

**TRANSPORTATION 2030 COMMITTEE (T2030)**  
**MINUTES**

*Tuesday, October 24, 2006*

**ATTENDEES:**

Lisa Harris (MPO)	Kelsy Marr (Planning)
John Haase (MPO)	Bill Ahrens (Planning)
David Burress (MPO)	Keith Browning (DG Co. PW)
Boog Highberger (City Commission)	Chuck Soules (Lawrence PW)
Byron Low (FHWA)	Mark Huffhines (FHWA)
Joel Skelley (KDOT)	Cliff Galante (Lawrence Transit)
Dan Warner (Planning)	

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- **T2030 Online Public Forum**

Ahrens briefed the committee on the low usage to date of the T2030 online public forum and asked if we wanted to consider modifying the registration requirements to try to attract more participants. Haase stated that we should not change the registration requirements and that the low usage is likely due to lack of controversy rather than stringent registration requirements. Question was asked about what has been done to promote the site? Staff created and distributed flyers, notified the Daily Kansan and Journal World, sent a notice to all neighborhood associations, and mentioned the site in several newspaper, TV, and radio interviews.

Harris said that it would be helpful to have a public participation plan for the T-2030 process. Low supported having a public involvement plan. Harris wants staff to prepare a public involvement plan for the committee's review at the next meeting. The plan should include all public involvement, list what groups and major decision makers will be contacted, and anticipated dates for various activities. Staff will document all public involvement activities to date and will add actions and activities that will be undertaken through the rest of the T-2030 process.

- **Future Land Use Map**

Since the last meeting, staff has made revisions to the land use maps in response to comments from the Planning Commission and T2020. Previous versions of the maps were full build-out scenarios. The maps have been adjusted to reflect possible 2030 development limits. Industrial uses were added to the Southeast area, all commercial centers from Horizon 2020 were added, and steep slopes were added.

T2030 has reviewed and discussed the maps at two previous meetings. Planning Commission reviewed and discussed at their Sept. mid-month, Sept. regular meeting, and will discuss at their Oct. regular meeting and Nov. mid-month. Information and notices were sent to LAN, Chamber of Commerce, League of Women Voters, and the governing bodies. Question was asked about what sort of population growth was assumed? Approximately 2%/year was assumed. What schools are intended for the shown school sites? None were specified; staff was merely attempting to show possible land uses and new residential areas will likely have new schools. The school district will determine their specific needs. Highberger asked if the SE area was showing more industrial than was previously shown, i.e. the area south of 31<sup>st</sup> St.? Haase indicated that when talking to the Planning Commission it might be helpful to illustrate the differences between the two scenarios and possible traffic implications. Burress asked if we'll be able to develop 2030 TAZ projections for both

scenarios and can we do travel modeling under both scenarios? Ahrens replied that we can maybe do modeling in parallel, depending on time. We would need to develop 2030 TAZ projections for two scenarios and model each roadway scenario twice. IT also depends on how many roadway projects and scenarios we choose to model. Ultimately we can only adopt one land use scenario and set of recommended projects, although we're allowed to include illustrative projects in our plan.

Haase stated that we should resolve all issues before proceeding with identifying transportation projects. Burress indicated that would take too much time and instead we should document the land use assumptions that we'll use. Haase will prepare a draft for staff to share with the committee. Soules stated that the land use maps might also need to go before the city and county commissions. Committee discussed whether this was necessary since T2030 includes representation from both governing bodies.

- **Committed Project List**

Staff had provided the list of committed roadway projects. These are projects that are considered as "committed to" by their respective implementing agency by virtue of being budgeted or under design and will definitely be constructed within the next 2-3 years. When modeling begins, we'll first run an Existing run to identify existing capacity problems, followed by Existing + Committed (E+C). The E+C, run with 2030 TAZ data, depicts future congestion if the region continues to grow but if we have no new roadway capacity other than what will be constructed in the near future. This provides a good starting point for the public participation efforts and in developing roadway projects to model.

- **Transportation 2030 Draft Chapters**

Staff had provided the committee with revised/updated T-2025 chapters - Chapter 2: Existing Conditions, Chapter 9: Pedestrian Plan, and Chapter 11: Intermodal Plan. Chapter 1 – Context & Issues, Chapter 4 – Goals & Objectives, and Chapter 8 – Bicycle System Plan were provided to the committee previously.

**Next Meeting:** Monday, November 6, 2006. 11:30 AM, City Commission Room, 1<sup>st</sup> Floor, City Hall