Welcome to the Open House

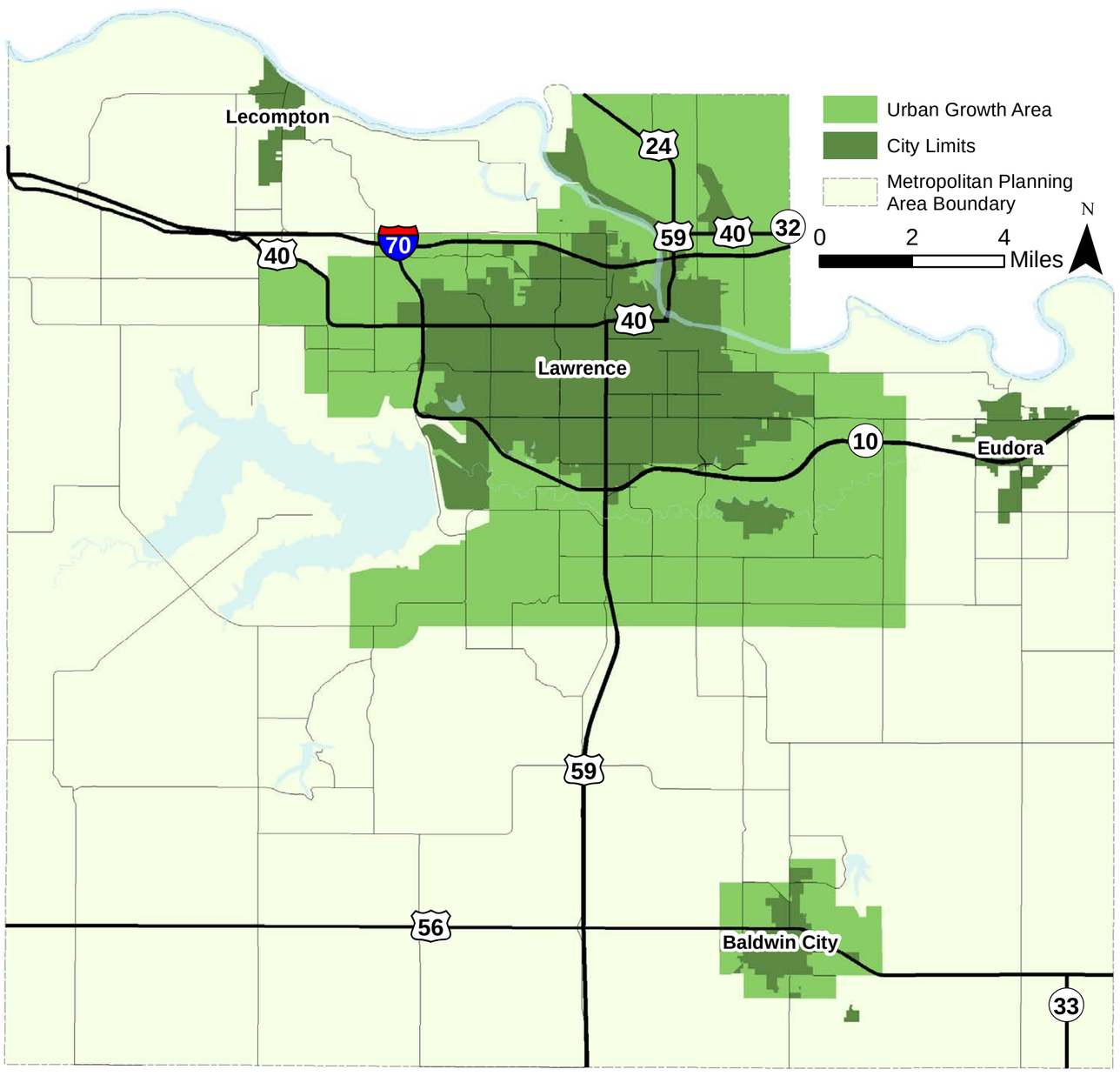
Thank you for coming to learn about the Transportation 2050 Plan (T2050) and to share your input with us.

Transportation is a crucial part of everyday life. Your elected leaders and planners want to hear about what transportation strategies and projects you think best address the priorities of the region.

What does T2050 do?

T2050 is the blueprint for our future transportation system; it is a vision for a healthy, safe, and efficient transportation system that serves Lawrence, Eudora, Baldwin City, Lecompton, and all of Douglas County.

T2050 sets regional goals, identifies future programs and projects, project revenues, and plans for a multimodal transportation network (including vehicle, freight, public transit, bicycle, pedestrian, etc.) by bringing together the individual mode specific plans.



Lawrence-Douglas County MPO-Planning Area

What is the MPO?

The Lawrence-Douglas County MPO is responsible for long-range transportation planning and programming of federal transportation funds for projects throughout Douglas County and our four cities.

The MPO works with the public, federal transportation agencies, the Kansas Department of Transportation, transit providers, and area stakeholders.

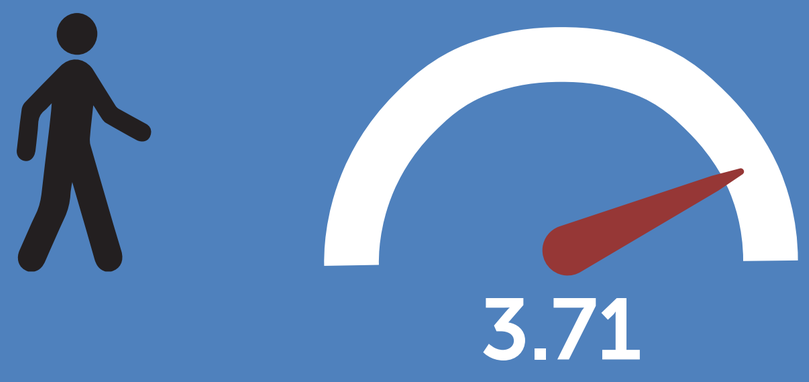
What We Heard

Existing Transportation Satisfaction

Walking

43% of respondents walk to get around

Level of Satisfaction



Top factors that impact satisfaction

- Drivers not watching for or yielding to people crossing streets/ sidewalks (19%)
- Sidewalk network is incomplete (18%)
- Sidewalks are in need of repair (18%)

Auto/Car

86% of respondents drive themselves and...
24% of respondents get a ride from friends or family to get around

Level of Satisfaction

Top factors that impact satisfaction

- Costs (29%)
- Roads in need of repair (22%)
- Drivers do not follow rules of road (16%)

Public Transit/ Bus

20% of respondents use public transit to get around

Level of Satisfaction

Top factors that impact satisfaction

- Takes too much time (17%)
- Routes do not go where I want to go (16%)
- Schedule does not meet my needs (15%)

