issue information to increase awareness and/or understanding 	<ul style="list-style-type: none"> • Legal ad in newspaper (if legally required) • Website posting • Notification through E-Subscription lists • Applicable advisory bodies • Key contacts, liaisons 	<ul style="list-style-type: none"> • Social media (if applicable) • Fact sheets/Flyer (ex. The Flame) • Online city calendar • MPO website posting • Press Release/Media notification • Neighborhood Newsletters
CONSULT		
<ul style="list-style-type: none"> • Listen and acknowledge concerns and provide feedback on how public input influenced the decision • To obtain public feedback on analysis, alternatives and/or decisions. 	<ul style="list-style-type: none"> • All of the “Inform” expectations listed above • Hearing (if legally required) • Social media (if applicable) 	<ul style="list-style-type: none"> • Information tables/MPO staff at local events • Tell Us Portal /Survey • Open House/Public meetings • Voting activities • Document available for public review • Public comment periods • Focus group
COLLABORATE		
<ul style="list-style-type: none"> • Interactive process that incorporates recommendations as much as possible • Partner with the public in each aspect of decision making including the development of alternatives and identification of preferred solutions 	<ul style="list-style-type: none"> • All of the “Inform” and “Consult” expectations listed above • Tell Us Portal • Community Outreach Event (workshop, open house, etc.) 	<ul style="list-style-type: none"> • Tell Us Portal /Survey • Focus group • Information tables/MPO staff at local events • Voting activities • Document available for public review • Public comment periods • Committee formation

¹ IAP2 Public Participation Spectrum developed by the International Association for Public Participation at www.iap2.org.au/sitebuilder/resources/knowledge/asset/files/36/iap2spectrum.pdf

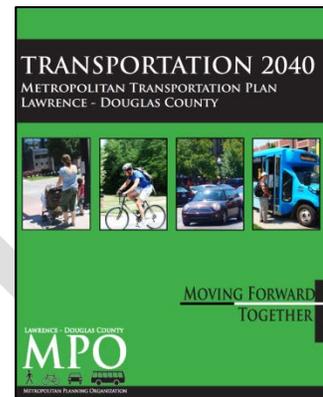
MPO Core Documents

The MPO's core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP). Each document is described in the following pages. All core documents are available on the MPO web page (www.lawrenceks.org/mpo) and available in print at the Lawrence City Hall, 6 East 6th Street, Lawrence, KS 66044.

Metropolitan Transportation Plan (MTP)

www.lawrenceks.org/mpo/t2040

The Metropolitan Transportation Plan (MTP) represents the best attempts by citizens, governing bodies, planners and transportation experts to develop a vision for a healthy, safe, and efficient multimodal transportation system which will adequately serve the Lawrence-Douglas County Region for the next 20 years and beyond. This plan identifies future transportation needs, investments, and recommendations for all modes of surface transportation (automobile, truck, public transit, bicycle, and pedestrian). The MTP is updated every 5 years; however, if Douglas County is designated as non-attainment for criteria pollutants the MTP will need to be updated every 4 years.



After the MPO approves the new MTP it is sent to the four cities in the region (Baldwin City, Eudora, Lawrence, and Lecompton) and to Douglas County. Those local governments may then choose to adopt the MTP as the transportation portion of their comprehensive plan. The MPO-approved MTP is also sent to KDOT, FHWA and FTA for information purposes.

Transportation Improvement Program (TIP)

www.lawrenceks.org/mpo/tip

The TIP is a fiscally constrained short range multi-year listing of projects or improvements to the region's multimodal transportation system that are anticipated to receive federal funds, as well as all other regionally significant transportation projects, whether or not those projects receive federal funding. The TIP is developed in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Kansas Department of Transportation (KDOT), the area's public transit operators, the area's local governments and other agencies that have TIP projects. The TIP also serves as the Program-of-Projects (POP) for the Lawrence Transit System (Lawrence Transit) and the TIP approval process is used to satisfy the FTA's public hearing requirements for federal transit funds.



Projects included in the TIP are typically drawn from local city and/or county Capital Improvement Programs (CIP), from KDOT funding programs, and from projects listed as recommended system improvements in the MTP. The local CIP processes have their own public involvement procedures involving publication of public notices initiating the process, public hearings by the Planning Commission, City Commission, and/or County Commission, as appropriate. The detailed definitions of Transportation Improvement Program (TIP) updates, amendments, and administrative revisions are found in the latest TIP document approved by the MPO.

The TIP is required to be updated every 4 years; however, the MPO typically updates it every 2 years. The MPO-approved TIP is sent to KDOT, FHWA and FTA for further approval and then inclusion in the State Transportation Improvement Program (STIP).

In the event of declared state and/or federal emergencies, or at the discretion of the MPO's Secretary, the MPO may elect to process any emergency-related TIP revisions through an expedited public participation process — a seven-day review instead of 15 days. Information will be posted on the MPO website. It should be shared with stakeholders through the E-Subscription service. The Transportation Advisory Committee (TAC) and MPO Policy Board (MPO) will have special meetings called with seven-day notice to approve the emergency-related TIP revisions.

Unified Planning Work Program (UPWP)

www.lawrenceks.org/mpo/UPWP

The UPWP outlines the status of MPO planning activities, gives details about MPO work done in the previous year, and describes the MPO work that is scheduled for the upcoming year. This annual work program document is drafted by the MPO staff in consultation with KDOT and area transit provider staffs. TAC members also help with drafting the UPWP.

The MPO staff in consultation with KDOT and local transit staffs draft a new UPWP for the coming year and have it ready for initial TAC review in September or sooner. Typically, the UPWP for the next year is approved at the October or November MPO meeting. The UPWP also requires KDOT and FHWA/FTA approval.

