

MPO response to Comments received on TIP Amendment #5 – Sorted by project

New Project - MPO#: 410 - Lawrence Multimodal Center

Construct a five-level parking and multimodal transit facility. Program \$1,000,000 of Local funding for Preliminary Engineering in FY2017. Program \$1,000,000 of Local funding for Construction in FY2018. Program \$2,000,000 of Local funding for Construction in FY2019. Total project cost: \$4,000,000.

The Lawrence City Commission has directed City staff to pursue a TIGER grant for development of a Multimodal Center. As part of the planning process, addition of this project to the TIP is required with the federal grant review. Federal funding has not been committed to this project and project location design and planning are still underway. This listing does not identify a specific location for the proposed Multimodal Center. Amendments to this listing would be required to add additional funding or funding categories, currently this project only has available local funding. Opportunities for public engagement will occur at the local level before a final decision is made. Final decisions for location and design will be made by the Lawrence City Commission.

After consultation with the local project sponsor, MPO staff recommends no changes to the proposed TIP Amendment #5.

Project Changes - MPO#: 229 - 19th Street Reconstruction, O'Connell to Harper

Reprogram \$250,000 of Local funding for Right of Way from FY2016 to FY2018, reprogram \$250,000 of Local funding for Preliminary Engineering from FY2017 to FY2018, reprogram \$2,500,000 of Local funding for Construction from FY2017 to FY2018. Total project cost is not changing: \$3,000,000.

19th Street Reconstruction, O'Connell to Harper is currently identified as a Major Collector on the 2016 MPO-KDOT-FHWA Roadway Functional Classification Map and as a Minor Arterial on the T2040 Major Thoroughfares Map. These maps are developed as part of a long range planning process to identify major corridors for future roadway improvements and its future intended role in the network.

The Maps can be accessed online at:

- 2016 MPO-KDOT-FHWA Roadway Functional Classification Map Lawrence-Douglas County (approved by the MPO Policy Board on January 21, 2016) <http://lawrenceks.org/assets/mpo/T2040/fcnclass2016.pdf>
- T2040 Major Thoroughfares Map (approved by the MPO Policy Board as part of T2040 on March 21, 2013) <http://lawrenceks.org/assets/mpo/T2040/Thoroughfares.pdf>

Final decisions for design and schedule will be made by the Lawrence City Commission.

After consultation with the local project sponsor, MPO staff recommends no changes to the proposed TIP Amendment #5.

SUBJECT: 2015-2019 Transportation Improvement Program—Amendment #5 and Program of Projects for the Lawrence Transit System

MPO responses in Red.

2. **General comment:** Public comments on completed projects in planning documents are usually superfluous. Some projects listed in the subject document are complete. These projects should have “Placed in Service” dates shown in the comments section. MPO #206 and MPO #211 are two examples of such completed projects.

The TIP currently lists projects that have been completed from the previous TIP in the “Major Projects from the Previous 2012-2015 TIP” section. The MPO currently generates a new TIP every two years and tracks project completion at that time. The MPO’s role in quarterly TIP administration is not project tracking, but to ensure appropriate projects and funding is included in the TIP. The TAC determined that the existing tracking is sufficient to meet the TIP role.

3. **General comment:** Replacement projects should show project rationale in comments section. For example, MPO #224 is a bridge replacement. Is the replacement due to lack of capacity for projected traffic, failure to meet modern safety design standards, lengthy time-in-service related structural deficiencies or a combination of reasons?

Project details and justification for a project typically occurs in the process before the project is incorporated into the TIP. The local project sponsor follows a locally identified process for selecting and programming projects and submits them for inclusion in the TIP. Additional project details can be added at the discretion of the local project sponsors. As project selection occurs locally through the Capital Improvement Plan (CIP) process prior to incorporation into the TIP, the TIP document is not the appropriate place to comment on project selection.

After consultation with the local project sponsor, there has been no requested change to the TIP.

4. **General comment: Safe Routes to School (SRTS)** positive impact can be used to provide additional justification to many non-SRTS projects in the TIP. Listing the impacted schools with other non-SRTS specific projects would be helpful.

Project details and justification for a project occurs in the process before the project is incorporated into the TIP. The local project sponsor follows a locally identified process for selecting and programming projects and submits them for inclusion in the TIP.

As a part of TIP amendment 5, “Safe Routes to School” and “students” were incorporated into the Planning Factors, which are utilized in conjunction with Engineering Factors to determine if a project is appropriate for inclusion in the TIP.

After consultation with the local project sponsor, there has been no requested change to the TIP.

5. The following list of MPO projects may positively (or in some cases negatively) impact SRTS designated routes for nearby schools. If so, the comments section and more detailed project planning documentation should so state. In certain instances a useful comment would be “No SRTS impact per (insert name of cognizant authority.)

MPO #	Potential Safe Routes to _____ Impact
211	Langston Hughes ES
226	Free State HS
229	Kennedy ES
230	Free State HS, Langston Hughes ES, and Quail Run ES
234	Kennedy ES*, New York ES*, and Cordley ES*
235	South MS, Broken Arrow ES, and Schwegler ES
239	Schwegler ES
242	Schwegler ES
300	Lawrence HS, South MS, Schwegler ES, and Prairie Park ES
301	Lawrence HS, Southwest MS, Schwegler ES, Sunflower ES, Raintree Montessori, and Bishop Seabury Academy
410	All schools with students using multi-modal transit facility
502	All private and public schools within USD 497 boundary
504	To be determined (See paragraphs 9 and 10 below.)
*	Potential for <u>negative</u> SRTS impact due to increased motorized traffic volume.

