

US-56 Corridor Management Plan

**Lawrence/Douglas County
Public Officials Meeting**

October 6, 2009





Project Purpose & Structure

- Purpose
 - Improve access management and capacity along US-56 in a way that supports the needs and addresses the concerns of the Corridor community.
- Structure
 - The Counties and Cities involved have signed agreements to work together on Corridor concerns.



Regional Context of US-56

- Other Influences
 - BNSF Intermodal
 - New I-35 Interchange
 - 5-County Study



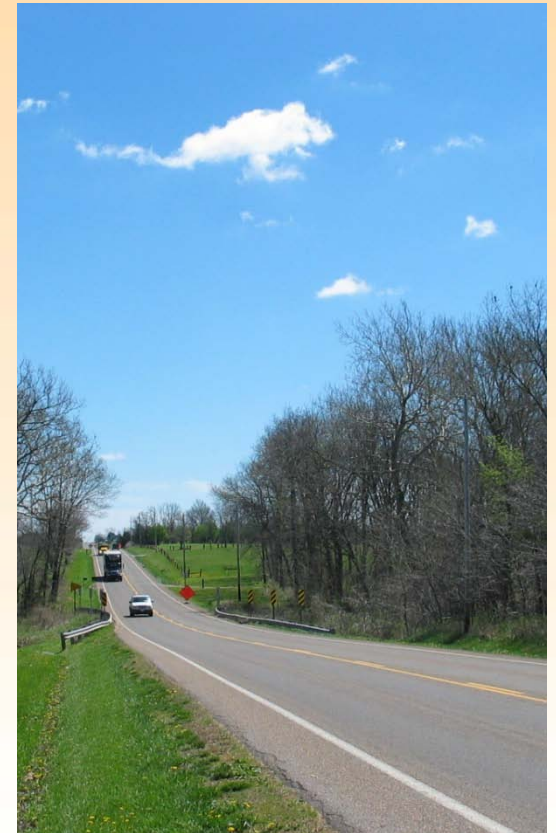
Study Area



- Douglas and Johnson Counties
- Baldwin City, Edgerton, Gardner

Planning Process

- **Phase 1: Foundation of Facts –**
Review of the facts with informed input.
- **Phase 2: Forecast the Future –**
Consider land use & transportation alternatives.
- **Phase 3: Formulate a Fit –**
Agreement on Management Plan including roadway elements, character & policies. Communities will adopt the plans and adopt the agreements.

