



Tuesday, May 1, 2018 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. Public Comment

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

3. Action Item: Approval of minutes from the March 6 & April 20 meetings (attached)

- Attachments posted 4/26/18

4. Action Item: Recommend Approval of the Bus Transfer Location Analysis

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

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

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

TAC members will recommend the MPO submit applications for competitive CPG funding by May 31st.

- Attachments posted 4/26/18

6. Discussion Item: FFY19 TIP Development Process

MPO Staff will discuss the development of the new TIP and how Performance Measures plan to be incorporated. Projects need to be submitted for the new TIP by June 8th. A web form is under development to submit new projects. Projects already in the existing TIP will need to be reviewed for accuracy and Performance Measures data.

7. Action Item: Countywide Bikeway Plan Update Scope of Work (attached)

MPO Staff will discuss the scope of work for the Countywide Bikeway Plan update.

8. Quick Updates

a. Cooperative Agreement

b. Public Participation Plan Amendment

c. FFY17 TIP Administrative Revision # 2 - <https://lawrenceks.org/mpo/tip>

9. Other Business

10. Next Meeting: June 5, 2018 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, national origin, sex, age, or handicap/disability, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see www.lawrenceks.org/mpo/title6 or call (785) 832-3150.

TECHNICAL ADVISORY COMMITTEE (TAC)

Minutes for Tuesday, March 6, 2018 Meeting

Voting Members

Allison Smith (KDOT)
Charles Soules (City of Lawrence Public Works Director)/David Cronin (City of Lawrence City Engineer)
Leslie Herring (City of Eudora)
Scott McCullough (Lawrence-Douglas County Planning & Development)
Aaron Quisenberry (KU on Wheels)
Bob Nugent (Lawrence Transit)

Non-Voting Members

Paul Foundoukis (Federal Highway Administration)

Staff

Jessica Mortinger (Senior Transportation Planner)
Ashley Myers (Transportation Planner)
Ryan Pearson (Transportation Planning Intern)

Others

Charles Fertig

1. Call Meeting to Order, Welcome and Introductions

Leslie Herring called the meeting to order at 1:32 PM. A quorum was present.

2. Public Comment

Charles Fertig expressed concerns about a specific intersection on Fairfield St near the Tractor Supply Store. David Cronin said he would follow up with Charles after the meeting. Leslie Herring asked for additional comments and there were none.

3. Action Item: Approval of minutes from the February 13, 2018 meeting

Leslie Herring asked if anyone had changes to the minutes. Scott McCullough moved to approve the minutes from February 13, 2018; the motion was seconded by Chuck Soules and passed unanimously 6-0.

4. Action Item: Recommend Approval of Transportation 2040

Jessica Mortinger presented the draft Transportation 2040. Ms. Mortinger spoke about the recently completed process for updating the long-range transportation plan, noting that throughout the 18 month process there were 1,600 survey results which were received throughout nine open houses and 36 stakeholder interviews.

Ms. Mortinger outlined the process used to develop the list of needs and existing conditions as well as how the list is used to prioritize future projects. Ms. Mortinger continued to describe the goals of the plan, adding that T2040 does not include any mode specific design updates, rather it is intended to bring together existing planning documents in such a way that leads to their implementation. Ms. Mortinger spoke about the differences in financial projections between the 2012 version of T2040 and the new update. Scott McCullough asked whether new projects would be added to the list as they surface, thus impacting the financial projections. Ms. Mortinger responded that yes the list is updated on a rolling basis as necessary. Speaking about the recently completed period for public comment,

Mr. McCullough asked what the top issue raised by the public appeared to be. Ms. Mortinger responded that without a doubt the greatest concern pertains to updates along 19th street between Haskell and O'Connell. Chuck Soules said that some people probably don't understand the importance of improving routes and options in order to proactively mitigate population growth before it has negative impacts on the

road network, and therefore some concerns might be a simple misunderstanding. Ms. Mortinger clarified that while the concerns pertaining to 19th street are valid as they relate to safety and livability, it needs to be known that the plan doesn't include specific roadway design and so the concerns may be preemptive. She voiced the importance of establishing a thorough public engagement process for 19th Street once roadway design decisions are more pertinent in order to mitigate these concerns.

Ms. Mortinger said that there were comments about the role of autonomous and electric vehicles but said that those factors will require a separate study which doesn't fit into the context of this plan. Ms. Mortinger also mentioned that there are concerns about the absence of specific bicycle and pedestrian updates, but continued to explain that it's likely because the structure of this plan might not be fully understood by the public as it relates to existing efforts and noted that a specific bikeway update will occur in 2018 and 2019.

David Cronin moved to recommend approval of Transportation 2040; the motion was seconded by Bob Nugent and passed unanimously, 6-0.

5. Quick Updates

TIP Amendment – Ashley Myers noted only one project was received for the TIP amendment and the project could wait until the scheduled summer amendment cycle. Thus no TIP amendment will be completed at this time.