Bicycling

26% of respondents bicycle to get around

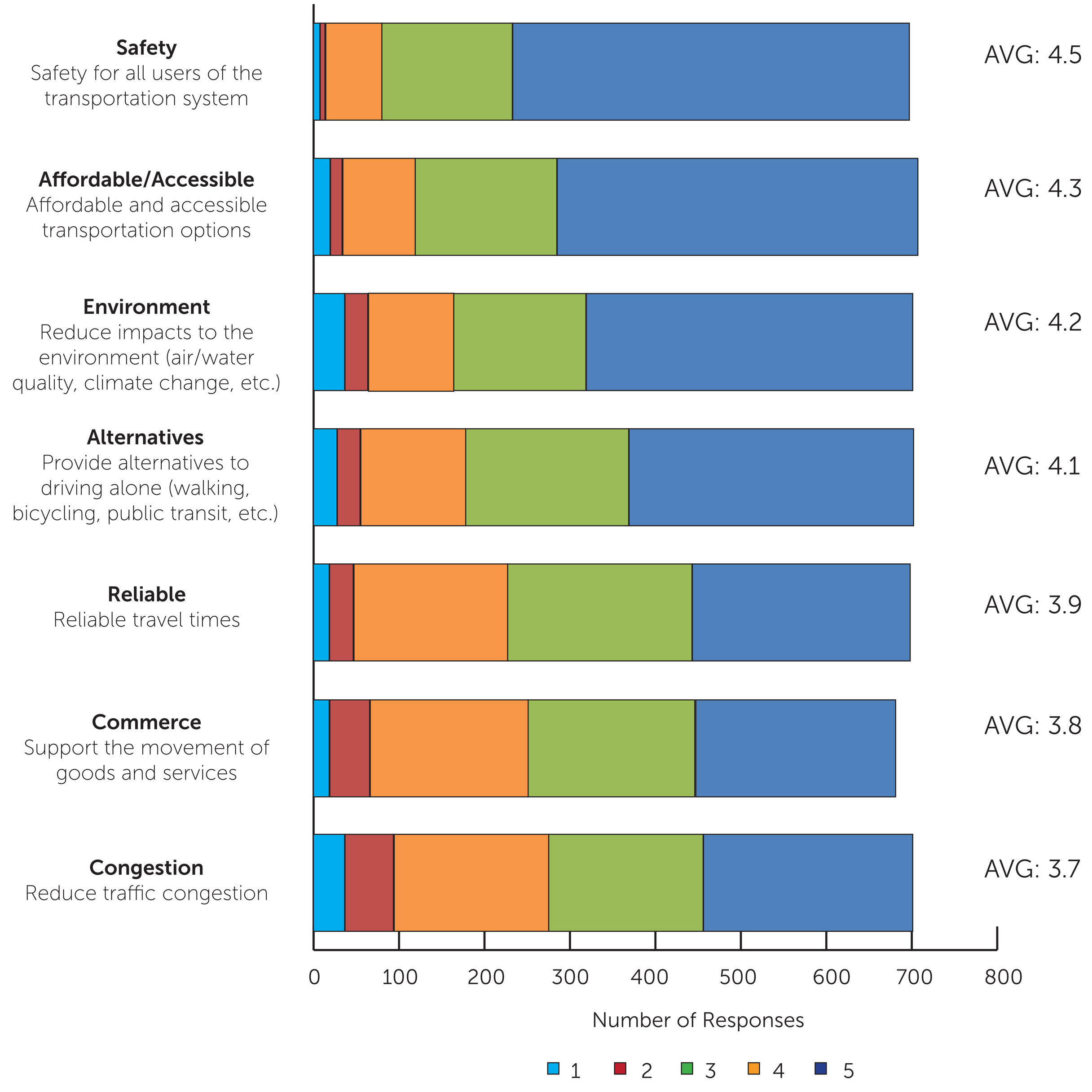
Level of Satisfaction

Top factors that impact satisfaction

- Bicycle network is incomplete (23%)
- Difficult to transport children/others, groceries or large items (16%)
- My destination is too far away (15%)

What We Heard

Top Priorities



Goals, Objectives, & Strategies

Transportation Options

Goal

People have a variety of transportation options that provide safe, accessible, convenient, healthy, and affordable travel that connect them to their destinations.

Objectives

- Complete a connected network of pedestrian and bicycle facilities comfortable to all ages and abilities.
- Provide a transportation system that supports multimodal options that are affordable, sustainable, reliable, efficient, safe, and easy to use.
- Improve access to comfortable transit stops, routes, and on-demand services.
- Utilize land use policies and regulations to support multimodal travel options.

Strategies

- Pursue land development code policies and regulations that support multimodal transportation, such as a connected street grid, residential density that supports transit, a mix of uses, and urban design that creates comfortable places for walking and bicycling.
- Integrate multimodal elements in project planning, design, construction, and maintenance, consistent with the Complete Streets Policy (Lawrence). Adopt Complete Streets policies and explore revisions to add development code/street standards to expand multimodal options (e.g. FHWA Small Town and Rural Design Guide)(Eudora, Baldwin City, and Lecompton).
- Implement the Lawrence Bikes Plan, Countywide Bike Plan, Safe Routes to School Plan, Lawrence Pedestrian Plan, and Regional Pedestrian Plan. Prioritize investments on the bicycle and pedestrian priority networks and crossings.
- Implement an Americans with Disabilities Act (ADA) Transition Plan and right-of-way management policies (e.g. multimodal detours).
- Explore options to implement public or private Shared Mobility options such as microtransit, rideshare, bike, and scooter share and car share.
- Develop a more efficient, integrated, and coordinated network of human services transportation options by implementing the relevant Douglas County portion of the KDOT Coordinated Public Transit-Human Services Transportation Plan.
- Continue deployment of transit amenities (shelters, benches, etc.) based on the Bus Stop Improvement Program - Technical Guidelines, consider connections between modes (e.g. bicycle parking, park and ride), and address barriers to access (e.g. bus flip-seat cart-friendly retrofit).

Shared Prosperity

Goal

The transportation system supports prosperity for all by connecting people and places in an equitable, reliable, affordable, and efficient manner.

Objectives

- Support efficient freight, commuting, travel and tourism through transportation investments that increase regional access and incorporate placemaking.
- Support fiscally responsible development patterns and infrastructure investments that are in accordance with the Major Thoroughfares map.
- Elevate equity in transportation planning and investments by prioritizing the fair and just distribution of benefits and burdens related to transportation and by ensuring traditionally underrepresented communities participate in decision making.

Strategies

- Implement the Regional Intelligent Transportation System Strategic Deployment Plan strategies to maximize network capacity and improve efficiencies.
- Plan and implement citywide multimodal wayfinding and expansion of transit passenger information.
- Participate in development of Statewide Freight Plan and MARC Regional Freight Study.
- Invest in streets that build economic prosperity and sense of community through placemaking that creates places people want to spend time in rather than simply move through.
- Explore opportunities of emerging technologies and new market driven transportation options (e.g. autonomous vehicles, electric vehicles, rideshare) and consider equitable outcomes.
- Center equity in the decision making process by implementing public engagement with a focus on including traditionally underrepresented people
- Use the planning process to asses potential benefits and burdens of transportation projects, policies, and programs through use of qualitative and quantitative analysis.
- Expand intercity and commuter transit options based on demand and build capacity to support regional transportation initiatives (airport trips, World Cup, medical trips).
- Implement service consistent with the Lawrence Transit Route Redesign Study including development of Central Station, Downtown Station, and Express Hubs and evaluate the 2023 Fare Free Pilot.

Safety, & Security

Goal

People's lives are saved, crashes are avoided, and people and goods are safe and secure.

Objectives

- Improve safety of all modes and decrease fatalities and serious injuries.
- Mitigate the transportation system's vulnerability to crime, terrorism, natural disasters and climate change.
- The transportation system supports emergency preparedness, response, and recovery.

Strategies

- Develop a Vision Zero Safety Action Plan to improve safety through actionable, measurable strategies, emphasizing design and policy solutions.
- Plan and coordinate for the needs of transportation routes and resources for moving people, equipment, materials, and supplies in emergencies or disasters in Douglas County.
- Deliver a roadway system that allows for intuitive understanding of reasonable travel speed through design controls (e.g. turn radii or lane widths) and uses access management to improve safety.
- Increase transportation/ transit security by reducing intentional crime, such as harassment, targeting, and terrorist acts, by utilizing crime prevention through environmental design and designing security into projects (such as cameras, lighting, visibility, and call boxes).
- Prioritize investments that improve the resiliency of the transportation system by preparing infrastructure to deal with impacts of climate change and severe weather.

Sustainability

Goal

Protect and enhance the natural environment and support energy conservation.

Objectives

- Increase the percentage of trips made using active, shared, and low carbon transportation modes to reduce vehicle miles traveled.
- Minimize negative environmental impacts by reducing transportation-related greenhouse gas emissions and by designing projects to avoid, minimize, or mitigate impacts to water and air quality and habitat.
- Maintain a transportation planning process integrated and coordinated with land use, water, and natural resource planning and management.

Strategies

- Implement Travel Demand Management (TDM) and land use strategies to improve multimodal options to reduce single occupancy vehicle trips.
- Use Nature Based Solutions best practices such as street trees and green infrastructure.
- Plan to transition publicly funded vehicle fleets (e.g. Lawrence Transit /city fleets) to zero emission vehicles and plan for implementation of public electric vehicle charging infrastructure.
- Embrace a transportation planning process that considers transportation needs alongside environmental, regional, community goals, plans and programs in decision making.

Operations & Maintenance

Goal

Existing infrastructure is prioritized through maintenance, operations, and strategic improvements to provide for the best return on public investments.

Objectives

- Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- Strive for equitable outcomes when maintaining existing infrastructure and designing new facilities by considering mobility needs for all ages and abilities.
- Incorporate technology to enhance the capacity, operations, user experience, and performance evaluation of the multimodal transportation system.

