

**Lawrence-Douglas County  
Metropolitan Planning Organization (MPO)  
Policy Board**

**Meeting Minutes**

Thursday, March 25, 2010

**Attendance:**

| <b>Organization</b>  | <b>Name</b>                                | <b>Present</b> |
|--|--|----------------|
| <b>Voting Members</b>  |  |                |
| Lawrence City Commission   | Michael Dever                              |                |
| Lawrence City Commission   | Robert Chestnut, Mayor                     |                |
| Douglas County Commission  | Mike Gaughan                               | <b>X</b>       |
| L-DC Metropolitan Planning Commission                                    | Lisa Harris                                | <b>X</b>       |
| L-DC Metropolitan Planning Commission                                    | Stanley Rasmussen                          |                |
| City of Lecompton  | Jimmy Wilkins                              | <b>X</b>       |
| Kansas Department of Transportation                                      | Davonna Moore                              | <b>X</b>       |
| <b>Non-Voting Members</b>  |  |                |
| Federal Highway Administration   | Paul Foundoukis                            |                |
| Federal Transit Administration   | Joni Roeseler                              |                |
| University of Kansas   | Margaret (Peg) Livingood, ASLA             | <b>X</b>       |
| City of Baldwin City   | Ken Wagner, Mayor                          |                |
| City of Eudora   | Maria Nelson                               |                |
| <b>Staff</b>   |  |                |
| Lawrence - Douglas County MPO  | Todd Girdler, AICP                         | <b>X</b>       |
| Lawrence - Douglas County MPO  | Bart Rudolph                               | <b>X</b>       |
| City of Lawrence-Douglas County<br>Planning & Development Services Dept. | Scott McCullough, AICP                     | <b>X</b>       |
| <b>Others</b>  |  |                |
| City of Lawrence-Douglas County<br>Planning & Development Services Dept. | Sheila Stogsdill<br>(For Scott McCullough) |                |
| City of Baldwin City   | Jeff Dingman                               |                |
| City of Lawrence   | Cynthia Boecker                            |                |
| City of Lawrence   | David Corliss                              |                |
| City of Lawrence, Public Works   | Charles Soules                             | <b>X</b>       |
| City of Lawrence, Public Works   | Shoeb Uddin                                |                |
| Douglas County Public Works  | Keith Browning                             | <b>X</b>       |
| Kansas Department of Transportation                                      | Stephanie Watts                            | <b>X</b>       |
| Kansas Department of Transportation                                      | Thomas Dow                                 |                |
| Douglas County   | Linda Finger                               |                |
| Federal Highway Administration   | Steve Foust                                |                |
| City of Lawrence   | John Miller                                |                |
| Kansas Department of Transportation                                      | David Gurs                                 |                |
| Lawrence Public Transit  | Robert Nugent                              | <b>X</b>       |
| University of Kansas   | Jordan Wilkinson                           | <b>X</b>       |
| Kansas Department of Transportation                                      | John Maddox                                |                |

### **1. Call Meeting to Order**

Chairperson Lisa Harris called the meeting to order at 4:02 PM and a quorum was assured.

### **2. Action Item: Approval of Minutes from the January 21, 2010 MPO Meeting**

Approval of the minutes from the January 21, 2010 MPO meeting was moved by Ms. Moore, seconded by Mr. Wilkins and passed unanimously.

### **3. Correspondence**

Mr. Girdler called reference to the Project Updates Memo included in the agenda packet and asked if any members of the Board had additional questions.

Mr. Gaughan asked if the US Highway 40/K-10 Interchange Management Plan was more of a corridor plan or if it would include a technical analysis of the interchange. He also asked how far west the plan would extend. Mr. Browning explained that the plan would be more of an access management plan and extend west to E800 Road.

Chairperson Harris inquired about the comments that were made by the MPO staff on the KU-City Transit Consolidation Study. Mr. Girdler responded that most of the comments requested more detail regarding the rationale of the study and grammatical corrections. Mr. Nugent added that suggestions were also made to re-examine some of the proposed routes due to potential issues with the running time calculations.