UPWP Amendments

Major changes to the UPWP are made through formal amendments. Amendments are used when projects/work tasks are either added or deleted, or when significant changes are made to the UPWP text and/or budget. UPWP amendments also require KDOT and FHWA/FTA approval.

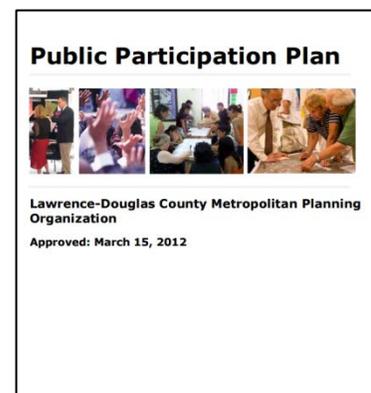
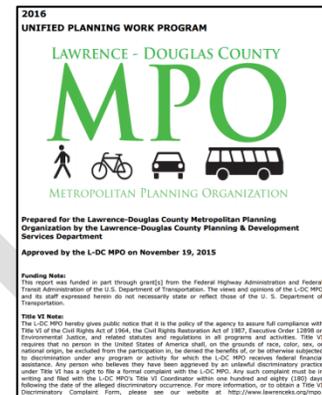
UPWP Administrative Revision

Minor corrections or changes and routine data updates can be made to the UPWP by the TAC and then sent to the MPO Policy Board for concurrence at their next meeting. Revisions will be used for routine technical changes and updates to the UPWP text, graphics, and minor budget changes of 10% or less (for the UPWP budget total, the total for any one funding source, or the cost of any one staff work task). Changes to the non-staff budget items (e.g., equipment and supplies budget) may be changed by more than 10% through an administrative revision as long as they do not change the UPWP budget total cost by 10% or more. UPWP changes customarily made by administrative revision include corrections of spelling or grammar errors, updates of hourly rates for MPO staff to reflect salary increases, document formatting revisions, and graphic improvements in the document. No public comment period is needed for UPWP administrative revisions.

Public Participation Plan (PPP)

www.lawrenceks.org/mpo/public_participation

The Public Participation Plan outlines how the MPO works to achieve essential public participation in all planning activities. It also recommends methods to engage the public during the regional transportation planning decision making process. Furthermore, it states how members of the public can be involved in the transportation planning process.



Development and Approval Process

The core MPO documents are developed in a standardized process to enable consistency to encourage resident participation.

Table 2: Core MPO Document Development Summary

	MTP		TIP			UPWP			PPP
	Full Update	Amendment	Full Update	Amendment	Administrative Revision	Full Update	Amendment	Administrative Revision	Full Update
How Often	5 yrs	As needed	4 yrs	Quarterly	As needed	Annually	As needed	As needed	5 yrs
Development Process									
Discuss the plan with TAC and MPO Policy Board during development									
KDOT and FHWA/FTA reviews the draft									
TAC/MPO Policy Board approval to release Draft for public comment									
Paid newspaper notice announcing public comment period									
Place draft for review on MPO website									
Draft Available: Lawrence City Hall									
Draft Available: Lawrence Public Library									
Draft Available: Eudora Public Library									
Draft Available: Baldwin City Public Library									
Draft Available: Lecompton City Hall									
Public comment period --> MPO Website Posting and Email Notice about comment period to E-Subscription Lists (in days)	30	30	30	15	0	30	15	0	45
Press Release to media									
Hold open house or public meeting	Required	As needed							
Compile all public comments received									
Provide a summary of how comments were considered and/or addressed to TAC and Policy Board									
TAC reviews draft making a recommendation to MPO Policy Board									
MPO Policy Board considers the final draft for approval									
The approved document is sent to KDOT, FHWA, and FTA									
Final approved document posted online									

Evaluation of the Public Participation Strategies

As stated in Objective 5 (Evaluate) of this plan, the MPO will track and evaluate the effectiveness of its public participation activities. By evaluating the tools and techniques presented in this plan, the MPO will ensure that only the most effective strategies are continued and improved upon, while ineffective strategies are discontinued or replaced.

An effective evaluation component will outline the steps to be taken to evaluate those tools and techniques, and identify measures to quantify success rates and outline strategies to improve the MPO's public participation process. It is recommended that the tools and techniques be tracked annually while the entire Public Participation Plan be reviewed and updated at least once every five years (prior to the start of public participation activities for the MTP update) to ensure that appropriate changes are being implemented by the MPO. MPO staff will begin collecting baseline data for the performance measures in 2016. Table 3 outlines the performance measures that will be used to track how the MPO uses the tools or techniques.

Performance Measures

Table 3: Public Participation Plan Evaluation Methods

Tool	Performance Measure
Information Table and MPO Staff at Local Events	Number of persons that MPO staff talked to at each event/ Number of printed items distributed at each event
Public Meetings	Number of participants / Attendance total for each meeting
Local Newspaper Advertisements	Number of people commenting on MPO projects and/or attending meetings that told MPO staff that they participated after seeing an announcement in the newspaper
Mailings	Number of letters sent / Number of persons sending a response back to MPO staff
E- Subscription Lists	Number of persons contacted
Web Sites	Number of hits / Viewers
Tell Us Portal/Survey	Number of persons signing up to participate and the number of respondents to surveys

Appendix A: PPP Development Efforts

This 2016 Public Participation Plan was updated to reflect the best practice transportation planning standards. Table A-1 displays the Plan update timeline.