Strategies

- Maintain an inventory of transportation infrastructure and assets and track transportation system performance. Implement asset management policies to maintain and improve roadway and bridge, bikeway, and pedestrian network conditions.
- Maintain and replace transit vehicles that are past their useful life.
- Use Intelligent Transportation Systems (ITS) to provide cost-effective and practical technologies that enhance the safety, capacity, operations, and evaluation of the multimodal transportation.
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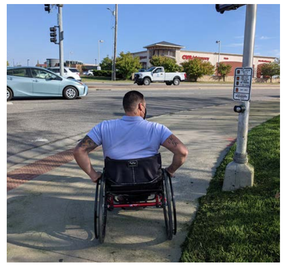
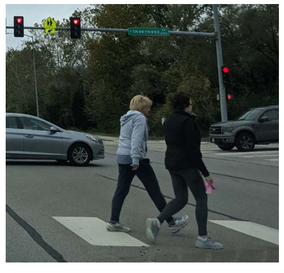
Lawrence Pedestrian Plan

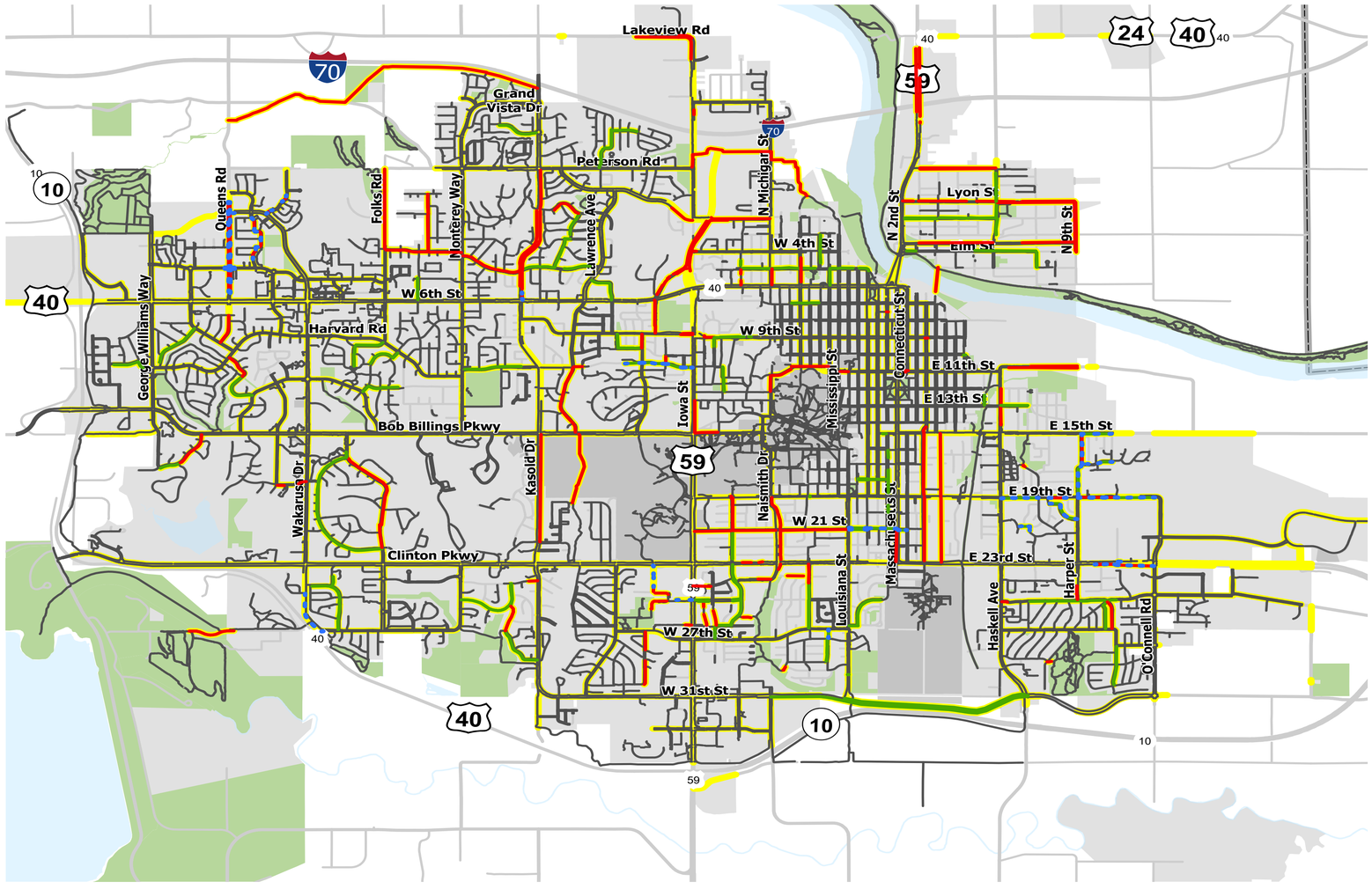
Lawrence

598 sidewalk miles

2022



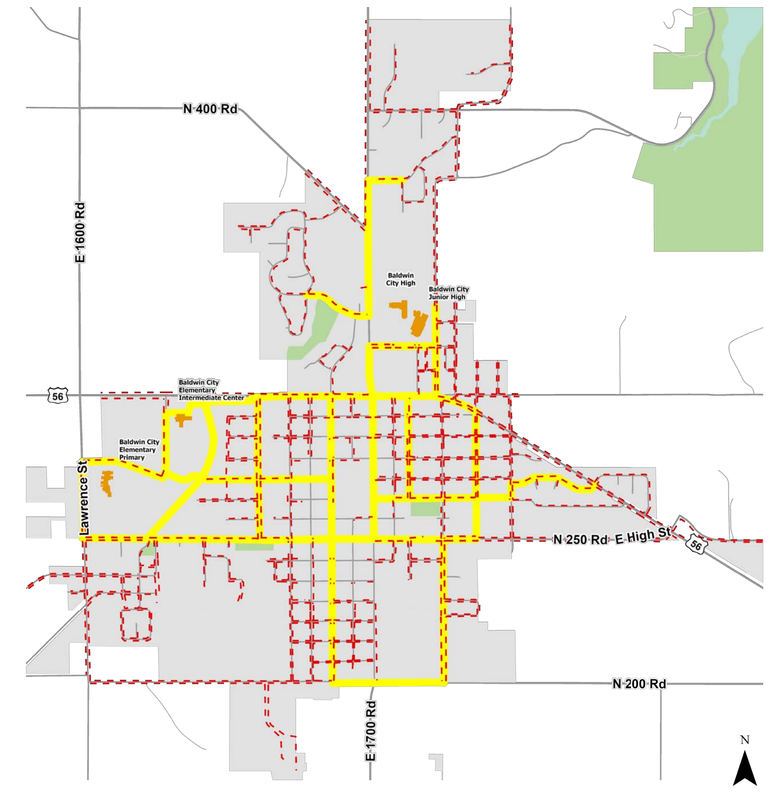




Date Exported: 5/2/2022
Source: Lawrence Pedestrian Plan
Produced: Lawrence-Douglas County MPO

Regional Pedestrian Plan

Baldwin City
24 sidewalk miles



Date Exported: 12/17/2021
Source: Regional Pedestrian Plan
Produced: Lawrence-Douglas County MPO

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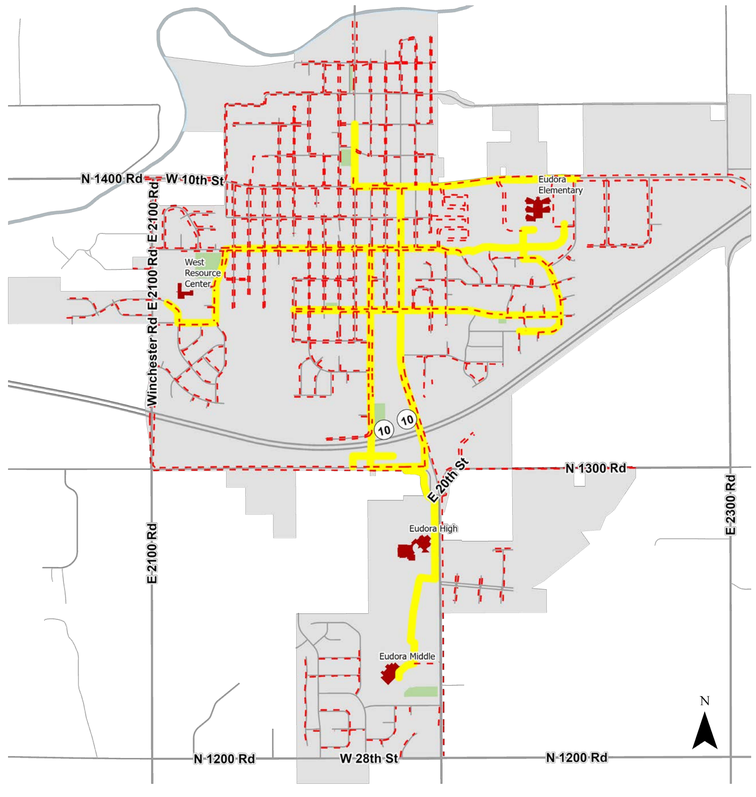
Eudora
26 sidewalk miles



Date Exported: 12/20/2021
Source: MPO Sidewalk Inventory 2014
Produced: Lawrence-Douglas County MPO