### **4. Action Item: Approval of 2008-2012 Transportation Improvement Program (TIP) - Amendment #8**

Mr. Girdler presented this TIP amendment and briefly described the changes. He explained that this amendment was requested by KDOT and includes the revision of costs for one bridge project along US 56 and one freeway surfacing project along US 59 as well as the addition of paratransit funding for the Douglas County Senior Center. Mr. Girdler also distributed revised copies of the resolution for this amendment to replace the ones included in the agenda packet. The revised resolution includes an additional bullet point that makes it clear that changes were made to the text of the federally obligated projects listing.

The 2008-2012 TIP Amendment #8 was reviewed and approved by the Technical Advisory Committee at its March 2, 2010 meeting. There were no public comments received during the public comment and review period that ended on March 23, 2010.

A motion to approve the 2008-2012 Transportation Improvement Program Amendment #8 was made by Ms. Moore, seconded by Mr. Gaughan and passed unanimously.

### **5. Discussion Item: Local Road Bypass of Downtown Eudora**

Mr. Browning gave a brief presentation that was prepared by consultants about the impacts of the new KTA interchange for Tonganoxie and Eudora and discussed projected impacts on Downtown Eudora and plans to create a bypass route. Mr. Browning noted that the interchange will initially add an additional 1,000 vehicles per day through Eudora. Currently, the average daily traffic count in Downtown Eudora is 4,091 vehicles per day and the maximum volume it could handle is 7,150 vehicles per day. At that volume, the level of service would reach level F. That level is expected to be reached in 2023, and in 2030 there will be an estimated 8,260 vehicles per day traveling through Eudora. Because of these projections, the City of Eudora and Douglas County

have begun looking at potential bypass alignments. The study identified 3 potential alignments and a regional improvement plan. The western bypass alignment would be more of a local road alignment and would create two new water crossings and new interchange at K-10 with an estimated cost of \$15.2 million. The eastern alignment would start at the existing interchange in Eudora and swing east and create a new water crossing to hook up with the existing 1061 Kansas River Bridge. This alignment would complement future growth projections and industrial land development plans and cost an estimated \$11 million. At the beginning of 2009 this alignment was preferred by the Board of County Commissioners of Douglas County. The third alignment used the existing alignment which limited the amount of corridor improvements that could be made and cost an estimated \$7.4 million. The regional alignment discussed in the 5-County Regional Transportation Study identified some sort of connection between eastern Douglas County (I-70) and western Johnson County (K-10) that could also serve the Sunflower Ammunition Plant and Gardiner Intermodal Facility. The estimated cost for the regional alignment is unknown.

Mr. Girdler added that this issue will need to be addressed and included in the next Metropolitan Transportation Plan update due in early 2013.

#### **6. Discussion Item: Complete Streets Policy Activities and the Grant Application to the Douglas County Community Foundation for the Complete Streets Workshop**

Mr. Rudolph reported that staff has been working on two projects aimed to develop a Complete Streets Policy for the City of Lawrence. He explained that Complete Streets are designed and operated to enable safe access and inviting road networks for all users, including pedestrians, bicyclists, motorists and public transportation users of all ages and abilities. The first project begins the process to review and update the City's multimodal planning standards. MPO staff is working with KU's School of Architecture, Design & Planning to provide a comprehensive review of multimodal best practices and Complete Street policies in comparable Midwest cities, identify roadway types in Lawrence for possible implementation, and deliver a study and white paper that align with the goals of improved multimodal transportation planning. The project is expected to be complete in May 2010. The second project works to further educate and plan for multimodal streets in Lawrence by hosting a one-day Complete Streets Workshop. Mr. Rudolph announced that LiveWell Lawrence awarded the City of Lawrence a grant to fund a workshop administered by the National Complete Streets Coalition that is designed to help key stakeholders, elected officials, advisory board members, and city staff learn how to balance the needs of all users, and develop and implement effective policies specific to the needs of Lawrence. He mentioned that this workshop would help transition from the KU/PDS research project to developing a policy or set of guidelines for the City of Lawrence. The workshop is expected to be held in May or June 2010.

Chairperson Harris suggested avoiding scheduling the workshop during KU finals or graduation to help maximize participation.

Mr. Gaughan asked how many other MPOs are looking at creating or adopting similar policies. Mr. Rudolph replied that the Topeka MPO was involved in their most recent adoption of a Complete Streets Policy and MARC has established guidelines and resources available to their member jurisdictions. He didn't believe that the Wichita MPO had done any work regarding Complete Streets, but mentioned that the KU research paper would include a list of other Kansas cities who have adopted a policy.