6. Other Business

Ms. Mortinger asked if anyone would like a printed copy of the T2040 once it is approved. Leslie Herring said the City of Eudora would like two copies.

Allison Smith mentioned Transit Day at the Capital on February 28 had very good representation.

7. Next Meeting: April 3, 2018 or another date set by the TAC

The meeting adjourned at 3:02 PM.

TECHNICAL ADVISORY COMMITTEE (TAC)
Minutes for Friday, April 20th, 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 23rd Street Multimodal Corridor Study, which would envision the future of the 23rd 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.

6th Street –Iowa to Mass St. Corridor Study would envision the future of the 6th 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 23rd 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 1st 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 23rd 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.

Multi-modal Traffic Impact Study Methodology and Guidelines – Scope of Work

Project Background & Scope

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

The study will explore the national best practices and provide localized recommendations for when Traffic Impact Studies should be required, what multimodal analyses should be included, and how the study should be processed, reviewed, and used in an effort to ensure that Transportation 2040 is being implemented to the fullest multimodal extent for each city and county development process.

Project Cost

\$40,000 - Estimated Total Cost

\$32,000 - Competitive Consolidated Planning Grant Request

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

Project Management & Timeline

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

Issue RFP -

Study Completion -

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

Project Background & Scope

In 1999, a 23rd Street Corridor Study (Kansas Highway 10) between Iowa Street (US 59) and Noria Road (E 1750 Rd.) was completed providing a vision for the future of 23rd Street. Since then the 23rd Street Corridor Study¹ provided a basis for reducing driveways and curb cuts, restricting turning movements, adding center turn lanes, and developing a more connected pedestrian network. 23rd Street no longer serves as State Highway K-10 since the South Lawrence Trafficway was opened in 2016. The removal of the state highway designation, the passage of the City complete streets policy, the crash history, and the multimodal vision of Transportation 2040 warrants a revised study of 23rd Street from Learnard Street to the eastern city limits before anticipated 2021 reconstruction.

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

Project Cost

\$100,000 - Estimated Total Cost

\$80,000 - Competitive CPG request

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

Project Management & Timeline

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

Issue RFP – August 2018

Study Completion – July 31 2019

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

Intelligent Transportation Systems: Inventory/Data Collection and Bicycle Detection – Scope of Work

Project Background & Scope

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

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

This project would consist of the purchase and installation of technology to equip 8 intersections. This project would include the maintenance of technology and on-going collection of data at 7 currently equipped intersections. This project would also purchase upgrades for 2 other signals to install bicycle detection devices providing bicycle count feeds. Information collected with this technology would allow the MPO to better understand travel time, traffic volumes, and other information to improve operations, address special events, and peak traffic trends. This data would provide an opportunity to work towards having a real-time traffic information system that could assist in managing travel delays, avoiding secondary crashes by diverting traffic when incidents occur, and provide historical data to use for future roadway improvements. The data can be used to update our travel demand model, to assist in performance monitoring, or for future studies.

Project Cost

\$175,000 - Estimated Total Cost (\$135,000 – 8 Cameras +hardware; \$40,000 – 2 intersections with bicycle detection/counters)

\$75,000 - Competitive CPG request

\$100,000 - Local Match: City of Lawrence –Public Works funds

In kind staff time for installation –this value is not included in the estimated cost

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

Project Management & Timeline

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

Issue RFP –

Completion – 12/31/2019

Countywide Bikeway Plan Scope of Work

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Introduction

The [Transportation 2040 \(T2040\)](#) plan completed in March of 2018 included planning for people who bicycle, walk, ride transit, and drive vehicles. The plan reflects the regional values and priorities, which are shifting towards non-single occupancy motor vehicle modes of travel. The public engagement process identified the desire for improved bicycle safety and additional bikeway design options. There is a need to update the [Countywide Bikeway System Plan](#), which was approved in March of 2014, to better reflect the community's vision.

This scope of work defines the context, purpose, and the schedule and timeline the Lawrence-Douglas County Metropolitan Planning Organization (MPO) plans to undertake to update the countywide bikeway plan.

Planning Context

Planning for bikeways in Lawrence and Douglas County is not a new concept. The first countywide bicycle plan was developed in 2004. Much has changed since the plan was updated in 2014. The City of Lawrence now has dedicated bicycle and pedestrian funding to implement projects. This funding stream provides exciting momentum to construct projects identified in the planning process. Also, a great deal of planning has been done to improve non-motorized conditions in the last few years – [the Lawrence Pedestrian Bike Issues Task Force](#), [the Lawrence Loop Alignment Study](#), [the Lawrence Bike Parking and Amenities Policy Review with Citywide and Downtown Recommendations](#), [annual bicycle and pedestrian counts](#), [Bicycle Friendly Community feedback](#) and the most recent [Countywide Bikeway System Plan](#). However, they are all separate planning documents and have different visions and recommendations. Furthermore, the City of Lawrence was re-designated as a Bronze Bicycle Friendly Community in 2016 a recognition it has held since 2004. In 2016, the University of Kansas (KU) was designated as a Bronze Bicycle Friendly University and in 2016 KU adopted their first [Bicycle Plan](#).