Table A-1: 2016 Public Participation Plan Update Timeline

Task	January	February	March	April
Conduct survey (Send press release, email to subscription lists, post to City Facebook)	■			
Incorporate survey results into draft		■		
Send draft to KDOT, FHWA, and FTA for review		■		
Incorporate KDOT, FHWA, and FTA comments		■		
Draft for 45 day public comment period (February 24 - April 9)		■	■	■
Draft out for public comment*		■	■	■
Send draft plan to TAC/Policy Board for review during public comment period		■	■	■
Incorporate public comments and other KDOT, FHWA, and FTA comments				■
Send revised draft back to KDOT, FHWA, and FTA				■
TAC/Policy Board consideration of incorporating public comments into final PPP				■
Pending Policy Board approval post online and send to KDOT, FHWA, and FTA				■

* Public participation process includes: Press release, newspaper advertisement, email to subscription list, place document online and at public locations - Baldwin City Public Library, Eudora Public Library, Lawrence Public Library, Lecompton City Hall, and MPO Office.

A Public Participation Plan Survey concluded in early February, 2016. This survey was distributed using the E-Subscription service and interested parties list (Table A-2) through the MPO Tell Us Portal.

Table A-2: Interested Parties List

Agencies, Governments & Interested Groups (All Government and Land Management/Resource Agencies listed below are provided the opportunity to participate in Stakeholder Interviews/Direct Agency Consultation during the MTP development process.)
All Neighborhood Associations
Baker University
Baldwin City – Police Department
Baldwin City Chamber of Commerce
Baldwin City School District (USD 348)
Centro Hispano
City of Baldwin City
City of Eudora
City of Lawrence
City of Lawrence - Public Works
City of Lecompton
Douglas County
Douglas County Community Foundation
Douglas County Emergency Communications
Douglas County Emergency Management
Douglas County Sheriff
Douglas County-Public Works
Downtown Lawrence Inc.
Eudora – Police Department
Eudora Chamber of Commerce
Eudora School District (USD 491)
Federal Highway Administration – KS Division Office
Federal Transit Administration – Region 7 Office
Full Circle Youth Program
Haskell Indian Nations University
Haskell Wetlands Preservation Organization
Jayhawk Audubon Society

Kansas Department of Health & Environment
Kansas Department of Transportation
Kansas Turnpike Authority
Kaw Valley Heritage Alliance
KCScout
KS Highway Patrol
KU Civil, Environmental and Architectural Engineering
KU on Wheels
KU Parking and Transit
KU Public Safety Office
KU Transportation Research Center
Lawrence – Fire Department
Lawrence – Police Department
Lawrence Central Rotary Club
Lawrence Chamber of Commerce
Lawrence Convention and Visitor's Bureau
Lawrence Douglas County Health Department
Lawrence Home Builders Association
Lawrence Journal World Newspaper
Lawrence Municipal Airport
Lawrence Preservation Alliance
Lawrence School District (USD 497)
Lawrence Transit
League of Women Voters
Lecompton Historical Society
MV Transportation (Public transit contractor for Transit/KUOW)
Perry-Lecompton School District (USD 343)
Small World of Lawrence, Kansas
Sustainability Action Network
Wakarusa Group of the Kansas Sierra Club
Westar Energy
Advisory Committees, Boards and Commissions
Baldwin City Council and Mayor
Douglas County Commission Members
Eudora City Commission and Mayor
Horizon 2020 Steering Committee
Lawrence Aviation Advisory Board
Lawrence City Commission members
Lawrence Traffic Safety Commission and Staff
Lawrence-Douglas County MPO – Policy Board members
Lawrence-Douglas County MPO – Regional Transit Advisory Committee (RTAC) members
Lawrence-Douglas County MPO – Technical Advisory Committee (TAC) members
Lawrence-Douglas County Planning & Development Services Department - Staff
Lawrence-Douglas County Sustainability Advisory Committee and Staff
Lecompton City Council and Mayor
Transit Commission – KU on Wheels
Douglas County Air Quality Advisory Committee
Lawrence Historic Resource Commission and Staff
Lawrence-Douglas County Health Board members
LiveWell Lawrence - Healthy Built Environment Work Group members
Parks and Recreation Advisory Board members
Freight Shippers
Berry Plastics
Hamm Sanitary Landfill

ICL Performance Products
Lawrence Paper Company
Seaboard Foods
Providers of Freight Transportation Services
Burlington Northern Santa Fe Railway
Glaser Williams Inc.
Graham Ship By Truck Company
Kansas Motor Carriers Association – Members
Riverside Transport Inc.
Union Pacific Railroad
Wilson Transport Inc.
YRC Worldwide
Private Providers of Transportation
FBO Hetrick Air Services, Inc.
Ground Transportation Inc.
Representatives of Users of Public Transportation
Passenger Rail Kansas
Public Transit Advisory Committee-PTAC
Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
KU Bicycle Advisory Committee
Lawrence Bicycle Club
Lawrence Mountain Bike Club
Lawrence Pedestrian Coalition
Lawrence-Douglas County Bicycle Advisory Committee members
Safe Routes To School – School Teams and Others
Representatives of the Disabled
KU Office of Institutional Opportunity & Access
Lawrence Community Shelter
Lawrence-Douglas County MPO – Regional Transit Advisory Committee (RTAC) members
Urban Corridor-New CTD #1

A total of 37 surveys were received. Appendix B contains the Public Participation Survey results.

Figure A-1: Tell Us Public Participation Survey



The survey was promoted with a press release, email to e-subscription lists, and it was posted to the City's Facebook and Twitter accounts (Figure A-2).

Figure A-2: Public Participation Survey Promotion

NEWS RELEASE
City of Lawrence
January 26, 2016

FOR IMMEDIATE RELEASE
News Contact: Jessica Mortinger, Lawrence-Douglas Metropolitan Planning Organization, (785) 832-3165 and jmortinger@lawrenceks.org

Help us develop the public participation process for transportation planning

The Lawrence – Douglas County Metropolitan Planning Organization (MPO) needs your help updating our **Public Participation Plan**, which serves as a guide to improve the process for involving you in transportation decision making. The MPO is responsible for establishing regional goals, objectives and policies governing transportation planning and investment priorities for our region.