## **7. Discussion Item: Consolidated Planning Grant (CPG) Management Policy from KDOT**

Ms. Moore informed the Board that the KDOT-Urban Planning Unit has been working on a new policy for managing the Consolidated Planning Grants (CPG). She explained that this policy will monitor the cash carryover in each Kansas MPO account and every three years work with the MPO staffs to spend any large carryover amounts or put 80% of that balance into a metro fund that all the MPOs can access to do special or large projects. This will not preclude the MPO from building up a reserve for a required major project that is planned soon like a MTP update. She mentioned that several comments have been received regarding this new draft policy and Secretary Miller is now reviewing it. Secretary Miller's concern is that there is a large amount of planning funds unspent, while other studies or projects are being canceled due to lack of funding. Secretary Miller will present her plan to manage these funds at the upcoming KAMPO meeting on April 19th. Ms. Moore stated that the draft policy she presented is subject to change after the Secretary makes her announcement. Mr. Girdler explained that this has not been a major issue for the L-DC MPO since we get a relatively small amount of CPG funding. The MPO staff will report back to the Board after the KAMPO meeting and in the fall when the MPO develops the 2011 UPWP.

Mr. Gaughan asked if this would result in funding shorter, less expensive projects. Mr. Girdler responded that the L-DC MPO receives about \$160,000 of CPG funds per year. That money is mostly spent to support the MPO staff salaries and administrative costs. The only major expense funded with CPG funds would be the development or update of a new Metropolitan Transportation Plan (MTP). He stated that this policy would not exclude the MPO from saving CPG funds over a period of time to help pay for the MTP.

## **8. Discussion Item: Bicycle Advisory Committee (BAC) Advisory Role for MPO**

Mr. Girdler announced that the Bicycle Advisory Committee (BAC) expansion to a full county-wide advisory group is now underway and that the BAC has adopted new bylaws to reflect the expanded membership. He mentioned that the BAC is an official advisory group for the City and County Commissions but not for the MPO. He also noted that the MPO Bylaws allow the MPO to add advisory groups to the MPO at its discretion. Mr. Girdler pointed reference to the one page memo that was included in the agenda packet that summarized the discussion from the TAC. The TAC outlined the following three options for how the BAC could offer recommendations and input to the MPO.

- Keep the current status of the BAC with input provided to the MPO through the BAC Chair attending TAC meetings as a non-voting member and interacting with MPO staff
- Change the status of the BAC Chair on the TAC from a non-voting to a voting member and use that new status to encourage more BAC participation in the MPO process
- MPO Policy Board designation of the BAC as an official advisory group in the MPO process with the recognition that the BAC and TAC positions on some topics could differ and the creation of procedures for coordinating recommendations coming to the MPO from both of these groups

Mr. Girdler asked the Board to discuss at what capacity it would like to receive recommendations from the BAC.

The Board discussed a couple of scenarios. The first would be to establish the BAC as a direct advisory group to the MPO, but allow the TAC to provide comments before the recommendation came to the MPO Board. The Board also wanted the recommendations from the BAC to be fiscally constrained. The other scenario would be to take a step-by-step approach and first allow the BAC to appoint a voting member to the TAC and then re-evaluate to see if a more direct advisory role would be appropriate.

There was concern that if the BAC made recommendations only to the TAC, their recommendations could be vetoed and never seen by the MPO Board. As a way to stay informed of the discussions that take place at the TAC, the Board directed MPO staff to include the draft TAC minutes in the MPO agenda packet. The Board also directed MPO staff to speak with the BAC Chair to gauge his interest in the process and see if he would be available to attend monthly TAC meetings if granted a voting member. Mr. Girdler told the Board that the TAC minutes will be included going forward and he will have a conversation with the BAC Chair about his interest in this process.

#### **9. Other Business**

Chairperson Harris announced that Mr. Rudolph had accepted a new position in Anchorage, Alaska and will be resigning from his current position at the Lawrence-Douglas County MPO. She thanked him for the work he had done and wished him well in his future position.

#### **10. Public Comments**

There were no public comments

#### **11. Adjournment**

Chairperson Harris adjourned the MPO Policy Board Meeting at 5:15 PM.