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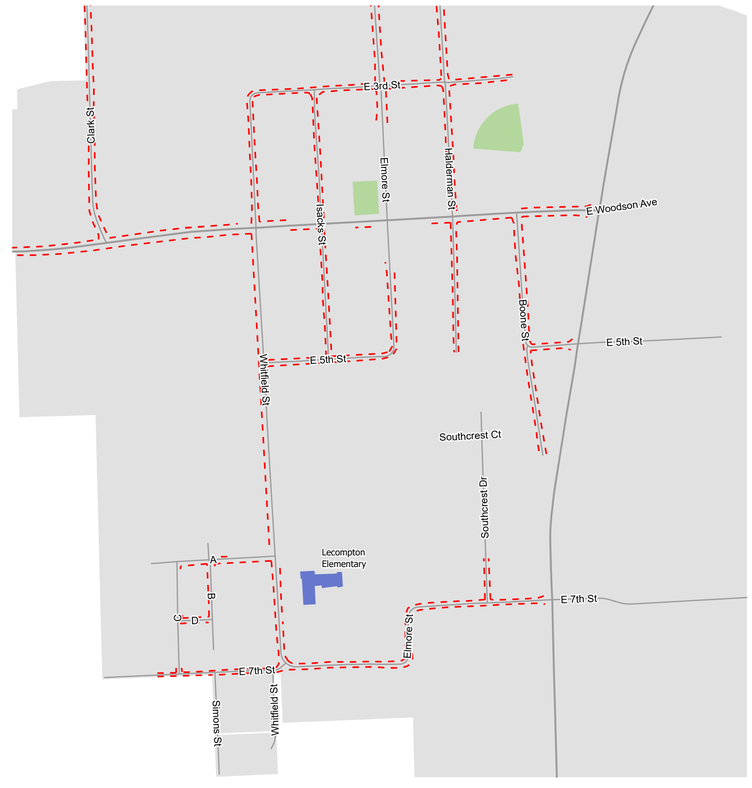
Lecompton
1 sidewalk mile



Date Exported: 12/20/2021
Source: MPO Sidewalk Inventory 2015, continually updated
Produced: Lawrence-Douglas County MPO

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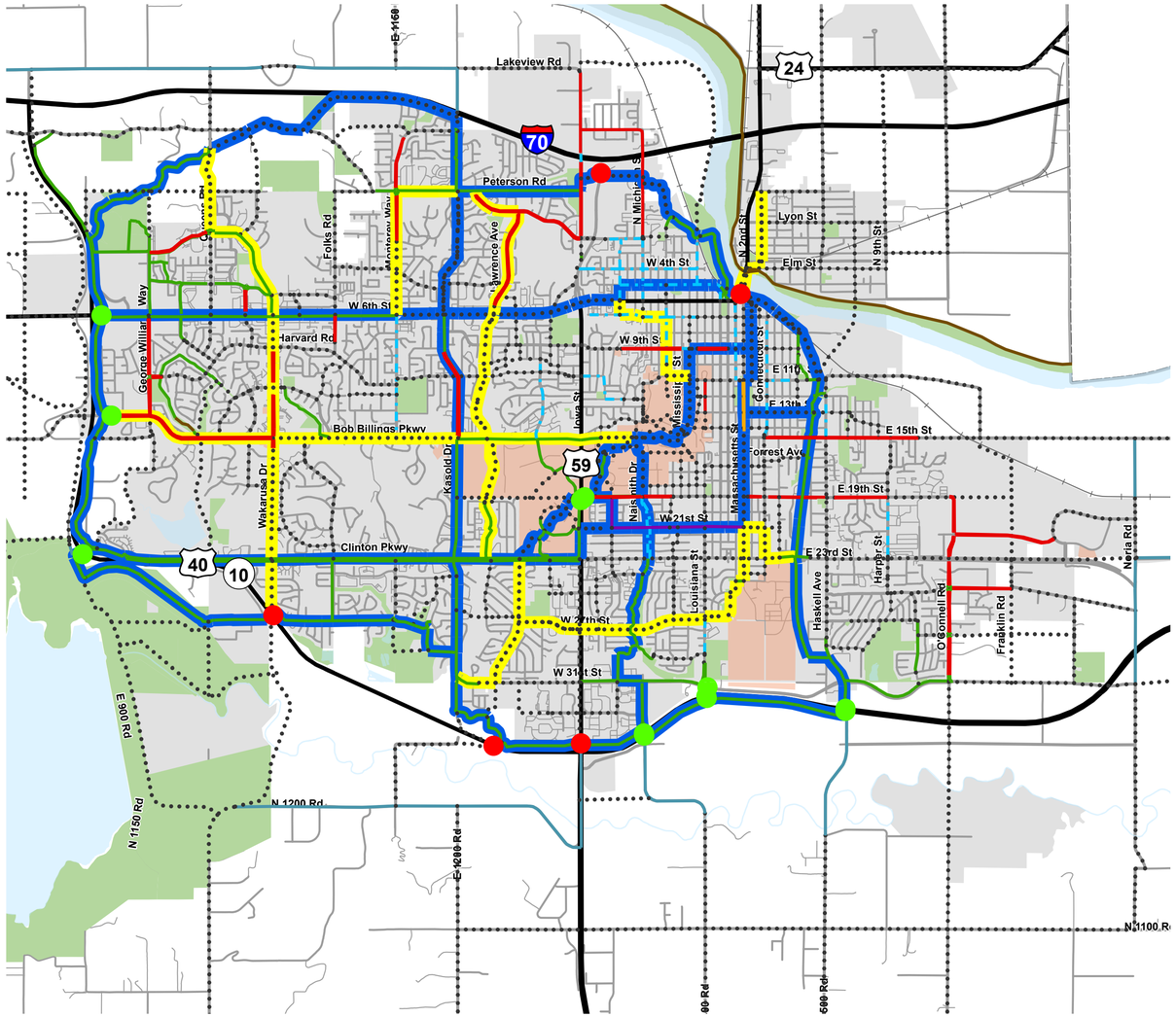
Lawrence Bikeway Plan



Bikeways (Existing and Future)
- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Gravel
- Marked Shared Lane
- Shared Use Path
- Paved Shoulder
- Unpaved Trail
- Future Bikeway

Lawrence Bikeway Funding Networks
- Priority
- Secondary

Grade Separated Crossings
- Existing
- Future

- City Limits
- Highway
- Railroad
- Parks
- Water Bodies
- University

0 0.8 1.5 Miles

N

Date Exported: 11/10/2022
Source: Countywide Bikeway Plan (2021) and CDBG 2019
Produced: Lawrence-Douglas County MPO

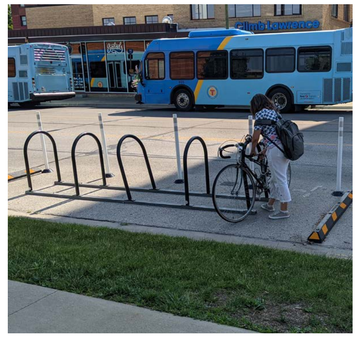
Lawrence Bicycle Facilities

- **18 miles** of bike lanes
- **11 miles** of bike routes with shared lane markings
- **51 miles** of existing hard surface shared use paths
- **40 miles** of off-road, natural surface paths, and single track recreational trails


