

# T2030 COMMITTEE

October 17, 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

	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
✓	David Cronister	KDOT
	Lynnis Jameson	PBA
	Lisa Briscoe	PBA
	Craig Weinoug	Douglas County
	Michael Amon	
	Lisa Patterson	Lawrence
✓	David Schwartz	KDOT

#### Agenda Item and Comments:

1. Roadway improvement scenarios – discussion
  - a. Discussed Travel Demand Management, Access Management, and Intersection Improvements – will have an impact on traffic flow, but the TransCAD travel demand model does not account for these types of improvements
  - b. Discussed the area covered by the region's Travel Demand Model
  - c. Based upon preliminary revenue estimates, T2030 should provide approximately 20 miles of roadway capacity improvements – revenue estimates will continue to be refined
  - d. KTA plans to widen I-70 through Douglas County to 6 lanes by the year 2030
  - e. KDOT has studied K-10 east of Lawrence and recommends widening to 6 lanes

- f. Franklin Road from 15<sup>th</sup> Street to 23<sup>rd</sup> Street should be included in each scenario
  - g. When the current SLT (K-10) section is improved to a 4-lane freeway, there will be no interchange at Kasold
- 2. Scenario #1 – improvements include a completed SLT on the “32<sup>nd</sup> Street” alignment – discussion of the proposed scenario
  - a. Eliminate the Kasold Extension to N 1100 Road
  - b. Add Wakarusa improvements to County Road 458
  - c. Keep Peterson Road (final alignment is under study) and connect to the existing I-70 Eastbound ramp intersection
  - d. 6<sup>th</sup> Street (US-40) from Stull Road to the SLT (K-10) – widen to 4 lanes
  - e. The SLT (K-10) will be improved to a 4-lane freeway from I-70 to east of Lawrence with new interchanges at 15<sup>th</sup> Street, Wakarusa Road, Haskell Road, and the east connection with K-10
  - f. Wakarusa Road will be improved to 4 lanes from 23<sup>rd</sup> Street to N 1200 Road
  - g. N 1100 Road will be improved from Iowa (US-59) to Haskell Road
  - h. 31<sup>st</sup> Street will be extended as a 2-lane urban street to Noria Road
  - i. N 1200 Road will be widened to 4 lanes from Wakarusa to Iowa
  - j. New Franklin Road – 2 lanes from 15<sup>th</sup> to 23<sup>rd</sup> Streets
- 3. Scenario #2 – improvements include a completed SLT (K-10) on the “42<sup>nd</sup> Street” alignment
  - a. Scenario is similar to #1 except for SLT alignment
  - b. Scenario #2 is broken into #2a and #2b, with #2a including widening 31<sup>st</sup> Street to 4 lanes from Louisiana to E 1900 Road and #2b with 31<sup>st</sup> Street improvements as described in Scenario #1
- 4. Scenario #3 – SLT is not completed, but an Eastern Bypass is provided
  - a. Scenario #3 is divided into #3a and #3b with both including
    - i. Eastern Bypass would connect US-24 and I-70 south across the Kansas River to 15<sup>th</sup> Street and 23<sup>rd</sup> Street (K-10)
    - ii. 31<sup>st</sup> Street would be widened to 4 lanes from Louisiana to E 1900 Road
    - iii. E 1900 Road would be widened to 4 lanes from 31<sup>st</sup> Street to K-10
  - b. Scenario #3a would include improving N 1000 Road from Iowa to E1900 Road and E 1900 Road from N 1000 Road to K-10
  - c. Scenario #b would not include these last two improvements
- 5. Revenues – the City of Lawrence is considering a sales tax that would be dedicated to transportation
  - a. This will be noted in the T2030 document, but these revenues will not be included in the forecasted funding for T2030