Countywide Bikeway Plan Update

The Countywide Bikeway Plan will reconcile the various bicycle related plans into one vision for the future of bikeway infrastructure in Lawrence-Douglas County. The purpose of this plan is to develop a low-stress bicycle network that can make bicycling an attractive choice for transportation.

The Countywide Bikeway Plan will, at a minimum, address the following issues:

- Explicitly state the region's vision and goals through public engagement
 - Goals and strategies will be organized under the 6E's: Engineering, Education, Encouragement, Enforcement, Evaluation and Equity
- Plan for a continuous bikeway network
 - Establish criteria for bikeway types based on best practices and national design standards
 - Identify short term and long range priorities
- Address bicycle amenities
- Establish performance measures that coordinate with Transportation 2040

Stress Levels for Cyclists

When cyclists travel along roadways, they face varying levels of stress from traffic. A quiet residential street with a 25-mile-per-hour speed limit presents a lower-stress setting for cyclists, but a six-lane highway with a 40-mile-per-hour speed limit creates a higher-stress environment for cyclists who must share the roadway with traffic. Stress from traffic is affected by variables such as traffic speed, traffic volume, the number of traffic lanes, frequency of on-street parking turnover and the ease of crossing intersections, among other factors. People are more likely to bicycle in low-stress environments, so improving bicycling requires developing low-stress connections between activity centers, transit facilities and neighborhoods.

BAC Steering Committee and Staff Workgroups

The Steering Committee is the [MPO Bicycle Advisory Committee \(BAC\)](#), which is comprised of appointees from the City of Lawrence, City of Eudora, City of Baldwin City, City of Leocompton, and Douglas County. The Lawrence Transportation Commission will have one ex officio liaison on the BAC Steering Committee for the duration of the bikeway plan update planning process.

Staff workgroups will be convened to provide technical assistance throughout plan development, representing relevant staff from the cities and county.

Public Engagement

Conversations about bicycling in Lawrence, Eudora, Baldwin City, Lecompton, and Unincorporated Douglas County will be structured in phases.

Phase 1 (Spring/Summer 2018):

- Open house and survey with a conversation about bikeability goals, bikeway preferences and bikeway network desires
- Investigational bicycle rides to experience riding throughout the cities and County

Phase 2 (Fall 2018):

- Open house and survey with a conversation about the draft bikeway network and priorities survey

Phase 3 (Spring/Summer 2019):

- Open houses and/or public bicycle rides to showcase the new plan and updated bicycle rideability map

Schedule

The Countywide Bikeway Plan update will be completed in four tasks.

- Task 1: Public Engagement
 - MPO BAC: Begin April 2018, hold meetings regularly as needed
 - Open House/Survey 1: May/June 2018
 - Investigational Bicycle Rides: Summer 2018
 - Open House/Survey 2: Fall 2018
 - Final Plan Presentation Tour: Spring/Summer 2019
- Task 2: Draft Existing Conditions Memo
 - Reviewed by MPO BAC: Fall 2018
- Task 3: Draft Recommendations Memo
 - Reviewed by MPO BAC: Fall 2018
- Task 4: Final Approved Report
 - Draft Final Report: Winter 2018/2019
 - MPO BAC Recommend Approval: Spring 2019
 - TAC Recommend Approval: Spring 2019
 - MPO Policy Board Approval: Spring 2019
 - Presentation to Lawrence Transportation Commission, City of Eudora, City of Baldwin City, City of Lecompton: Spring/Summer 2019
 - Open House and Bicycle Rides to Celebrate the New Plan: Spring/Summer 2019

Timeline

	2018		Fall	Winter	2019	
	Spring	Summer			Spring	Summer
Task 1: Public Engagement						
MPO BAC	X	X	X	X	X	X
Stakeholder Meetings with Baldwin City & Eudora Staff						
Open House/Survey 1						
Investigational Bicycle Rides						
Open House/Survey 2						
Final Plan Tour						
Task 2: Draft Existing Conditions Memo						
Reviewed by MPO BAC						
Task 3: Draft Recommendations Memo						
Reviewed by MPO BAC						
Task 4: Final Approved Report						
Draft Final Report						
MPO BAC Recommend Approval						
TAC Recommend Approval						
MPO Policy Board Approval						
Presentation to Lawrence Transportation Commission, City of Eudora, City of Baldwin City, City of Lecompton						
Open House & Bicycle Rides to Celebrate the New Plan						

*Staff workgroups (TAC and Lawrence Multimodal team) will meet as needed.

As of 4.9.18