Bike Lane

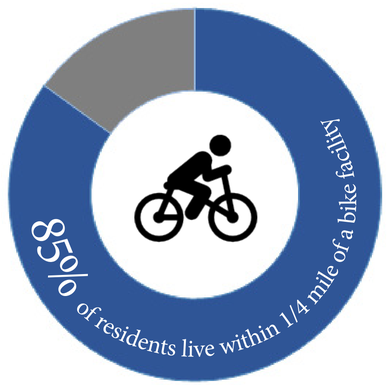
Shared Lane


Shared Use Path

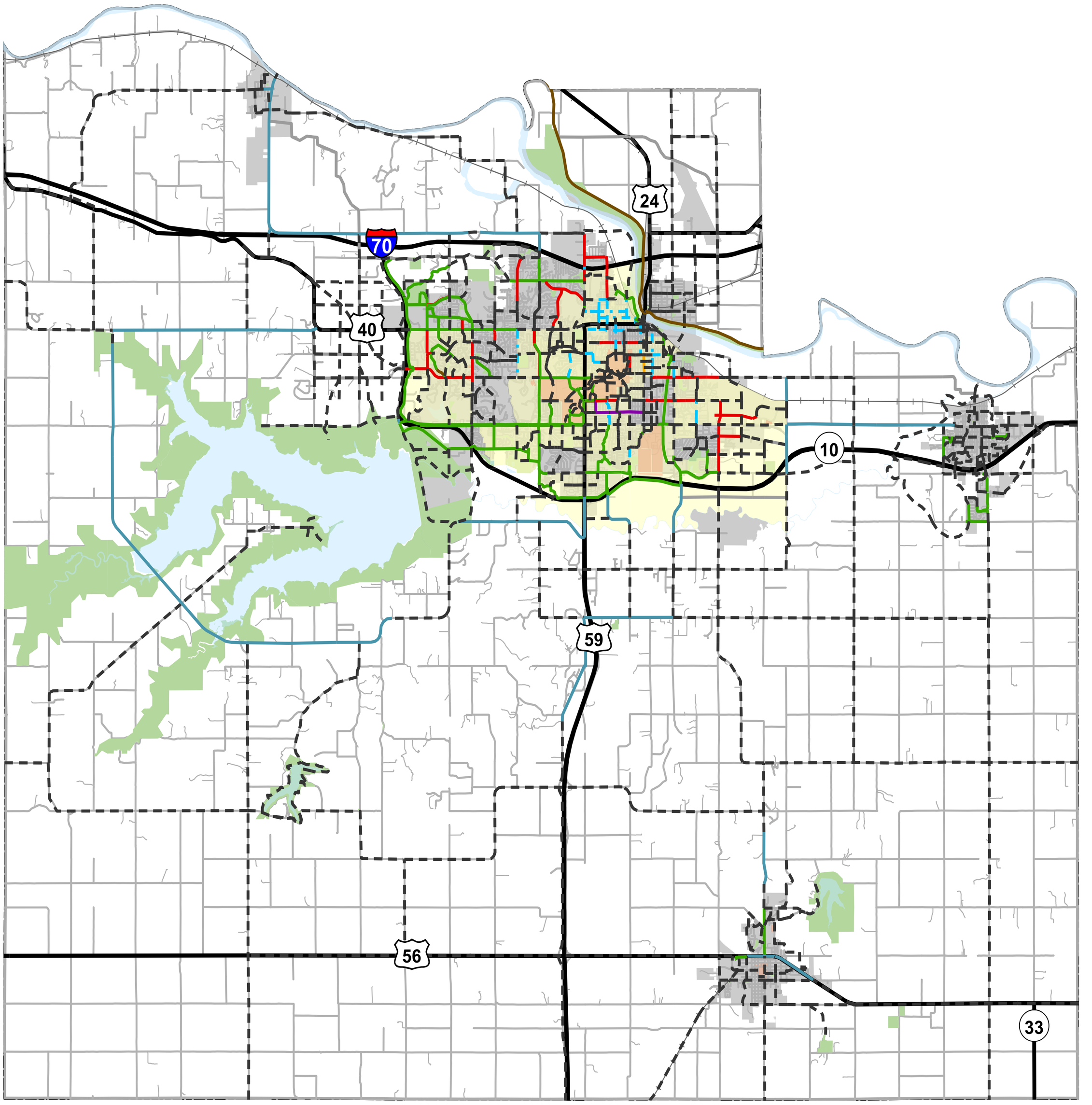

Downtown Bike Corral

Bicycle Facility Access

85% percent of residents live within 1/4 mile of a bicycle facility with a level of comfort of 3 or lower (0 is most comfortable and 5 is least comfortable). Level of comfort is determined by the type of facility and volume and speed of motor vehicle traffic.



Countywide Bikeway Plan



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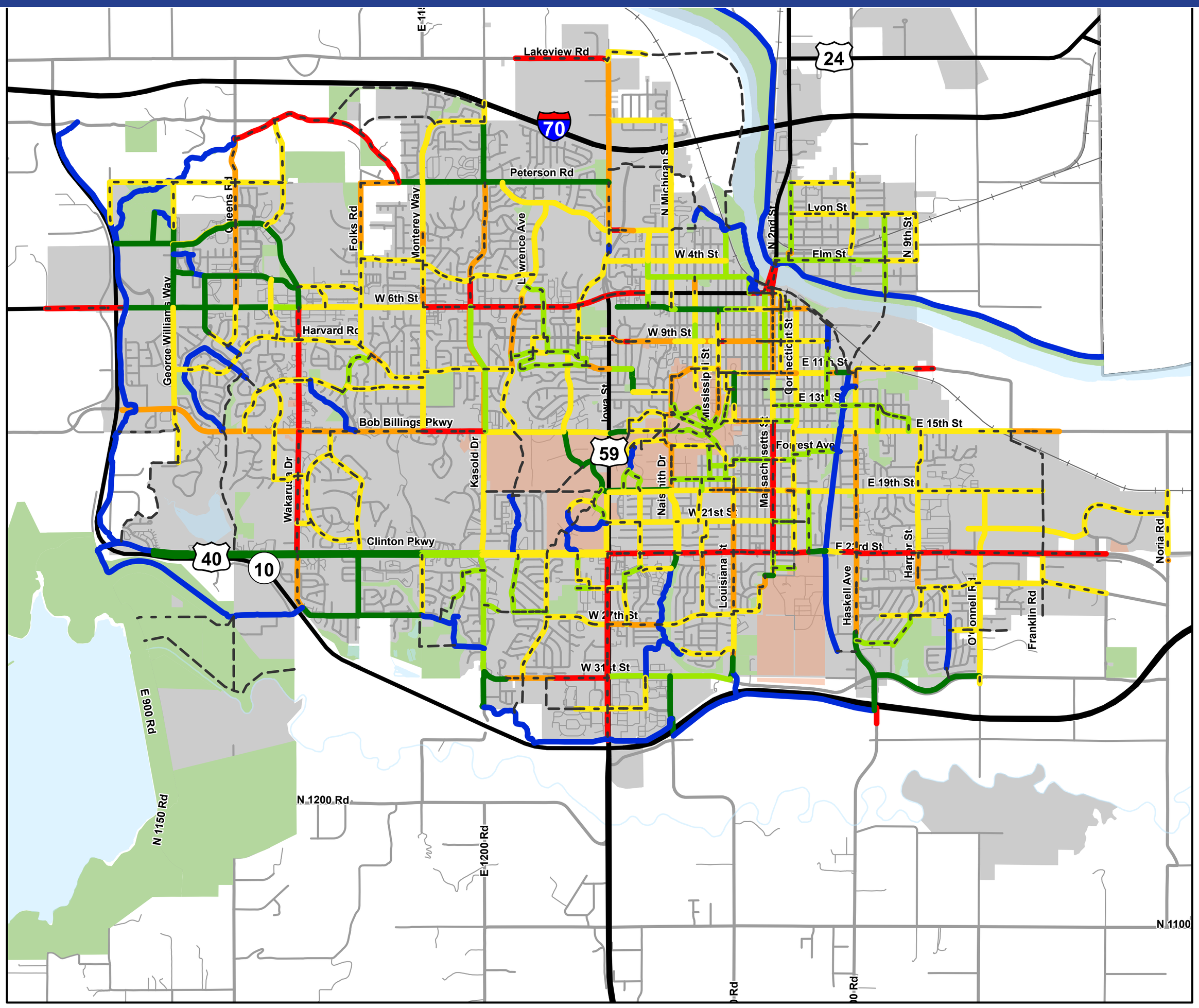
- City Limits
- County Limits
- Highway
- Railroad
- Parks
- Water Bodies
- University
- Environmental Justice Zone

0 2 4 Miles

N

Date Exported: 9/7/2022
Source: Countywide Bikeway Plan (2021) and CDBG 2019
Produced: Lawrence-Douglas County MPO

Lawrence Bike Level of Comfort



Bike Level of Comfort 2021

- 0 - Most Comfortable
- 1
- 2
- 3
- 4
- 5 - Least Comfortable

- City Limits
- County Limits
- Highway
- Railroad
- Parks
- Water Bodies
- University
- Environmental Justice Zone

0 2 4 Miles

N

Date Exported: 9/15/2022
Source: Countywide Bikeway Plan (2021) and CDBG 2019
Produced: Lawrence-Douglas County MPO

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	Existing Facility Type	0 (most comfortable)	1	2	3	4	5 (least comfortable)
major separation	shared use path	not side path	side path, <=13,000 vehicles, <=45 mph	side path, <=20,000 vehicles, <=45 mph	side path, > 20,000 vehicles OR > 45 mph		
major separation	protected bike lane/cycle track		<=13,000 vehicles, <=45 mph	<=20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph		
minor separation	buffered bike lanes		<=4,000 vehicles, <=30 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=30 mph	<= 20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph
minor separation	conventional bike lanes		<=4,000 vehicles, <=25 mph	<=8,000 vehicles, <=25 mph	<=13,000 vehicles, <=35 mph	<= 20,000 vehicles, <=40 mph	>20,000 vehicles OR > 40 mph
shared street	bicycle boulevards		<=1,500 vehicles, <=25 mph	<=3,000 vehicles, <=25 mph			
shared street	marked shared lanes		<=1,500 vehicles, <=25 mph	<=5,000 vehicles, <=25 mph	<=8,000 vehicles, <=30 mph	<= 13,000 vehicles, <=35 mph	
	no facility type			<=3,000 vehicles, <=25 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=40 mph	>13,000 vehicles OR > 45 mph