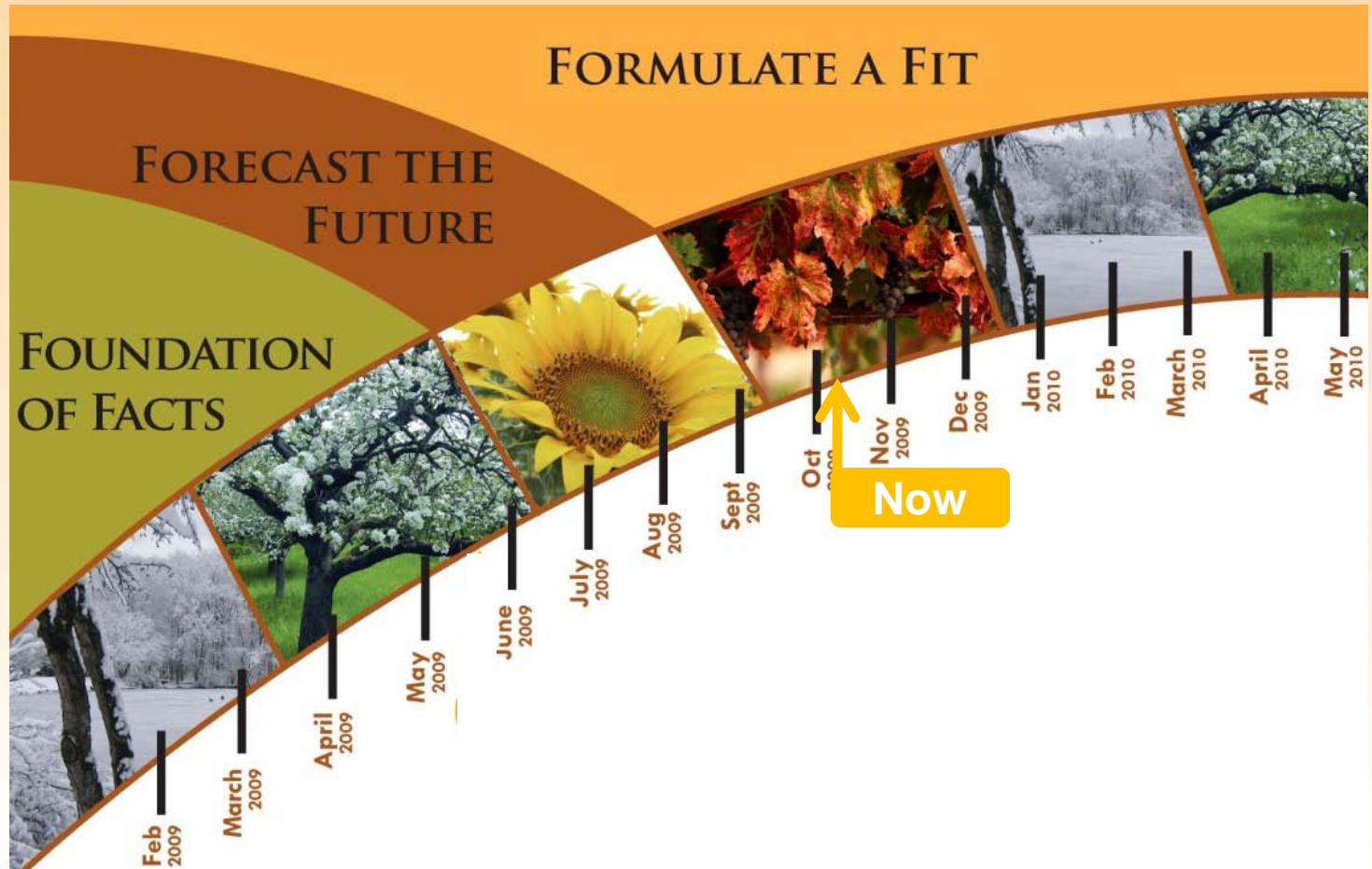


Learning From the Community

- **Public Opinion Survey**
- **Advisory Committee** – 2 to 3 leaders from each county and community
- **Stakeholders & Corridor Community** – people with a variety of interests and expertise throughout the corridor
- **Elected Officials** – briefings
- **Web Site** – www.us56corridorplan.org

