

Multi-Modal Transportation Programs



City of Lawrence

Supporting the Lawrence Strategic Plan

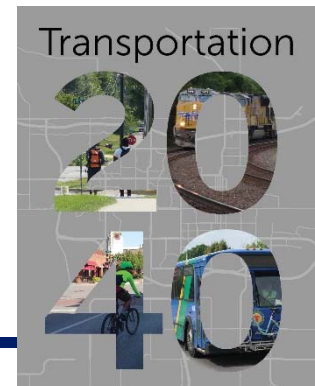
Critical Success Factors:

- Safe, Healthy and Welcoming Neighborhoods
 - Innovative Infrastructure & Asset Management
 - Effective Governance & Professional Administration
 - Commitment to Core Services
 - Collaborative Solutions
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Implementing Transportation 2040

Strategies:

- Design or retrofit local streets for the safety of all users
- Encourage safe and efficient traveling through the multimodal networks
- Improve Safety and implement a Traffic Safety Campaign



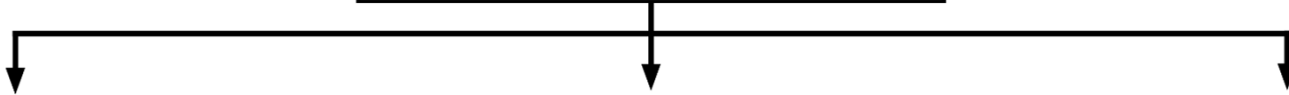
LAWRENCE STRATEGIC PLAN



Transportation 2040
(Chapter 8 of H2020)



- **Countywide Bikeway Plan**
- **PBITF Report**
- **Regional Pedestrian Plan**
- **ADA Transition Plan**



**Transportation Commission
Non-Motorized
Prioritization Process**

- Bike/Pedestrian/ADA funds
- Community Development Block Grant
- Other grants

**Complete Streets Policy
Update**

- Applies to new/
reconstructed streets
- Primarily engineering

**Neighborhood Traffic
Management Program**

- Improve neighborhoods through driver awareness, management, and control of traffic
- Includes Engineering, Education, Encouragement, Enforcement, Evaluation

Complete Streets

Current Complete Streets Policy

- City's first policy approved March 2012
 - National Complete Streets Coalition Workshop held in June 2017
 - Reviewed Lawrence Complete Streets Policy and identified improvement areas
 - Performance Measures
 - Implementation Steps (Checklist)
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Proposed Complete Streets Policy – Development Process

- Transportation Commission Sub-committee formed in July 2017
 - Reviewed several other cities policies
 - Reviewed Smart Growth America: The Elements of a Complete Street Policy
 - Serves as a model of best practices
 - Lays out scoring criteria for each element
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Proposed Complete Streets Policy – Vision

- Shall consider all aspects of multi-modal transportation in the design and implementation of street and related infrastructure projects
 - Establishing a complete and connected street network, with emphasis on active modes of transportation, including biking, walking, and wheeling
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Proposed Complete Streets Policy – Applicability

- All transportation and land use projects that use public funds
 - Does not apply to maintenance projects, but staff will consider if feasible
 - Does not apply to privately funded projects
 - Other exemptions provided in policy
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Proposed Complete Streets Policy – Goals

- Address needs of all users
 - Consider future demand
 - Provide for all users during construction
 - Consider underserved areas and connections to other improvements
 - Consider community context
 - Education to raise awareness of other modes
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Proposed Complete Streets Policy – Implementation

- Checklist used in planning and design phase
 - Includes internal & external review:
 - Reviewed by multi-modal staff team
 - Presented to Transportation Commission with Conceptual/Preliminary Design
 - Provides transparency and documentation of the complete streets review process.
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Proposed Complete Streets Policy – Performance Measures

- Measures will be tracked annually
 - Measures are will be collected by the MPO and MSO
 - % of citizens with access to bike network
 - % of streets with sidewalk
 - % of citizens with access to transit
 - Number of non-motorized injuries and fatalities
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Proposed Complete Streets Policy— Questions

Questions on the Complete Streets
Policy?