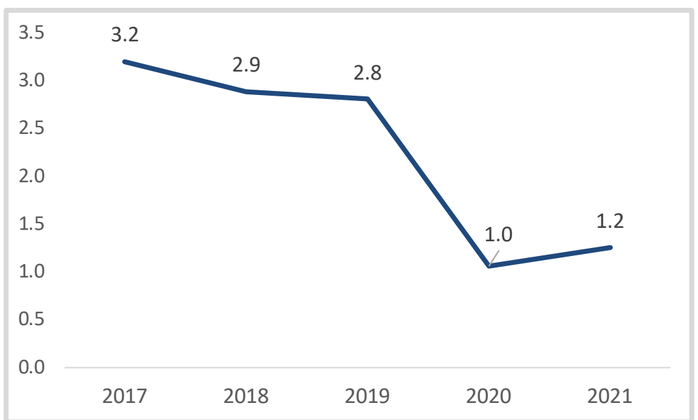
SOURCE: DETERMINED BY THE CITY OF LAWRENCE BASED ON NATIONAL GUIDELINES

LAWRENCE - DOUGLAS COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

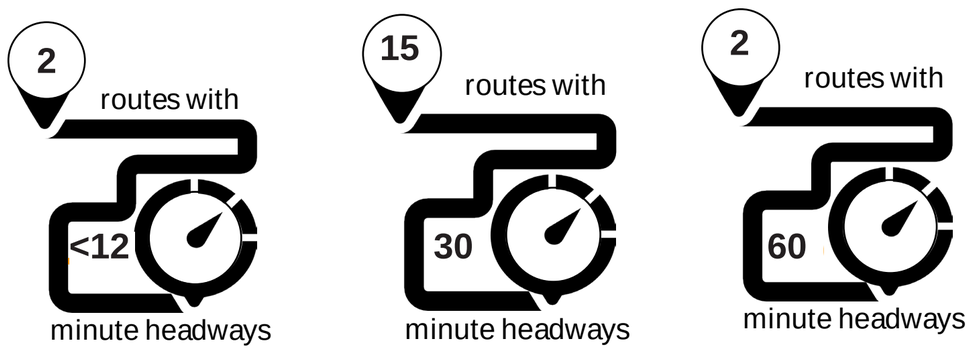
Fixed Route Transit

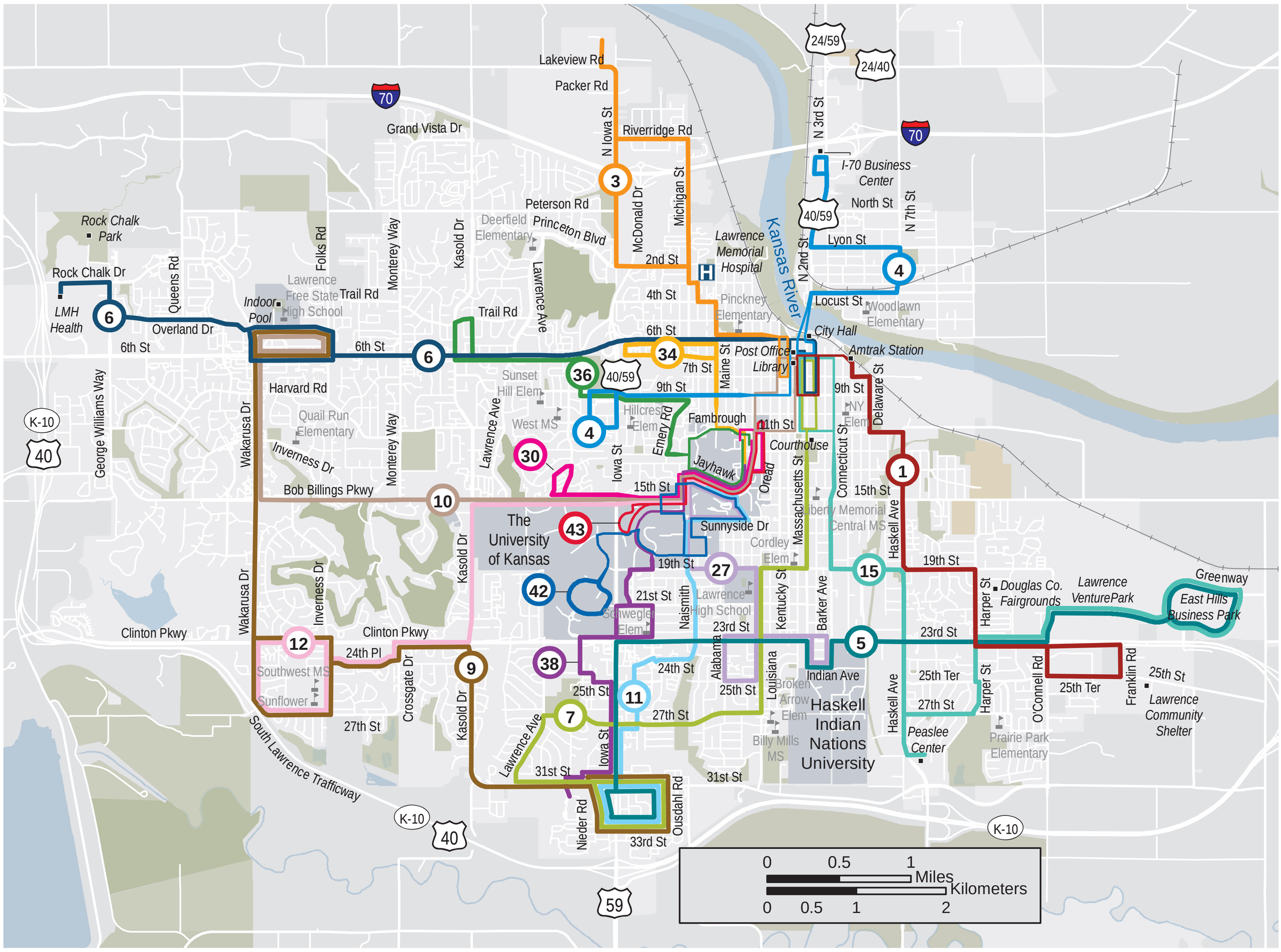
Source: 2022 GIS Analysis

Lawrence Transit and KU on Wheels Rides (in millions)



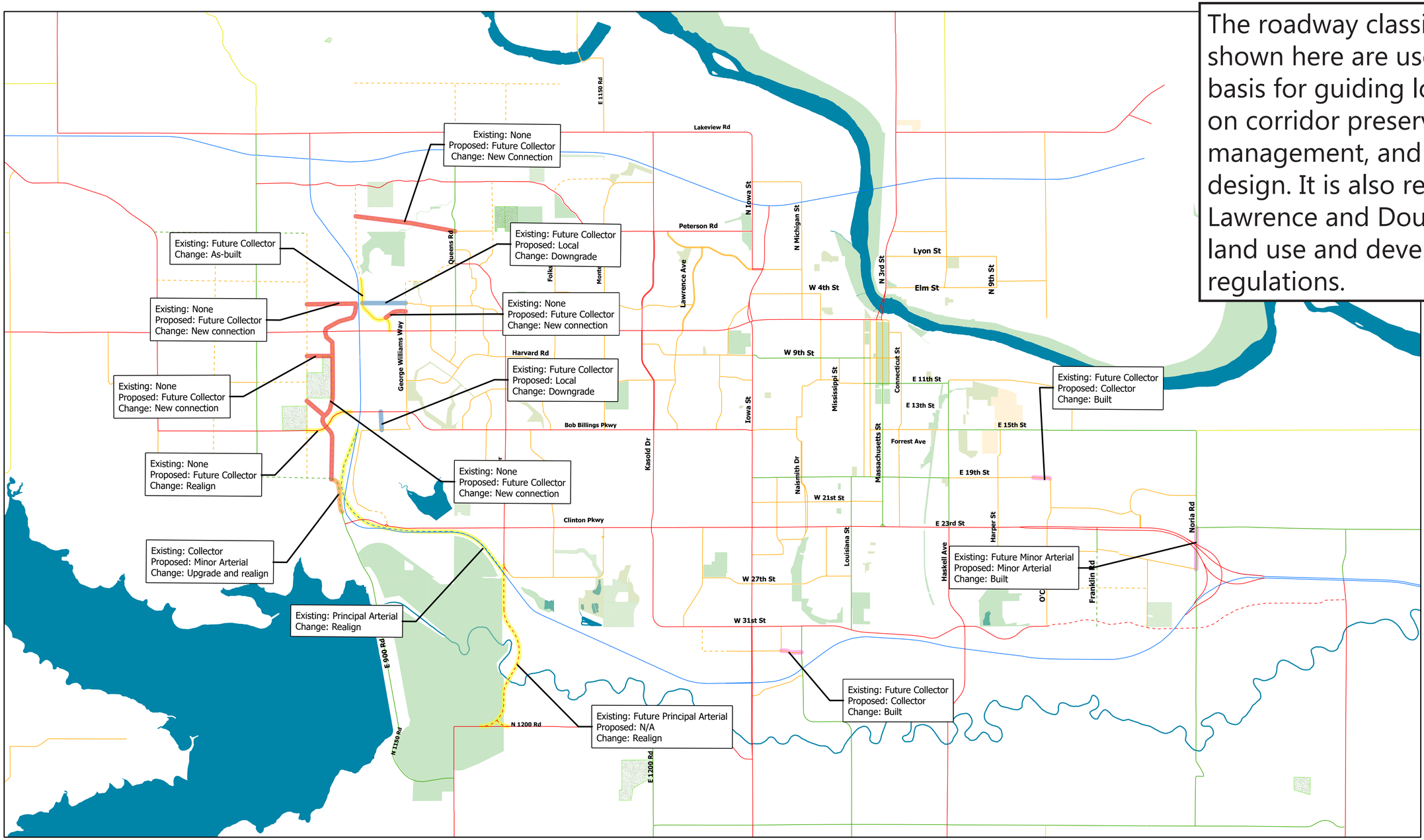
Lawrence Transit and KU On Wheels routes during peak times





