

Memorandum

Lawrence-Douglas County

Metropolitan Planning Organization (L-DC MPO)

TO: David L. Corliss, Lawrence City Manager

FROM: Bart Rudolph, L-DC MPO Transportation Planner

CC: Scott McCullough, Planning and Development Services Director
Todd Girdler, L-DC MPO Senior Transportation Planner

DATE: October 29, 2009

RE: City Commission Goals Update – Transportation: Existing tools that facilitate development supporting other modes of transportation

This report updates the City Commission on current and potential mechanisms that are utilized to improve access for all citizens, a stated goal of the 2009 City Commission goal setting work session. A follow up step was identified to *'report on existing tools that facilitate development supporting other modes of transportation.'*

The City has a variety of options to encourage and accommodate development that supports alternative modes of transportation.

Mixed Use Districts:

- Intended to permit a variety of land uses together in one or more structures on a site.
- Located in close proximity to a designated transit route, intersection of arterial streets, university campus, downtown, public parks or open space, or existing nonresidential development proposed for redevelopment.

Lawrence SmartCode

- Neighborhoods are laid out by pedestrian sheds – which is a ¼ mile (5-minute walk) radius. Basically, every neighborhood has to be organized around a 5-minute walk from center to edge.
- Sets maximum block perimeter sizes. This is a requirement for short blocks.
- Civic space (open space) requirements. This helps provide destinations within neighborhoods.
- Sidewalks on both sides of the street are required for practically all of the streets sections (rural sections do not require sidewalks).
- The overall design of neighborhoods will create a comfortable pedestrian realm by locating parking to the rear of lots, pushing buildings closer to the

sidewalk with tighter front setbacks, employing street trees, and allowing parking on the street to help slow down cars.

Standard City Streetscapes

- The Public Works Department has developed standard streetscapes that identify sidewalk and bike lane placement on local and collector roads.

Sidewalk Standards

- The Land Development Code states that sidewalks are to be built to City specifications along both sides of all public and private streets. On local streets, sidewalks shall be at least 5 feet in width; on all other streets sidewalks shall be at least 6 feet in width.

Bicycle Parking Requirements:

- Article 9 of the Land Development Code requires a minimum number of bicycle parking spaces for new development.

Ideas to further encourage development that supports other modes of transportation

- Design roadways, pedestrian walkways, bikeways, and transit routes to minimize conflicts between different modes of transportation that occupy the same or proximate rights-of-way.
- Adopt a Complete Streets Policy. Every street should accommodate bicyclists, pedestrians, motorists and transit users of all abilities and ages.
- Establish park and ride lots to promote transit and rideshare travel.
- Emphasize land uses that stimulate pedestrian activity (and ultimately transit ridership), and proportionately reduce exclusive auto dependent uses (e.g., drive-thru restaurants, motels, gas stations and auto sales lots or rental services).
- Permit a variety of uses within walking distances of transit stops, including single use and mixed use designations where they achieve compact development and stimulate transit ridership.
- Consider the impact of building facades at the street level and focus design on features that are human in scale and comprehensible to pedestrians.
- Evaluate parking policies and standards to facilitate compact development and phase in parking management programs and parking reduction strategies.
- Design parking areas to provide effective and efficient connections between different transportation modes.
- Encourage shared-use parking as part of an overall parking management program.
- Promote linkages between transit stops and other modes of transportation, including pedestrian, bicycle, and automobile.
- Expand Bicycle Parking Requirements to include design guidelines and regulate placement of those facilities.