As a result, the MPO has launched an online survey. A link to the survey is available on the MPO webpage at <https://www.lawrenceks.org/mpo/tellus> now through February 9.

Your participation is needed to shape the Public Participation Plan to reflect how you and your neighbors want and expect to be involved in the transportation planning process. Please take less than eight minutes to complete the short survey and let your input be heard!

For more information, visit the project web page at <https://www.lawrenceks.org/mpo/tellus>. You can also contact Jessica Mortinger, Senior Transportation Planner, Lawrence-Douglas County Metropolitan Planning Organization, at (785) 832-3165 and jmortinger@lawrenceks.org.

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 **City of Lawrence, Kansas - Municipal Government**
February 8 at 8:06am · 🌐

We want your input about ways to be involved in transportation planning! Take the less than eight minute survey at <https://www.lawrenceks.org/mpo/tellus>

Tell Us · City of Lawrence, Kansas
The official website for the City of Lawrence, Kansas.
WWW.LAWRENCEKS.ORG

➔ Share

Figure A-3: Public Participation Plan Public Comment Period Promotion

NEWS RELEASE
City of Lawrence
February 24, 2016

FOR IMMEDIATE RELEASE
News Contact: Jessica Mortinger, Lawrence-Douglas Metropolitan Planning Organization, (785) 832-3165 and jmortinger@lawrenceks.org

Review the public participation process for transportation planning

The Lawrence – Douglas County Metropolitan Planning Organization (MPO) needs your help reviewing our **Public Participation Plan**, which serves as a guide to improve the process for involving you in transportation decision making. It recommends methods to engage the public during the regional transportation planning decision making process and states how members of the public can be involved in the transportation planning process.

The draft plan is available for a **45-day public comment period** which starts on **February 24, 2016** and will end on **April 9, 2016**. The draft plan can be accessed at: www.lawrenceks.org/mpo/public_participation. This Plan will come before the MPO Policy Board for approval on **April 21, 2016**.

Comment can be submitted in writing to jmortinger@lawrenceks.org, to Lawrence-Douglas County Metropolitan Planning Office, PO Box 708, Lawrence, KS 66044-0708, or by providing comment in the www.lawrenceks.org/mpo/tellus.

For more information, visit the project web page at www.lawrenceks.org/mpo/public_participation. You can also contact Jessica Mortinger, Senior Transportation Planner, Lawrence-Douglas County Metropolitan Planning Organization, at (785) 832-3165 and jmortinger@lawrenceks.org.

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(First published in the Lawrence Daily Journal-World February 24, 2016)

Lawrence-Douglas County Metropolitan Planning Organization (MPO) Public Participation Plan

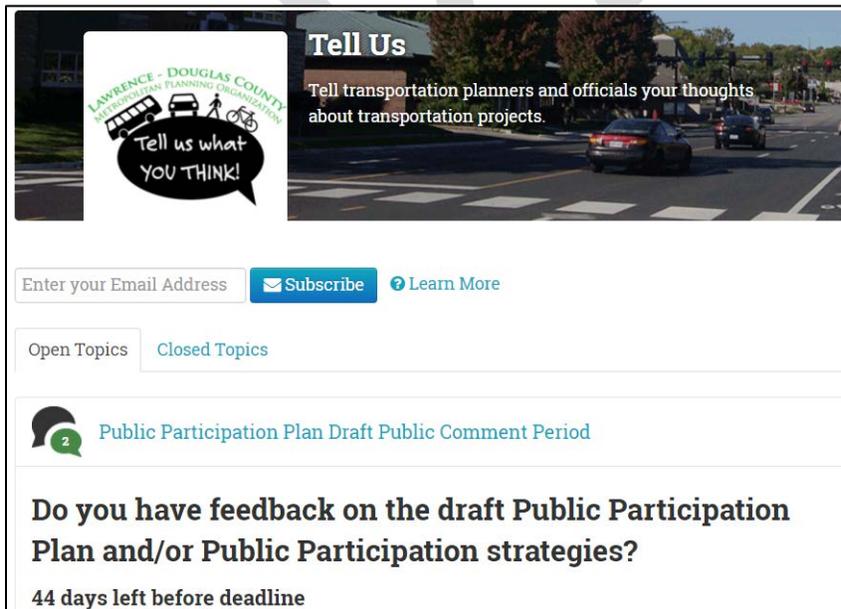
The official 45-day public comment period for the Public Participation Plan starts on February 24, 2016 and will end on April 9, 2016. This Plan will come before the MPO Policy Board for approval on April 21, 2016. The Plan outlines how the MPO works to achieve essential public participation in all planning activities. It also states how members of the public can be involved in the transportation planning process.

The draft Plan can be viewed online at: www.lawrenceks.org/mpo/public_participation; a paper copy will be available at Lawrence City Hall - Planning Office - 1st Floor Information Window, the Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and the Lecompton City Hall. Written comments may be emailed to jmortinger@lawrenceks.org, mailed to Jessica Mortinger at the Lawrence-Douglas County Metropolitan Planning Office, PO Box 708, Lawrence, KS 66044-0708, or submitted in the Tell Us Portal at www.lawrenceks.org/mpo/tellus.

