

Attendance:

VOTING MEMBERS PRESENT

X	Leslie Herring (Alt)	City of Eudora
X	Keith Browning	Douglas County
X	Ed Courton (Chair) (Alt)	Baldwin City
X	Scott McCullough	L-DC PDS
X	Robert Nugent	Lawrence Transit
	Lynley Sanford	Lecompton
X	Allison Smith	KDOT
X	Aaron Quisenberry	KU Transportation Services
X	Charles Soules	Lawrence MSO

NON-VOTING MEMBERS PRESENT

	Paul Foundoukis	FHWA
	Daniel Nguyen	FTA
X	Sarah Hartsig	L-DC Health Dept.

STAFF PRESENT

X	Jessica Mortinger, AICP	L-DC MPO
X	Ashley Myers, AICP	L-DC MPO
X	Cece Riley	

GUESTS PRESENT

X	Bernice Vervynck	Resident	X	Tim Deneke	Heritage Tractor
X	Diana McNioch	Resident	X	Bill Schulteis	Cherry Hill Properties
X	Karen Heeb	Resident	X	Jim Tobaben	JEO
X	Tresa Carter	Olsson	X	David Cronin (Alt)	Lawrence MSO
X	Jeff McKerrow	Olsson	X	Scott Zarembo	Zaroco

1. Call Meeting to Order, Welcome and Introductions

Ed Courton called the meeting to order at 1:30 PM. A quorum was present.

2. Public Comment

There were none.

3. Action Item: Approval of minutes from the August 13th meeting

Scott McCullough motioned to approve the minutes from the August 13th meeting after a minor revision was spoken about by Ed Courton, Keith Browning seconded; the motion passed unanimously, 8-0. Leslie Herring arrived at 1:34pm

4. Action Item: Recommend Approval of the East 23rd Street Multimodal Corridor Plan

<https://assets.lawrenceks.org/mpo/23Study/DraftPlan.pdf>

<https://assets.lawrenceks.org/mpo/23Study/23studyPP-TAC.pdf>

Jessica Mortinger gave a brief overview of the plan to reimagine 23rd street from the Haskell Bridge to 600 feet east of Anderson Ave and then asked Tresa Carter and Jeff McKerrow from Olsson to discuss the draft plan. They presented the vision which was developed through conversations with the public and local stakeholders. Ms. Carter presented information on the 240 survey responses which were received and the three day charrette hosted by the City of Lawrence and facilitated by Olsson. Mr. McKerrow then described how this stretch of road is unique for a corridor. There is an unconstrained right-of-way in which lanes are larger than average this allows for a high amount of flexibility when planning a redesign. Olsson suggested

the sidewalks on either side of the street are enlarged to 8 or 10-foot-wide shared use paths with lighting, as well as adding native plants and monuments to beautify the corridor. Mr. McKerrow indicated that narrower lanes would also help to encourage traffic to operate at the lower posted speeds. The speed on 23rd St will be decreased from 45mph to 35mph at Harper to the west. The use of medians at key points throughout the corridor would also be implemented to lessen the high crash rate found on 23rd which is currently higher than the state average. Questions then arose about bus stops and bus pull-out locations by both Charles Soules and Scott Zaremba. Mr. McKerrow then discussed how there are few bus routes on this stretch of 23rd and informed the group that bus pull-outs are more difficult for bus drivers because it can be difficult to get back into traffic. Mr. McKerrow also mentioned the plan identifies future opportunities for access management when development occurs and a Turbo T intersection at Franklin Rd when improvements are warranted.

Ed Courton asked for public comments. Bill Schulteis asked if 10 feet was standard for shared use paths and if the city would require any additional easements to implement the project. Mr. McKerrow said 10 feet is a standard shared use path, such as along Clinton Parkway—and there are not any known locations where additional easements will be required at this point in time. David Cronin explained the plan would be approved and the design process would begin with property surveys would occur in mid-2020 and additional easement needs would be identified at that time. Mr. Zaremba indicated his concerns about congestion at the intersection of Haskell and 23rd; he believes the buses and medians will create congestion in front of Quick Trip. Mr. McKerrow assured him with reduced speeds and few bus routes there should be adequate stacking in the turn lanes to address the intersection's needs. He also went on to say this intersection is very unsafe currently and his highest priority is creating a safer intersection for both drivers and pedestrians.

Mr. Zaremba then wanted to give *kudos* to Olsson and the entire charrette process because he initially was skeptical about the project but now feels both the City and Olsson are doing a great job, Tim Deneke agreed with him. Keith Browning asked if 12' turn lanes are standard as he felt this may be too small for the corridor. Mr. McKerrow assured Mr. Browning it is standard and also safer for both pedestrians and cars. 12' wide center-turn-lanes are found on 6th St and are helpful to traffic calming without reducing capacity. Scott McCullough asked for more information about the shared use path and if this would be pulled away from the street and whether or not lighting would be added. Mr. McKerrow said yes to both, but explained the shared use path will be brought closer to the street at intersections to provide a high amount of visibility to cars but otherwise the paths would be located a generous distance away from the street in order to have native plants/ trees between the path and the road. Mr. Zaremba asked who would be maintaining these green spaces. Mr. Soules said he would need to follow up about whose responsibility maintenance would be. Leslie Herring asked Olsson to reiterate how these plans will cause traffic calming effects aside from narrower lanes. Mr. McKerrow then explained how narrower lanes in combination with landscape elements and the new intersections and medians will create a sense of being closed-in on which will create more safe traffic conditions. Ms. Herring followed up her initial question by asking who will communicate with the public how to use these new intersections. She mentioned how some still have trouble understanding roundabouts and the addition of Turbo T's sounds nice but in reality she was worried they would not be properly implemented. Mr. McKerrow agreed education would be an important component of implementing a Turbo T, that should be addressed if/when improvements are being designed and constructed. Mr. Schulteis expressed his worry about drivers choosing to go through his property's parking lot due to new route restrictions. Diana McNioch wanted to know why offsetting medians was necessary. Mr. McKerrow spoke about how this plan creates a safer, more accessible, corridor for both cars and pedestrians through all the changes Olsson has recommended— the use of offsetting medians deters

cars from sharing the same space which will reduce car crashes. Ed Courton motioned to recommend approval of the East 23rd Street Multimodal Corridor Plan, Leslie Herring seconded; the motion passed unanimously 9-0.

5. Quick Updates

Ashley Myers presented the counting projects being worked on this month: Bicycle rider/Pedestrian, Downtown Bike parking, and Safe Routes to School (SRTS) crossing. Safe Routes to School Planning is underway and an open house is scheduled in the fall in Lawrence. Eudora and Baldwin City will host events in the fall as well.

6. Other Business

Allison Smith announced an open Transportation Alternatives *call for projects* due November 1st. Ms. Smith mentioned KDOT is assuming similar funding levels to last year, but are not certain. They are expecting they will be operating under a continuing resolution of the FAST Act in 2021.

7. Next Meeting: October 1st, 2019 or another date set by the TAC

The meeting adjourned at 2:20 PM.