

T2030 COMMITTEE

December 12, 2007

**Lawrence-Douglas County
T2030 Long Range Transportation Plan
Draft Meeting Minutes**

Location: City Commission Room
Prepared by: Jim Tobaben, PE – Project Manager
Purpose: T2030 Committee Meeting
Attendees:

	Name	Organization
	Lisa Harris	LDC MPO
✓	Joe Harkins	LDC MPO
✓	Brad Finkeldei	LDC MPO
✓	Grant Eichhorn	LDC MPO
	Rob Chestnut	Lawrence City Comm.
	Bob Johnson	Douglas Co. Comm.
✓	Cliff Galante	Lawrence Transit
	Sheila Stogsdill	LDC Planning
✓	Anson Gock	LDC Planning
	Davonna Morgan	LDC Planning
✓	Chuck Soules	City – PW
✓	Shoeb Uddin	City of Lawrence
✓	Keith Browning	Douglas County
	Allison Smith	KDOT
	Scott McCullough	

	Name	Organization
	Jeff Dingman	Baldwin City
	Cheryl Beatty	Eudora
	Sandy Nichols	Lecompton
✓	Daniel Nguyen	FTA
	Byron Low	FHWA
	Mark Huffhines	FHWA
✓	Joel Skelley	KDOT
✓	Jim Tobaben	PB
	Nathan Winkley	PB
	Lynnis Jameson	PBA
	Lisa Briscoe	PBA
	Craig Weinoug	Douglas County
	Michael Amon	
	Lisa Patterson	Lawrence

Agenda Item and Comments:

1. Roadway Improvement Scenarios and Revenues
 - a. The differences in how each roadway improvement scenario affects different roadway categories was discussed.
 - i. Scenario #1 carries the most traffic and provides the greatest relief to arterial streets in Lawrence
 - ii. Scenario #2 and Scenario #3 provide less relief to arterial streets and more relief to rural roadways
 - b. The question was raised about “what is a reasonable rate of congestion?”
 - i. The travel demand model shows about 2000 vehicle-hours of congestion for current conditions growing to about 28,000 vehicle-hours in the year 2030

- ii. Each of the roadway improvement scenarios will reduce future congestion to less than 13,000 vehicle-hours.
 - iii. KDOT will be asked if there is a way to reduce the information regarding delay to an individual trip and whether that information would be meaningful
 - c. The region is reaching a point where it can't build its way out of roadway congestion unless significant additional funds are made available. A balance of transportation options needs to be provided.
 - d. The performance characteristics, evaluation criteria, and scoring for each roadway improvement scenario was discussed.
 - i. Congestion Reduction will be 30% of the final score, Cost Effectiveness 35%, Consistency with T2030 Goals 30%, and Safety Benefits 5%.
 - ii. Jim will check with KDOT to see if they have average accident rates for each road category. If so, the scoring for safety can be based more on data.
 - iii. Scenario #1 has been selected for the T2030 Long Range Transportation Plan based upon the above noted categories.
- 2. Report Cover – the two options were discussed
 - a. Based upon votes received by email and those taken during the meeting, Cover 2 has been selected for the T2030 document.
 - b. One change to the cover will be requested, that is the “2030” will be squared up.
- 3. Transit issues were discussed
 - a. A change will be coming next year as Lawrence Transit and KU on Wheels develop a joint Request for Proposal for a contractor to provide services for both systems.
 - i. The new five-year contract will ask the contractor to provide a maintenance facility that is adequate to handle 81 vehicles. Industry standards would call for one maintenance bay for every 8-9 vehicles. The current facility has 2 maintenance bays and one bay for hand washing the vehicles.
 - ii. Fuel cost will be a major contract increase. The current contract has fuel costs locked in at \$1.68 per gallon.
 - b. Options for a maintenance facility could include:
 - i. City/Lawrence Transit building a facility with KU sharing in the costs
 - ii. City/Lawrence Transit building a facility with KU leasing space
 - iii. KU building a facility with the City leasing space
 - iv. City (possibly with the County) build a facility for all City (and County) vehicles
 - c. Lawrence Transit and KU on Wheels are working closely to identify better ways to coordinate their services.
 - d. Transit Funding
 - i. Federal formula funding is used for operating and maintenance costs

- ii. Funds for capital improvements typically have come from federal earmarks. These have historically been \$300,000 to \$500,000 per year although currently they are at the \$75,000.
 - iii. State and local funds also go toward operating and maintenance costs.
 - iv. If the level of federal funding drops, additional funds will need to be secured or the existing level of service will need to be cut.
 - v. 6 new buses have been purchased this year and 3 additional buses will be purchased next year.
 - e. Bus operations: buses currently operate 14 hours a day, 6 days a week. Headways between buses are no closer than 40 minutes.
 - f. Lawrence Transit is considering a reallocation of services based upon route usage.
 - g. Lawrence Transit is discussing a potential program with Haskell University where student fees would allow the University to give a subsidy to Lawrence Transit in return for an unlimited bus pass for students and faculty.
 - h. Transit use has grown 130% since the service began. The T ranks 10th nationally in growth rate for similarly sized transit services and 3rd nationally among transit “new starts”. These statistics are based upon 201 similar transit agencies.
 - i. Ridership increases are possible with better coordination with KU on Wheels and working with key employers in the City.
4. Bicycle/Pedestrian Programs
- a. At this point, neither the City of Lawrence nor Douglas County has a dedicated program for Bicycle or Pedestrian facility improvements.
 - b. Maintenance of existing sidewalks is the property owners responsibility, new developments are required to include sidewalks, but gaps in existing facilities need a dedicated funding source to provide for improvements
 - c. Currently Transportation Enhancement funding with a local match is used for bicycle and pedestrian improvements.