Figure A-4: Social Media Public Comment Period Promotion



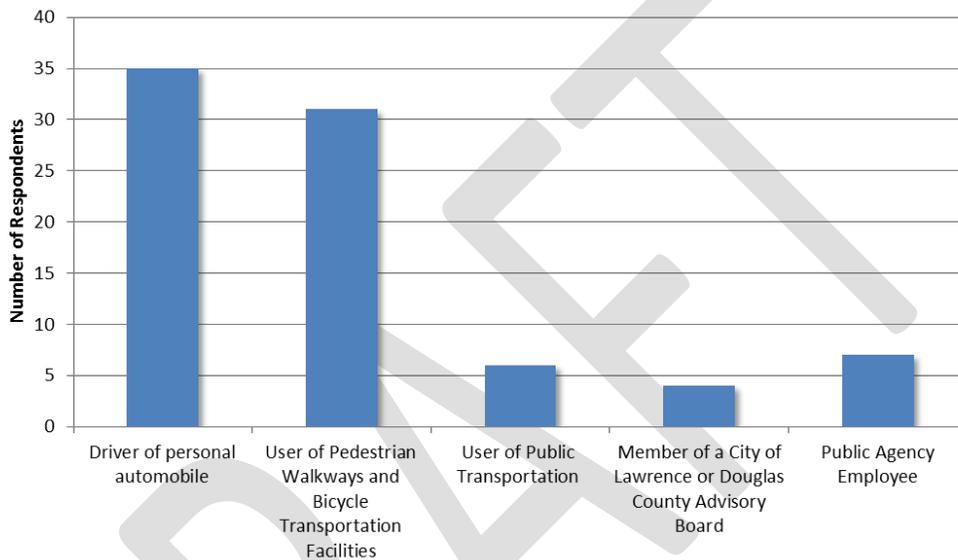
Figure A-5: Tell Us Public Participation Plan Feedback Portal



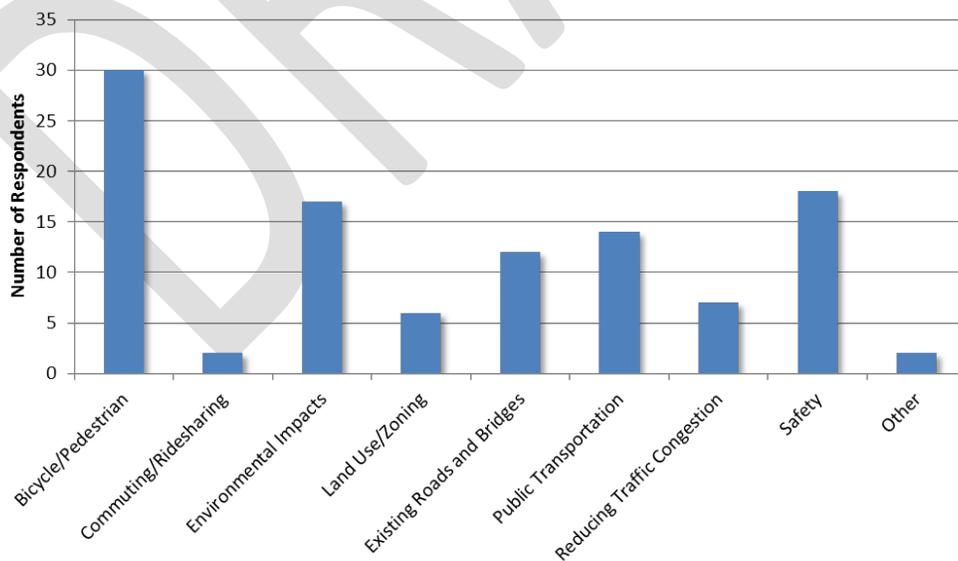
Appendix B: PPP Survey Results

A survey was conducted on the Tell Us Portal from January 26 – February 9, 2016. The survey was distributed using the E-Subscription service and interested parties list as shown in Table A-2. Approximately 1,858 received the email notification about the survey. A total of 37 surveys were received. Although this survey was used in the development of the 2016 Public Participation Plan, it is in no way intended to be a statistical representation of the Lawrence-Douglas County Metropolitan Planning Area. Survey results were used only to help the MPO garnish a better understanding of some methods that could be used to better inform and engage the citizens of Douglas County in the regional transportation planning process. Survey questions and results are below.

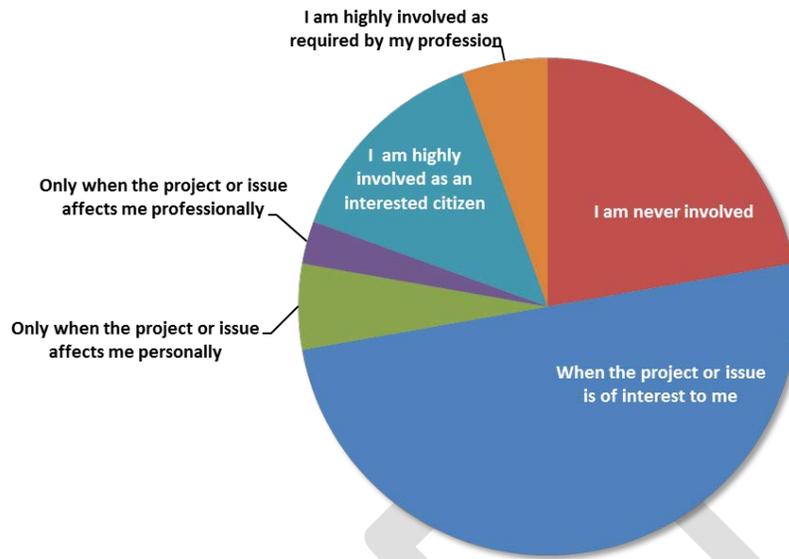
1) Which of the following best describes you? (Respondents could select all that applied)