Draft Lawrence Major Thoroughfares

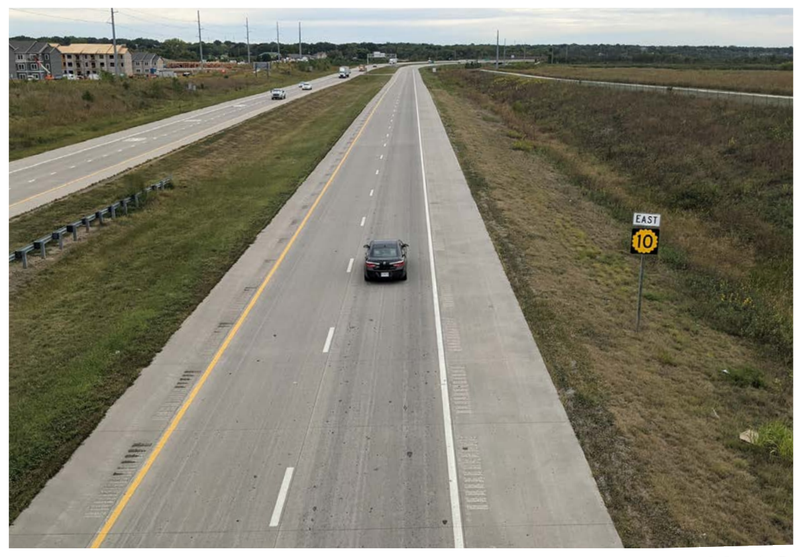
The roadway classifications shown here are used as the basis for guiding local decisions on corridor preservation, access management, and roadway design. It is also referenced in Lawrence and Douglas County land use and development regulations.



Major Thoroughfares

Freeway & Expressway

- Limited access roads including interstates.
- May have interchanges & some at-grade intersections.
- Highest posted speeds of all roads.



K-10

Principal Arterial

- Designed to move traffic across town, connect neighborhoods, and provide access to major activity centers in the region.
- Typically has higher posted speed limits.
- Serve longer trip lengths than other surface streets.

23rd St

Minor Arterial

- Designed to connect & supplement the principal arterials.
- Provides connections between neighborhoods & connections to some major activity centers.
- May place more emphasis on land access (driveways) than principal arterials.
- May serve smaller cities & population centers not served by principal arterials.


Haskell Ave.

Collector

- Balances between mobility and property access.
- Brings traffic to higher classification roads from local roads.
- Provides connections to small local activity centers & circulation within residential neighborhoods.


27th St

Local

- Primarily for property access at the beginning or end of trips.
- Provides the lowest level of mobility and designed for short trips.
- Often designed to discourage through traffic.


30th Ter

Financials

Projected 2023-2050 MPO Region Transportation Spending

$1.4B

Road & Bridge Projects

$52M/ year

Involves the building of a new road or bridge, major repairs such as repaving or rebuilding an existing facility, adding roadway capacity, or safety improvements such as traffic signals or roundabouts.

$818M

Road & Bridge Operations & Maintenance

$29M/ year

Routine work such as pothole patching, minor repairs to pavement and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, bridge maintenance.

$685M

Transit Operations & Capital

$24M/year

The cost of operating transit service and maintaining the transit fleet. For example, this includes fuel, driver, salaries, purchasing transit vehicles, and vehicles repair and service.

$130M

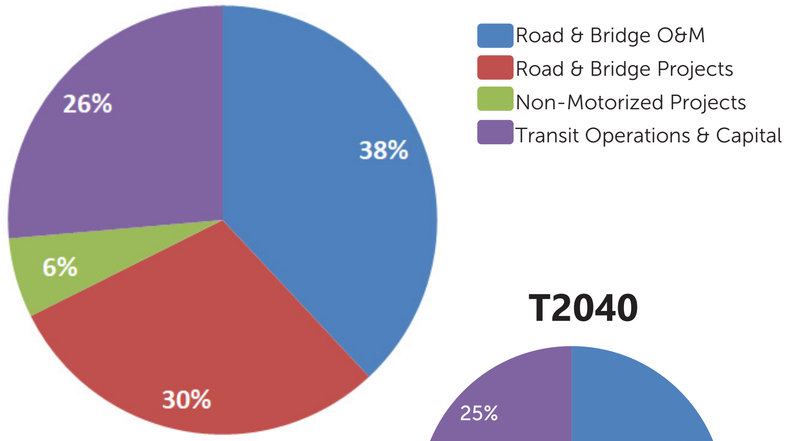
Non-Motorized Projects

$5M/ year

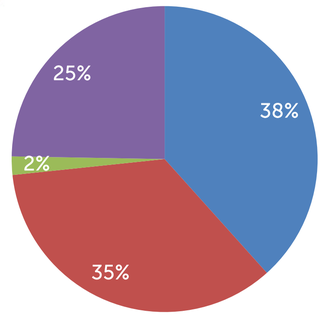
Standalone Bicycle and pedestrian infrastructure projects that are not incorporated into larger road projects. Typically includes: Shared Use Paths, bicycle boulevards, sidewalks, ADA ramps.

Spending By Category

T2050



T2040



How Much Does it Cost?

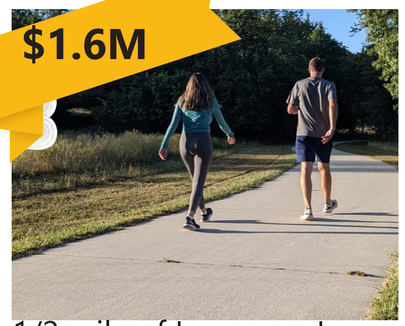
$1.4M

One Electric Bus

$260M

Widening 8 miles of K-10 - includes new interchanges at Wakarusa and I-70 and new/repaired birdges

$1.6M



1/2 mile of Lawrence Loop Shared Use Path with tunnel under-crossing

$11.8M

Re-constructing 1 mile of 23rd Street - includes storm sewer, traffic signals, and shared-use paths