Neighborhood Traffic Management

Current Traffic Calming Policy

- Adopted in 2005 with no committed funding
 - Rigid engineering approach
 - Not having an impact throughout neighborhoods
 - Only addresses speeding concerns
 - Does not involve evaluation
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Neighborhood Traffic Management Program - Goals

- Maintain neighborhood environments and cohesion
 - Promote safe and comfortable travel
 - Minimize cut-through, promote adherence to speeds, etc.
 - Encourage opportunities for active transportation (bike/walk/wheel)
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Neighborhood Traffic Management Program – “5E’s”

- Education
 - Encouragement
 - Enforcement
 - Engineering
 - Evaluation
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Neighborhood Traffic Management Program - Overview

- Spending plan proposed yearly with budget request
 - Yearly analysis of program
 - Speed data
 - Crash volume and severity
 - Community surveys
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Neighborhood Traffic Management Program – Potential Elements

- Community-wide or targeted education
 - Focused strategic enforcement efforts
 - Changes to current traffic controls/regulations
 - Purchasing equipment for data collection
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Neighborhood Traffic Management Program – Potential Elements

- Purchasing/installing moveable engineering infrastructure
 - Construction of permanent infrastructure improvements
 - Program for neighborhoods to apply for evaluation of traffic management strategies
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Neighborhood Traffic Management Program – Not included

- Traffic signals
 - Placement of stop or yield signs
 - Maintenance or installation of sidewalks
 - Improvements on arterial streets
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Neighborhood Traffic Management Program – Funding

CURRENT CIP

	2019	2020	2021	2022	2023
Contracted Street Maintenance	\$3,190,000	\$3,440,000	\$3,440,000	\$3,740,000	\$3,940,000
<i>Capital Improvement Reserve Fund - Infrastructure</i>	<i>\$1,300,000</i>	<i>\$1,300,000</i>	<i>\$1,300,000</i>	<i>\$1,300,000</i>	<i>\$1,500,000</i>
<i>General Fund</i>	<i>\$1,750,000</i>	<i>\$2,000,000</i>	<i>\$2,000,000</i>	<i>\$2,300,000</i>	<i>\$2,300,000</i>
<i>Stormwater Fund</i>	<i>\$140,000</i>	<i>\$140,000</i>	<i>\$140,000</i>	<i>\$140,000</i>	<i>\$140,000</i>
Traffic Calming	\$300,000	\$300,000	\$300,000	\$300,000	\$0
<i>Capital Improvement Reserve Fund - Infrastructure</i>	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$0</i>
<i>General Fund</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

PROPOSED CIP

	2019	2020	2021	2022	2023
Contracted Street Maintenance	\$3,190,000	\$3,440,000	\$3,440,000	\$3,740,000	\$3,940,000
<i>Capital Improvement Reserve Fund - Infrastructure</i>	<i>\$1,600,000</i>	<i>\$1,600,000</i>	<i>\$1,600,000</i>	<i>\$1,600,000</i>	<i>\$1,500,000</i>
<i>General Fund</i>	<i>\$1,450,000</i>	<i>\$1,700,000</i>	<i>\$1,700,000</i>	<i>\$2,000,000</i>	<i>\$2,300,000</i>
<i>Stormwater Fund</i>	<i>\$140,000</i>	<i>\$140,000</i>	<i>\$140,000</i>	<i>\$140,000</i>	<i>\$140,000</i>
Neighborhood Traffic Management Program	\$300,000	\$300,000	\$300,000	\$300,000	\$0
<i>Capital Improvement Reserve Fund - Infrastructure</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>General Fund</i>	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$0</i>

Neighborhood Traffic Management Program – Questions

Questions on Neighborhood Traffic Management Program?



City of Lawrence

City Traffic Code



City of Lawrence

Current City Traffic Code

- City adopts Standard Traffic Ordinances for Kansas Cities annually (STO)
 - City amends, deletes, and adds certain components
 - Current code requires ordinances for many items (i.e. no parking, stop sign, truck routes)
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Proposed Traffic Code Changes - Goals

- Simplify the traffic code and default to STO when possible
 - Rely on established engineering standards to determine if signs are warranted
 - Provide streamlined decision process for residents requesting signage
 - Sign locations will be available by request through the City Clerk's Office
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Proposed Traffic Code Changes - Overview

Administrative process for placement of:

- Stop signs
 - Yield signs
 - One-way streets
 - Loading Zones/Bus Loading Zones
 - Taxicab Stands
 - Parking for persons with disabilities
 - Truck Routes
 - No Parking
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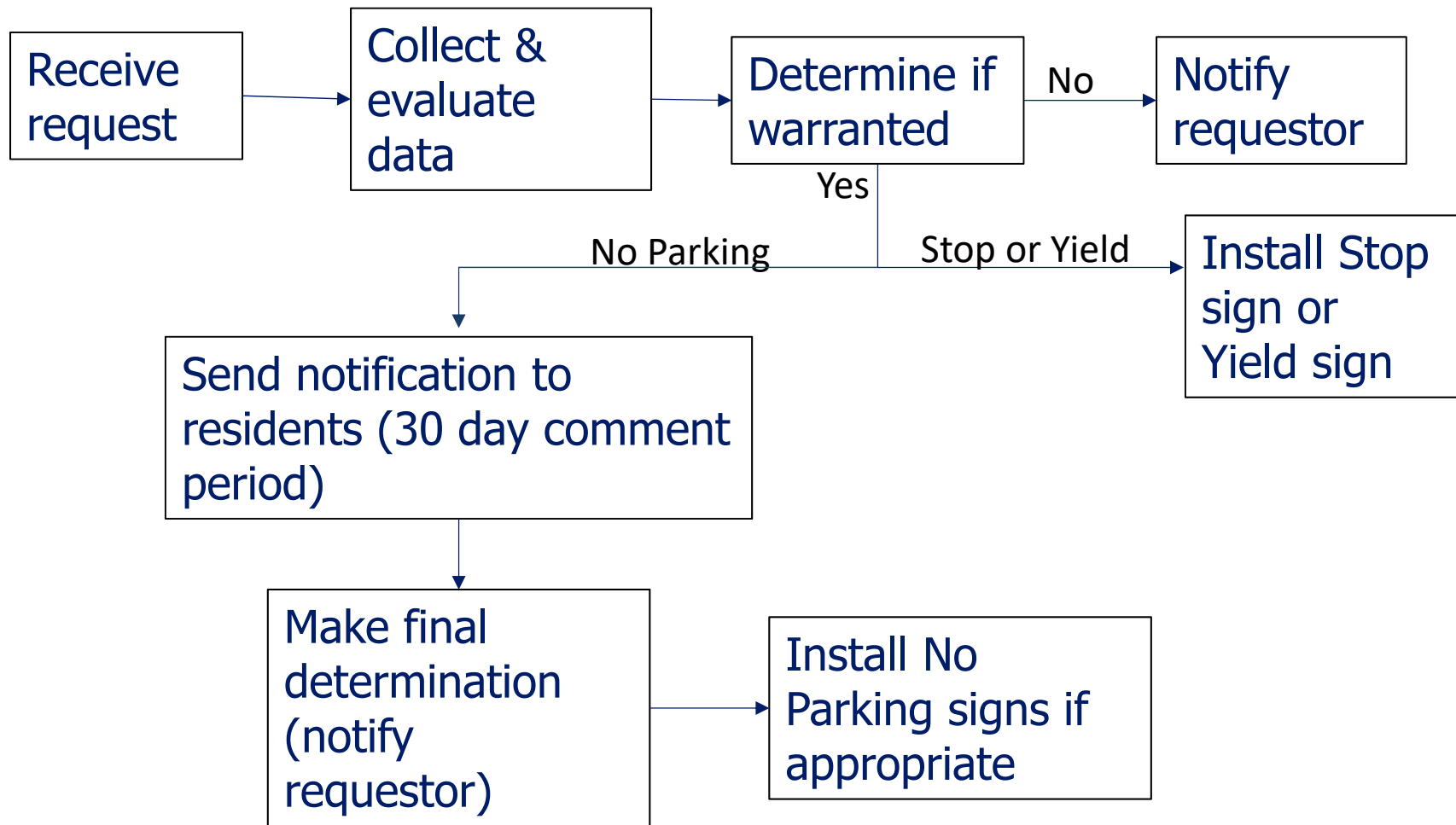
Proposed Traffic Code Changes - Overview

- Change titles:
 - Traffic Engineer -> City Manager, or designee
 - Chief of Police -> City Manager, or designee
 - Principal arterial, minor arterial and collector designations established through Major Thoroughfares Map
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Proposed Traffic Code Changes – Criteria for Signs

- No Parking (STO standard)
 - Under 30' wide -> one side no parking
 - Under 20' wide -> both sides no parking
 - Adjacent to schools
 - Other congested areas
 - Stop Sign
 - Manual on Uniform Traffic Control Devices (MUTCD) 2B.06 and 2B.07
 - Yield Sign
 - MUTCD 2B.09
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Proposed Traffic Code Changes – Process



Proposed Traffic Code Changes— Questions

Questions on Proposed Traffic
Code Changes?



City of Lawrence