It is difficult to systematically determine which schools would be affected by certain projects and specific Safe Routes to School are subject to change, therefore, this information is not appropriate to be required in the TIP. However, additional project details can be added at the discretion of the local project sponsors.

After consultation with the local project sponsor, there has been no requested change to the TIP.

6. **RE MPO #500:** The “Santa Fe Depot” is used every day by AMTRAK for passenger rail service to northeast Kansas residents and by out-of-state visitors to our region. The project description should indicate this is an active passenger facility and not merely a conversion of a former passenger depot to some other worthy public purpose. “AMTRAK” should appear in the project title to denote the current active use of this facility.

These comments were forwarded to the local project sponsor: City of Lawrence Public Works. Changes to the project listing would be made at the discretion of the local project sponsor.

After consultation with the local project sponsor, there has been no requested change to the TIP.

7. **RE MPO # 600:** Where is the documented list of hazards to be addressed under this project? Who determines the priority among different hazardous sites? What is the prioritization rubric? How is public input sought and used in governance of this project? The document as written is not sufficient to answer these fundamental questions.

These comments were forwarded to the local project sponsor: KDOT. Changes to the project listing would be made at the discretion of the local project sponsor.

KDOT provided the following response:

MPO #600 is a grouped project. For RR safety projects funded with HSIP funds, FHWA allows us to put a historical average of HSIP funding spent in each region into the TIP. We do this for each MPO area. It is more of a placeholder as projects may or may not be needed in the metro area in any given year. When these RR safety projects arise, KDOT has a responsibility to respond to the identified need as efficiently and quickly as possible. This agreed upon TIP practice allows us to do this. KDOT reevaluates the amount needed in the TIP during each update of the document.

After consultation with the local project sponsor, there has been no requested change to the TIP.

8. **RE MPO #502:** It is unclear that private schools are involved in the SRTS planning process. They should be! For example, SRTS projects that support Liberty Memorial Central Middle School students may also have utility for St. John Catholic School students. Likewise, SRTS projects in service of Southwest Middle School and Sunflower Elementary School students may also have utility for Raintree Montessori School and Bishop Seabury Academy students. Undoubtedly, there are other examples of the need for private school facility input similar to these.

These comments were forwarded to the local project sponsor: City of Lawrence Public Works. After consultation with the local project sponsor, it has been requested that Project #502 be removed from the TIP as part of Amendment #5. The project funding from KDOT was not spent or reimbursed and this project is no longer a valid listing.

9. **RE MPO #502:** As residential patterns change due to rezoning and subsequent development, Safe Routes to School infrastructure projects must be reevaluated. In northwest Lawrence there are dozens of new residences under construction that were not considered when the current SRTS funds were granted to L-DC Heath Department. Accordingly, the SRTS routes designated two or more years ago in northwest Lawrence are obsolete and incomplete. Further, the opposition of developers, USD 497, and Lawrence

Planning Department and the Planning Commission to requests for code-compliant plat refinements to permit improved student pedestrian access to Langston Hughes Elementary School (LHES) from the west and unused pedestrian easements from the north to LHES must be explicitly considered and remediated in future SRTS project planning and prioritization.

These comments were forwarded to the local project sponsor: City of Lawrence Public Works. After consultation with the local project sponsor, it has been requested that Project #502 be removed from the TIP as part of Amendment #5. The project funding from KDOT was not spent or reimbursed and this project is no longer a valid listing.

10. RE MPO #504 (and similar follow on efforts): Through Ordinance 7106, Lawrence sought public advice on Pedestrian and Bicycle Issues. The 7106 Task Force recommended a consolidated change in the local advisory process for transportation matters. ***That recommended change has been presented to but has not been implemented or rejected by local political leadership.*** In the interim, there is no defined process for pedestrian friendly projects (such as Safe Routes to School) to be championed through the local resource allocation decision making as is the case for bicycle facility projects through the Lawrence-Douglas County Bicycle Advisory Committee. Recommend the MPO address this shortfall to Lawrence City officials to ***implement a permanent advisory process for pedestrian-intensive transportation matters such as SRTS. In the interim,*** the City should direct SRTS advisory matters to the L-DC Bicycle Advisory Committee. ***In this interim role, BAC should invite input from private schools as well as USD 497 staff on SRTS matters.*** As a courtesy to home rule principle, other than Lawrence-appointed BAC members would voluntarily recuse themselves from Lawrence-only SRTS advisory decision votes but their views would be welcome in the deliberative phase of the process.

The MPO staff is participating in the coordinated SRTS and pedestrian/bicycle issues task force planning process. City staff are working on implementing the taskforce recommendations for a coordinated transportation advisory body, which will be sent to the Lawrence City Commission for final decision making. At this time, MPO staff does not believe it would be practical to assign pedestrian issues into the BAC purview for two reasons. First, the BAC origination resolution and bylaws do not include this scope of work for SRTS (they are only directed to work on bicycle issues). Secondly, there is ongoing work to generate a multimodal decision making body.

Additional comment received 7/1/2016

Thank you for updating me on the status of my earlier comments. I hope the comments posed by Bonnie Uffman and Steve Evans related to the potential of additional traffic on 19th ST are also reviewed from the SRTS impact perspective for KU, Kennedy, Schwegler, LHS, Cordley and perhaps New York schools. Additional traffic on 19th ST will drive the need for additional student pedestrian safety measures, especially for Cordley and Kennedy

ES. Cost of these additional SRTS-related improvements would need to be folded into project costs for those projects slated to increase traffic along 19th ST.

Thanks for consideration of these additional comments.

These comments will be forwarded to the local project sponsor: City of Lawrence Public Works. Consideration for design and additional built environment improvements will be made by the local project sponsor as part of the ongoing planning process.