

## **TECHNICAL ADVISORY COMMITTEE (TAC)**

### **Minutes for Friday, April 20<sup>th</sup>, 2018 Meeting**

#### **Voting Members**

Keith Browning (Douglas County Public Works)  
Scott McCullough (Lawrence-Douglas County Planning & Development)  
Chuck Soules (Lawrence Public Works)  
Leslie Herring (Eudora)  
Ed Courton (Baldwin City)  
Allison Smith (KDOT)  
Bob Nugent (Lawrence Transit)  
Aaron Quisenberry (University of Kansas)

#### **Non-Voting Members**

Charlie Bryan (Lawrence-Douglas County Health Department)

#### **Staff**

Jessica Mortinger (Lawrence-Douglas County MPO)  
Ryan Pearson (Lawrence-Douglas County MPO)

#### **Others**

Chris Tilden (Lawrence-Douglas County Health Department)  
Todd Lohman (Lawrence Public Works)

#### **1. Call Meeting to Order, Welcome and Introductions**

Ed Courton called the meeting to order at 2:33 PM. A quorum was present.

#### **2. Public Comment**

No public comment was made.

#### **3. Discussion Item: KDOT Competitive CPG Funding Opportunity**

Jessica Mortinger spoke about the KDOT competitive grant funding opportunity, noting KDOT is conducting a call for projects for the Consolidated Planning Grant (CPG) carry over from 2015, 2016, and 2017. Ms. Mortinger said that the purpose of this special meeting is to discuss which projects the MPO should submit for transportation planning funding. Allison Smith said approximately \$400,000 was available for projects.

Scott McCullough asked if funding to match the CPG had been identified in the budget, and Ms. Mortinger replied the cost and scope of projects needs to be determined because different projects have opportunities for match funding. Ms. Mortinger said it would be reasonable and expected for 2-3 projects to fit within the MPO's workload before the end of 2019, but it really depends on the scope of each project. If the funding is received, it would require an amendment to the UPWP. Chuck Soules asked what the public engagement process would look like for the selected projects, and Ms. Mortinger said that the public engagement process depends greatly on the details of the project, so it is unclear what the process will specifically look like at this time.

Ms. Mortinger went through the list of proposed projects that had been requested by TAC members to allow for discussion. The Lawrence Multimodal Wayfinding study would make recommendations for phased implementation of multimodal wayfinding, identifying routes and wayfinding standards as a strategy to facilitate auto, bicycle, and pedestrian navigation. Wayfinding has been mentioned as a need in a variety of previous studies including the Bikeway Plan, the Downtown Parking recommendations, and Transportation 2040. Wayfinding can have lots of different goals, multimodal trip routing, information about trip time, destination finding, and a study could explore the vision for wayfinding in Lawrence. Ms. Smith said a good comparison for price and scope of work would be the City of Topeka, who recently completed

a wayfinding study for approximately \$150,000. Ms. Smith reiterated how important it would be to be careful about sign design because that does not fall within the approved scope for the funding. Leslie Herring asked if the study could be countywide and that Eudora or the County might have interest in implementing wayfinding. Ms. Mortinger said the study would be used to determine appropriate signage location and project scope in a way that determines and reflects the goals and priorities for wayfinding throughout the community, which could include Eudora and/or the entire County.

Ms. Herring asked whether the Multimodal Traffic Impact Study (TIS), which would study and develop multimodal TIS requirements, would be implemented countywide or just for Lawrence. Ms. Mortinger replied that the work was proposed as Lawrence, but if there was need to study TIS with other local governments, the project could be scoped differently.

Mr. McCullough raised the importance of establishing a new process for traffic impact studies because currently the process is development driven, but it could be improved to establish new procedures for input and methodology in order to lead to more concrete consensus around development decisions. He then continued to describe the importance of creating a more technical process so that public engagement is less speculative than it is with current procedures, which would lead to more concrete decisions for the future.