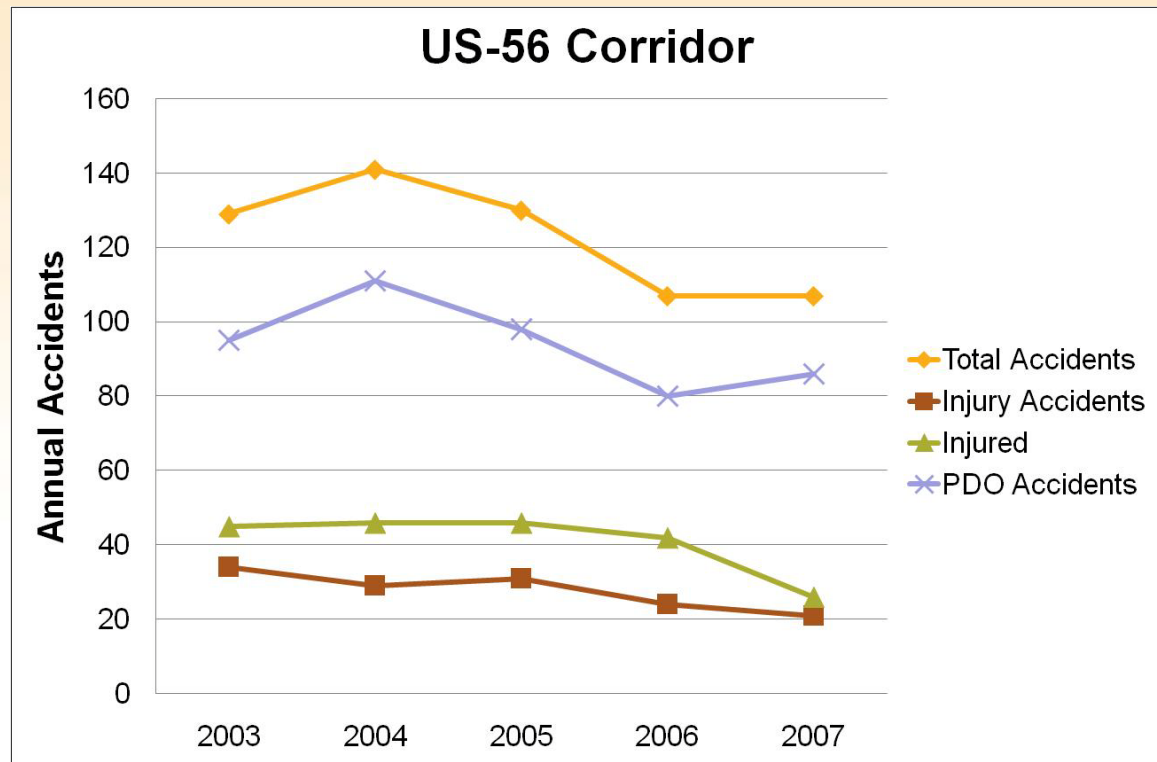


Schedule



Safety History (2003 to 2007)

- Overall downward trend in collisions in five-year period
- Intersection and intersection-related accidents account for more than 51% of accidents
 - Top locations include:
 - Moonlight (Gardner), US-59 and 6th St (Baldwin City)
- Five fatal accidents occurred
 - Two at the junction of US-59
 - Addressed with four-way STOP control