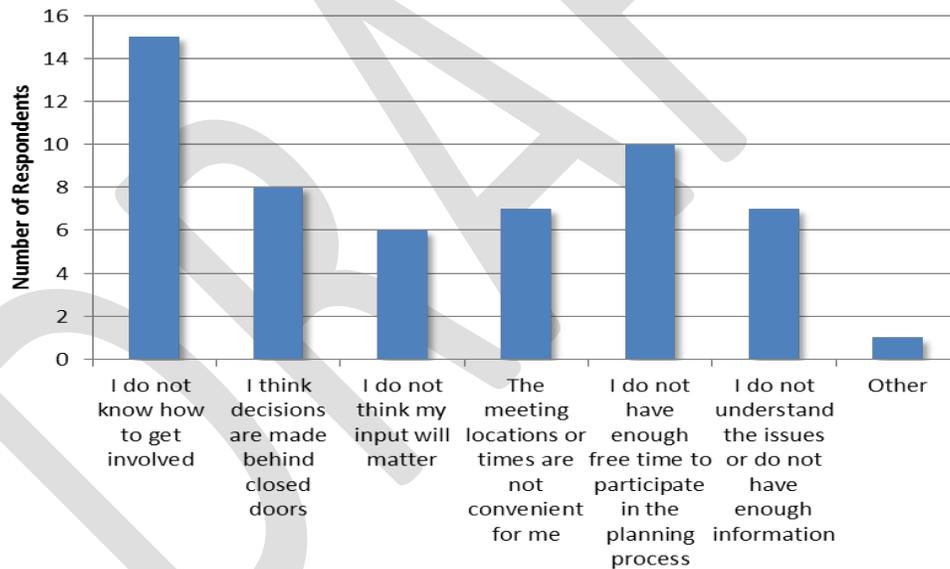
2) Which areas of transportation are most important to you? (Respondents could select up to 3)



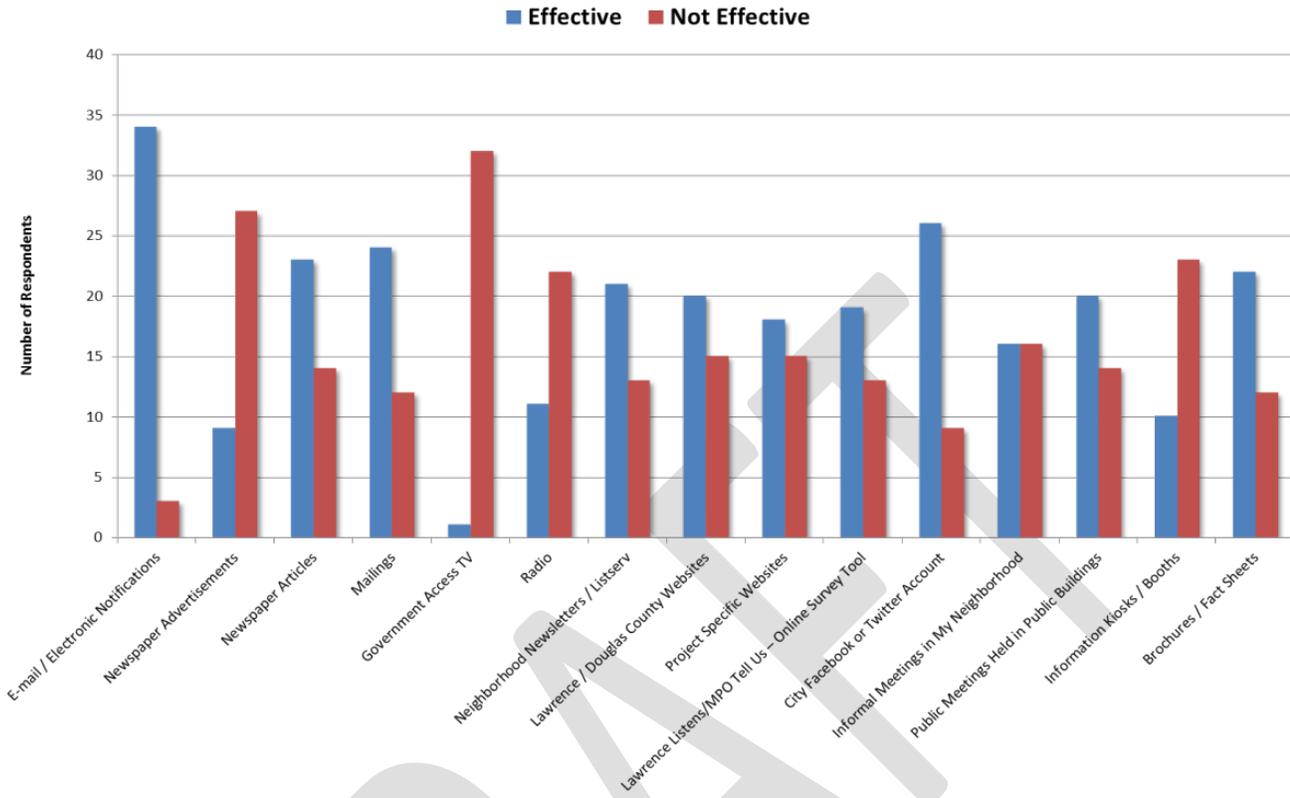
3) How would you rate your current level of involvement with the transportation planning process?