Next the 23<sup>rd</sup> Street Multimodal Corridor Study, which would envision the future of the 23<sup>rd</sup> Street corridor as a local major arterial and complete street, considering: existing and future land uses, access management, multimodal amenities and safety was discussed. TAC members agreed the timing would be good for this project since the City of Lawrence has a planned reconstruction for Learnard Street to eastern city limits in 2021. Mr. Soules suggested Learnard Street to eastern city limits as a scope for the study.

6<sup>th</sup> Street –Iowa to Mass St. Corridor Study would envision the future of the 6<sup>th</sup> Street corridor as a complete street, considering: existing and future land uses, access management, multimodal amenities and safety. TAC members discussed the need for Corridor analysis was greater with 23<sup>rd</sup> Street.

A Lawrence Collector Street Traffic Calming – Street Prioritization study, which would identify streets without existing traffic calming that have speed concerns. It would prioritize streets through a data driven process for traffic calming consideration. Mr. Soules brought up that Public Works is currently working on a revised policy for traffic calming. A Lawrence Pedestrian Crossings study would identify uncontrolled crossings that warrant safety improvements. There is already an existing multimodal funding process where people can recommend projects.

Intelligent Transportation Systems Auto and Bicycle Counts would implement the ITS plan, collect traffic count information and upgrade bicycle detection at intersections (enabling bicycle count collection) and develop a partnership to feed (auto/bike count) information from traffic signals to support future ITS architecture updates and MPO travel demand modeling work. Mr. McCullough said the cost for the ITS auto and bicycle counts would likely be a cost effective solution to making decisions which can be supported with concrete data. Congestion Management along Major Arterials could also be addressed by implementing ITS.

Mr. Soules asked whether the funding could be applied to count equipment. Ms. Smith said yes, it should be appropriate to use the funds for software and equipment. Ms. Mortinger said the MPO is about to inventory existing count technology and determine which signals have certain technology, noting certain count locations provide more useful data than others. She reiterated the importance of establishing a better connection to the data.

The Major Transportation Corridor Overlays process would develop corridor overlays for the development code and prepare a text amendment to update the re-designations of state highways. Ms. Smith said this

might not be a planning product. TAC members agreed it might be less of a priority to the other studies on the list.

The study of Rural transportation options, which explored ride sharing and paratransit service options for Baldwin City and Eudora considering park & ride lots, vanpool, transportation sharing, etc. Ms. Mortinger noted that the CTAA report and process in 2017 addressed some of these issues and that we are awaiting a final report from CTAA.

The development of a Bicycle Boulevard Master Plan for Lawrence and/or other municipalities was discussed. Ms. Mortinger looked through a few such plans recently, and it seemed like there could be a benefit from having a more comprehensive approach to designing and prioritizing bike boulevards. Both bike boulevard plans adopted recently by Tucson, AZ and Rochester, NY address both design (including wayfinding) and prioritization (including an equity analysis in the Rochester plan). This work along with the Baldwin City – Ottawa rail trail will be incorporated into the bike plan update. Baldwin City has received the a 10 ft. easement for the Baldwin City – Ottawa rail trail along the entire 11-mile Midland Railway property and the next steps are already in motion. Ms. Mortinger noted that MPO staff would be sensitive to the local bikeway planning needs of each community as the bikeway plan was being updated.

There was a discussion of a Safe Routes to School Plan. Development of a SRTS plan that encompasses all jurisdictions within the county could build on the work already done in Lawrence, but would assist the other communities with being prepared to apply for SRTS infrastructure funds. Ms. Mortinger noted additional work wouldn't be likely to gain any additional traction than the Health Department received during their SRTS work.

Ms. Mortinger asked the TAC to determine which projects they would like staff to develop better scopes of work for consideration at the May 1<sup>st</sup> meeting. At that time the projects will also need to be prioritized. Based on the discussion of projects TAC members agreed the best projects for the MPO to pursue would be a Countywide Multimodal Traffic Impact Study (TIS), Intelligent Transportation Systems Auto and Bicycle Counts, and the 23<sup>rd</sup> Street Multimodal Corridor Study.

#### **4. Next Meeting**

Ed Courton motioned to adjourn at 3:23 PM. The next meeting will be held on May 1, 2018 or another date set by the TAC.