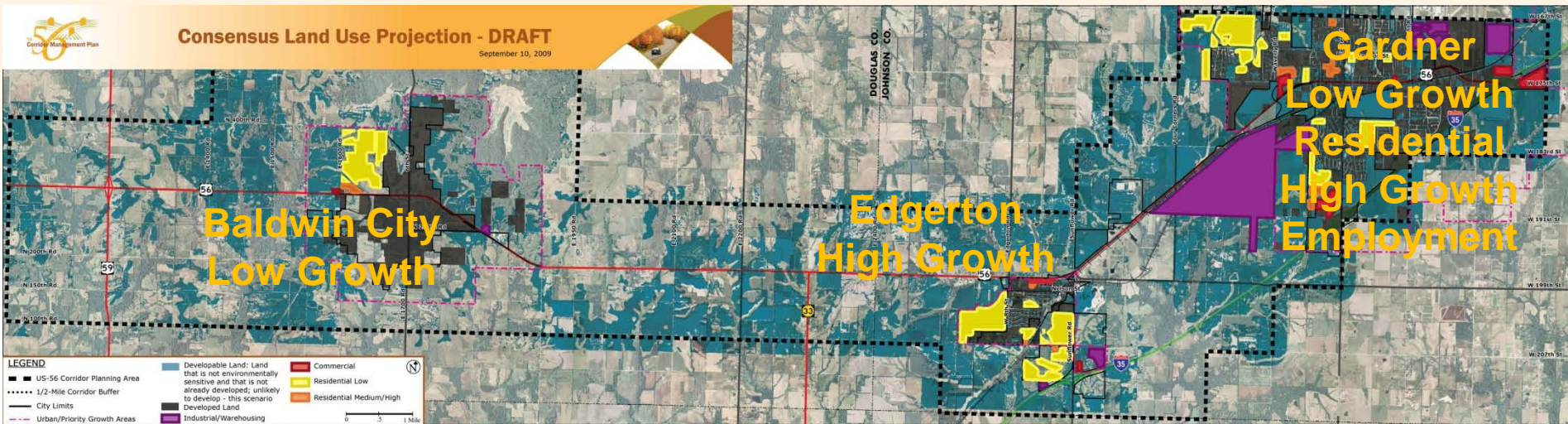
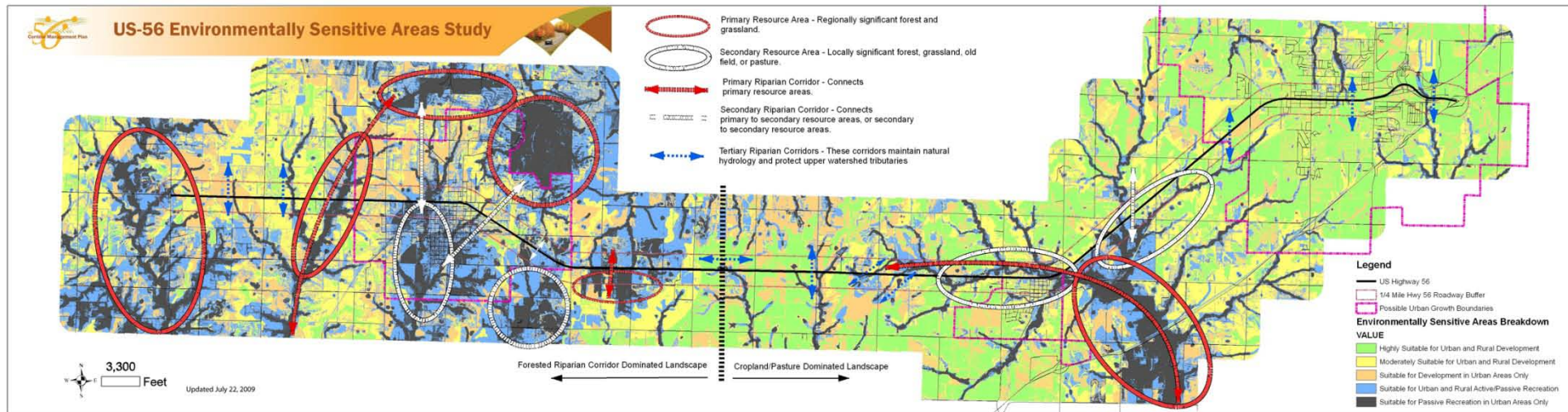


Operational Efficiency - Existing

- Highway Segments
 - Governed by ability to pass (no passing zones)
 - Generally acceptable conditions today
- Intersections
 - Governed by delay
 - Signalized Intersections
 - Some congestion in Gardner
 - Unsignalized Intersections
 - Acceptable operations



Land Use Planning



Forecast the Future: Traffic Projections

Methodology Overview:

- Compare annual growth rates
 - Short-term period (five years)
 - Long-term period (nearly 20 years)
- To annual volume increase
- Contrast with Travel Demand Model (TDM) forecasts

Products and Assumptions:

- Range of traffic volume projections reflects land use's low- and high-growth scenarios
- New interchange on I-35 in vicinity of 199th Street by 2020, and an improved 199th Street



Future Conditions Daily Traffic Volumes



Year	Baldwin City	Edgerton	Gardner	I-35
2010	5,000 – 6,000	4,000	5,000	26,000 – 29,000
2020	7,000 – 9,000	5,000 – 6,000	6,000	35,000 – 37,000
2030	9,000 – 13,000	6,000 – 8,000	7,000 – 8,000	42,000 – 45,000
2040	10,000 – 20,000	7,000 – 11,000	8,000 – 9,000	51,000 – 54,000



Traffic projections west of location listed assumes new interchange on I-35 in vicinity of 199th Street by 2020