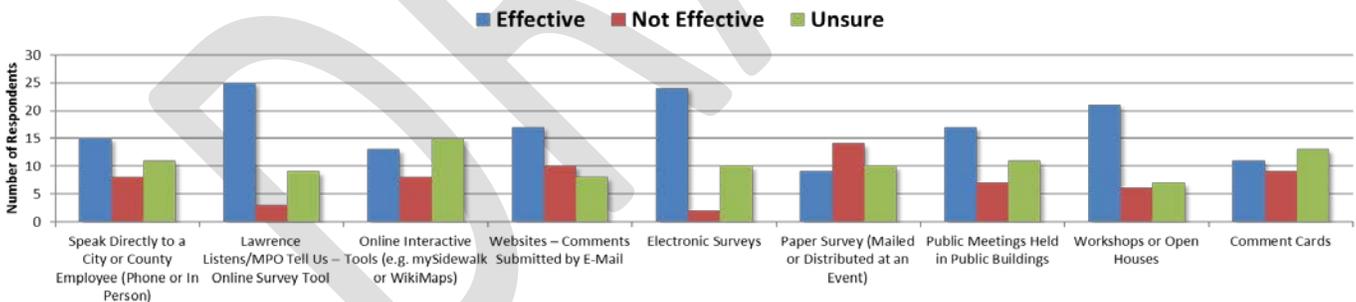
4) If you are NOT highly involved, what prevents you from becoming involved in transportation issues? (Respondents could select all that applied)



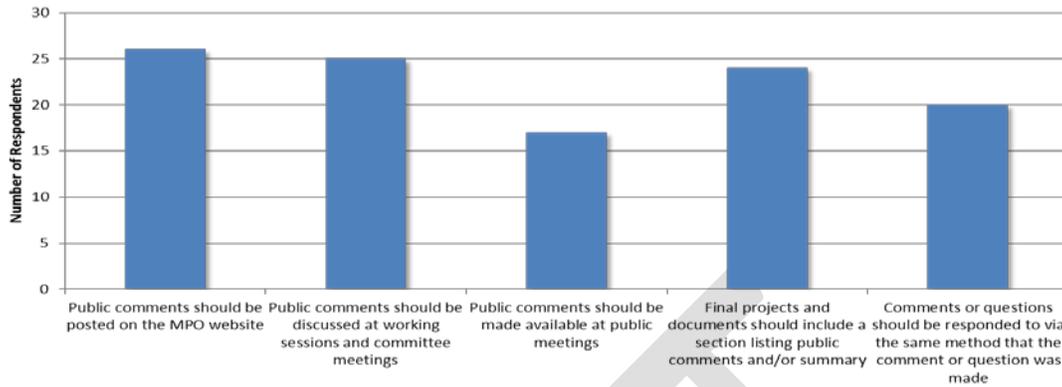
5) How effective are each of the following methods when providing information to you?



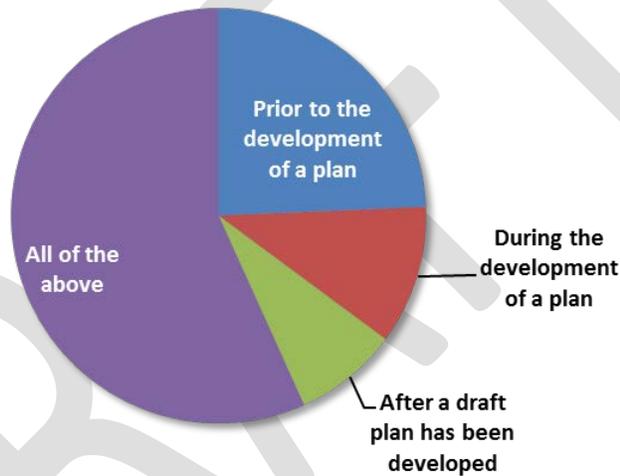
6) How effective are each of the following methods when gathering your comments and questions?



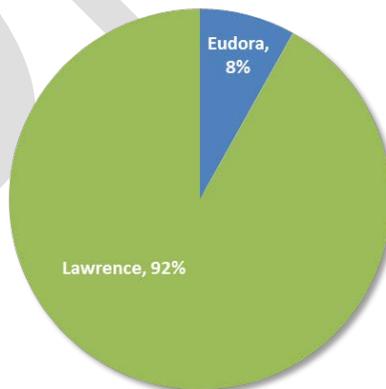
7) How should the MPO share comments it receives from the public? (Respondents could select all that applied)



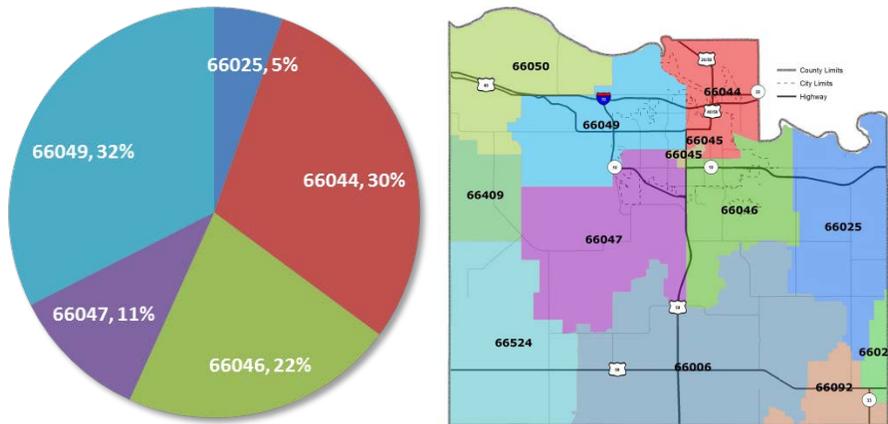
8) When do you feel that public participation is most important during the transportation planning process?



9) Please indicate your place of residence.



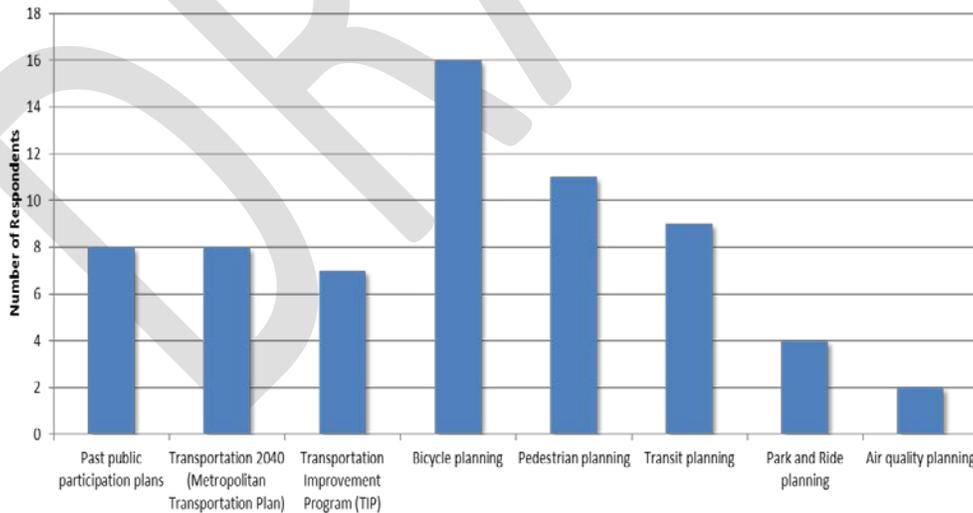
10) What is your ZIP Code?



11) Are you familiar with the Lawrence-Douglas County Metropolitan Planning Organization (MPO)?



12) If you selected yes to the immediately prior question, which of the MPO activities below have you heard of? (Respondents could select all that applied)



13) If you would like to add additional comments for the MPO staff to review then please add them below.

- 66044, January 26, 2016, 6:59 PM - I think that public comment can be overdone. We elect city commissioners and hire city staff to do their jobs. Do it. Over-emphasis on public comment is sometimes counter-productive and keeps progress from happening. The whiners

- and know-it-alls go on and on and leave the city at a standstill.
- 66044, January 27, 2016, 9:01 AM - Education of the public (incl./re. Signization basics, pedestrian behaviors, traffic calming, Traffic studies and basic traffic principles) would help. Could be a good LunchNLearn topic!
 - 66047, January 27, 2016, 1:06 PM - I attended one public session at the library, probably 8-9 years ago, but never got any feedback about the results or the comments made. So providing feedback is important. In addition to public meetings, I think publicizing online comment forms (with appropriate background info provided first) would be a good way to gather public input.
 - 66044, January 27, 2016, 4:13 PM - How does the MPO consider preservation of auto and other transportation resources in the planning process in the city of Lawrence and in other areas of the county and beyond? Does the MPO planning process include funding for interpretive kiosks at points along bike paths and historic sites so residents have an understanding about the places they pass through?
 - 66049, January 28, 2016, 12:57 PM - I know it's been brought up and rejected before, but I think we need a light rail system connecting Topeka, Lawrence, and Kansas city.
 - 66046, January 29, 2016, 9:24 AM - Please find effective ways to fund improvements that do not require a mill levy or sales tax increase. We are taxed to death for stupid sh__ constantly and have really had enough of it. Making this rely on a tax increase will only be met with resistance from the voting public and will do nothing to forward this otherwise worthwhile cause. Also, all of these private developers rolling around in our tax money should be required to install appropriate walk/bike/wheel infrastructure on all future developments and improvements.
 - 66049, February 5, 2016, 6:40 PM - Achieving the goal of walking and biking in Lawrence city is by increasing the number of running public busses. Downtown should be closed to pedestrians (and perhaps biking) only. It is pleasurable to be able to see people on the streets (not driving straight to their targeted restaurants and shops). Planning of city and business areas should be such that things must not only be reached by car. One way to facilitate this is by increasing the number of buses running between residential areas and: work, stores, clubs, university and other normally frequented areas. Bus stops that shelter commuters from rain, snow, wind, ... should be put in place like in any other city. Think another university city such as Cambridge in England for instance. (There is probably nothing more perfect than public transport in German cities too!) Sidewalks - although sidewalks in Lawrence are the narrowest I have ever seen it can still be fine to use them for biking considering that there are barely any pedestrians seen for miles and miles. However, sidewalks are not that very safe for the activity. Affected by wet weather - rain or snow - they are often uneven so one has to be very cautious in order not to get fall. Finally, Lawrence's participatory approach to improving transport, biking and walking infrastructure, is much appreciated.

Appendix C: Public Comments

One public comment was received and is included below.

Rural Douglas County - March 21, 2016, 5:24 PM

I congratulate the MPO on the Draft Public Participation Plan. I believe it is an excellent blueprint for encouraging public input and involvement in the transportation planning process. I feel it is a significant improvement on the 2012 PPP.

Recent national and local trends in movement away from private auto and toward walking, biking, and busing should encourage Douglas County planners to make every effort possible to involve users of all modes of transportation. Users of streets, sidewalks, multi-use paths, and bike lanes all need to be encouraged to participate in efforts to make Douglas County safe for all who travel.

Transit COA Steering Committee			
1	Bob Nugent	rnugent@lawrenceks.org	Lawrence Transit
2	Danny Kaiser	dkaiser@ku.edu	KU Parking & Transit
3	Cory Davis	coryd@ksdot.org	KDOT
4	Lyle Hettinger	lyduhett@sunflower.com	PTAC Chair
5	Ashley Myers /Jessica Mortinger	amyers@lawrenceks.org / jmortinger@lawrenceks.org	MPO staff

Bike Share Feasibility Study Steering Committee			
1	Jim MacMurray/Lisa Halberg	jmacmurray@kdfa.org / wirely.lisa@gmail.com	BAC/Alternate
2			KU Student Senate
			KU Parking & Transit
3	Eileen Horn	ehorn@douglas-county.com	Sustainability Coordinator
4	Jeff Severin	jseverin@ku.edu	KU Sustainability-staff of KU BAC
5	Allison Smith	allisons@ksdot.org	KDOT
6	Bob Nugent	rnugent@lawrenceks.org	Lawrence Transit
7	Ashley Myers /Jessica Mortinger	amyers@lawrenceks.org / jmortinger@lawrenceks.org	MPO staff