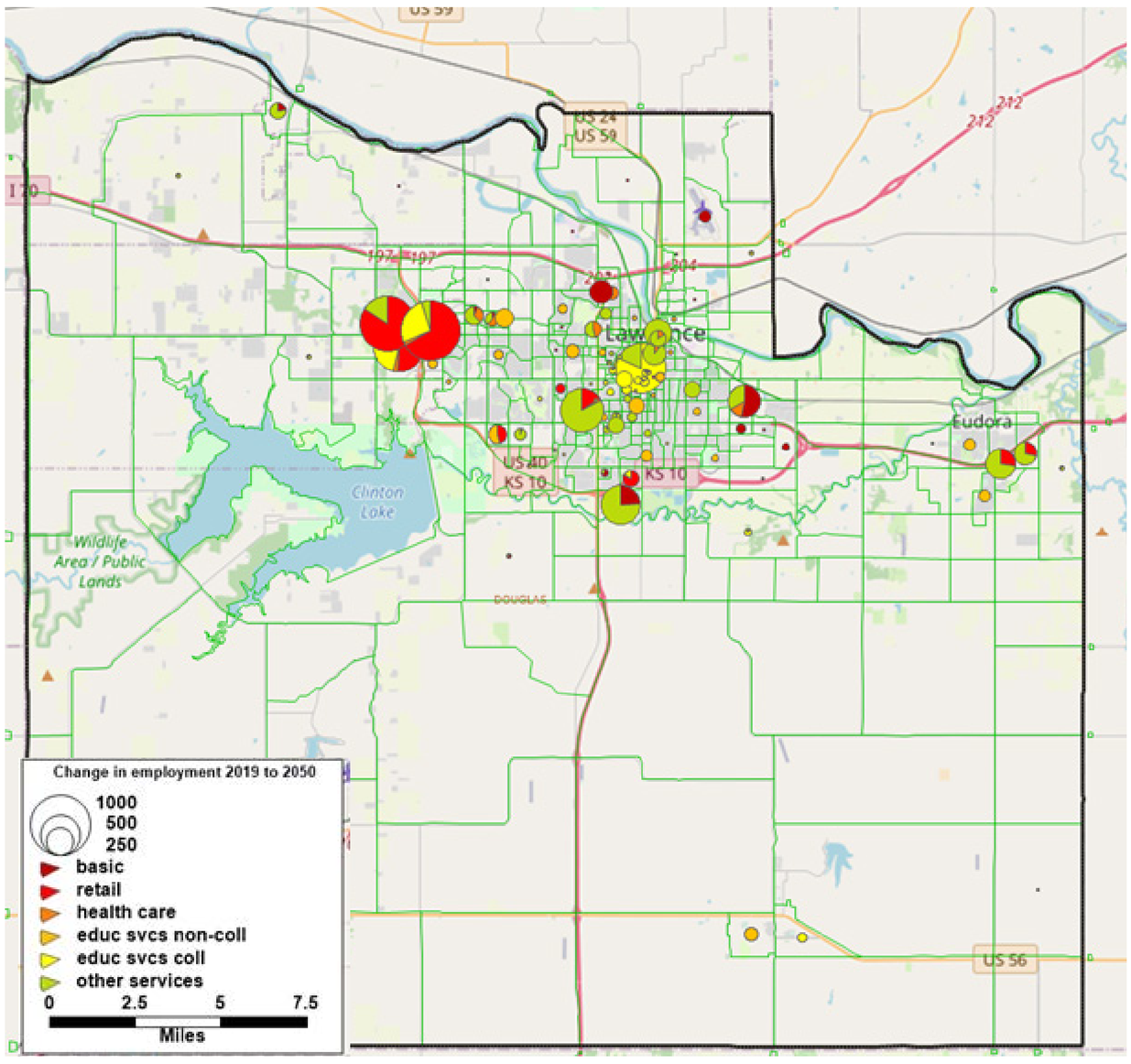
2050 Projected Growth

Predicted 2050 Increase	
Population	+30,897
Employment	+9,804

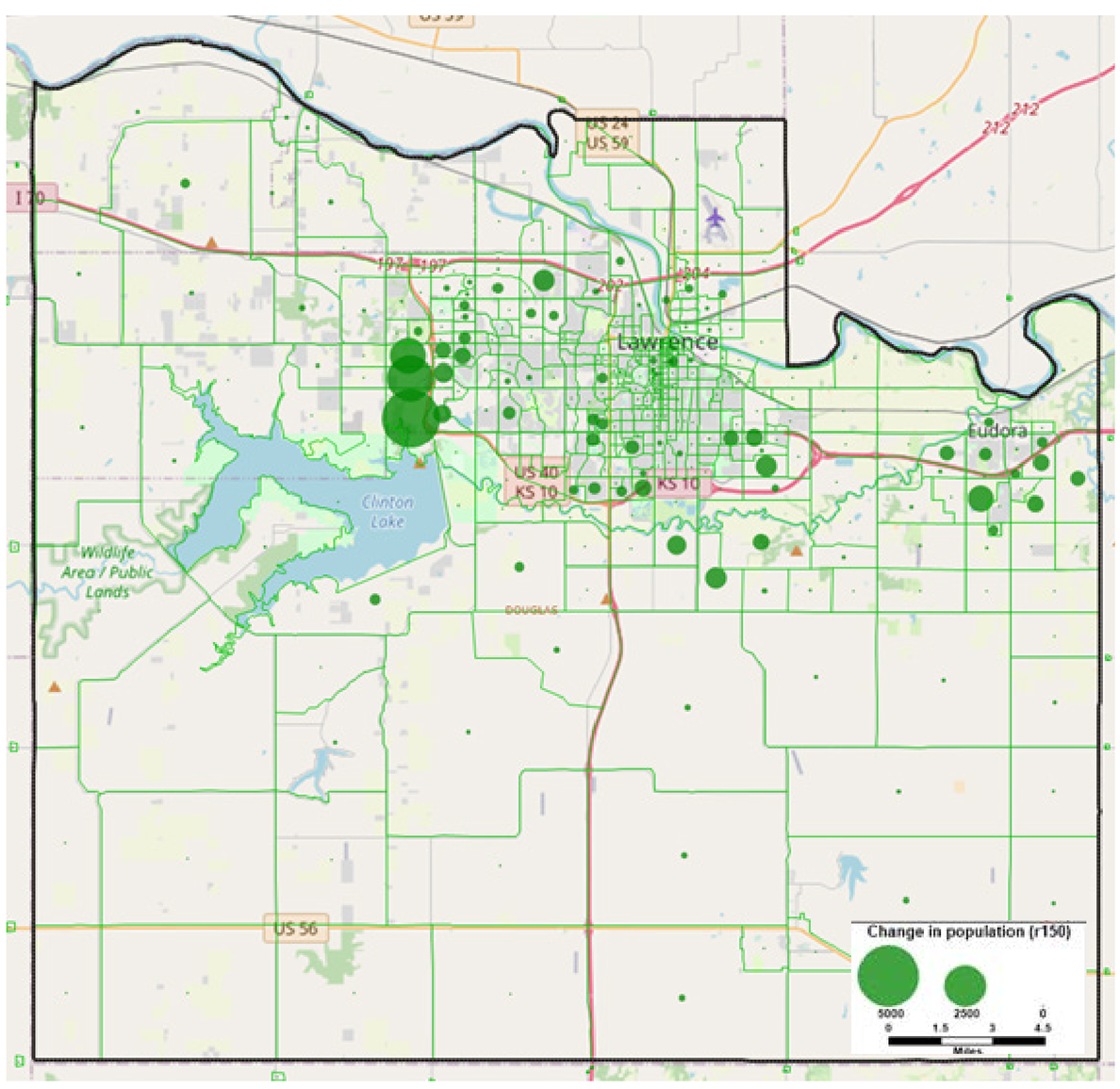
Scenario A:

Assumes current development patterns continue

2050 Employment Change



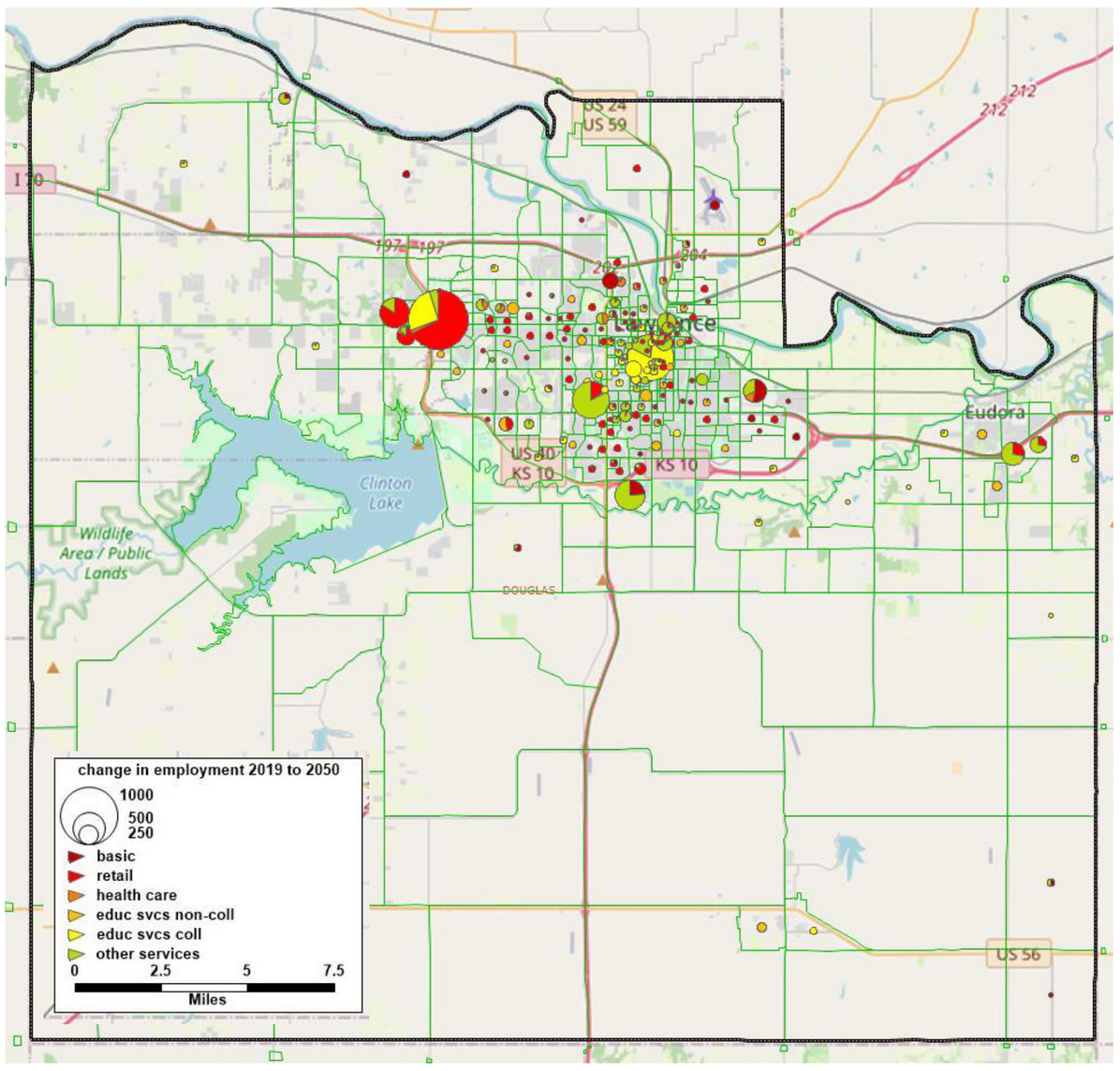
2050 Population Change



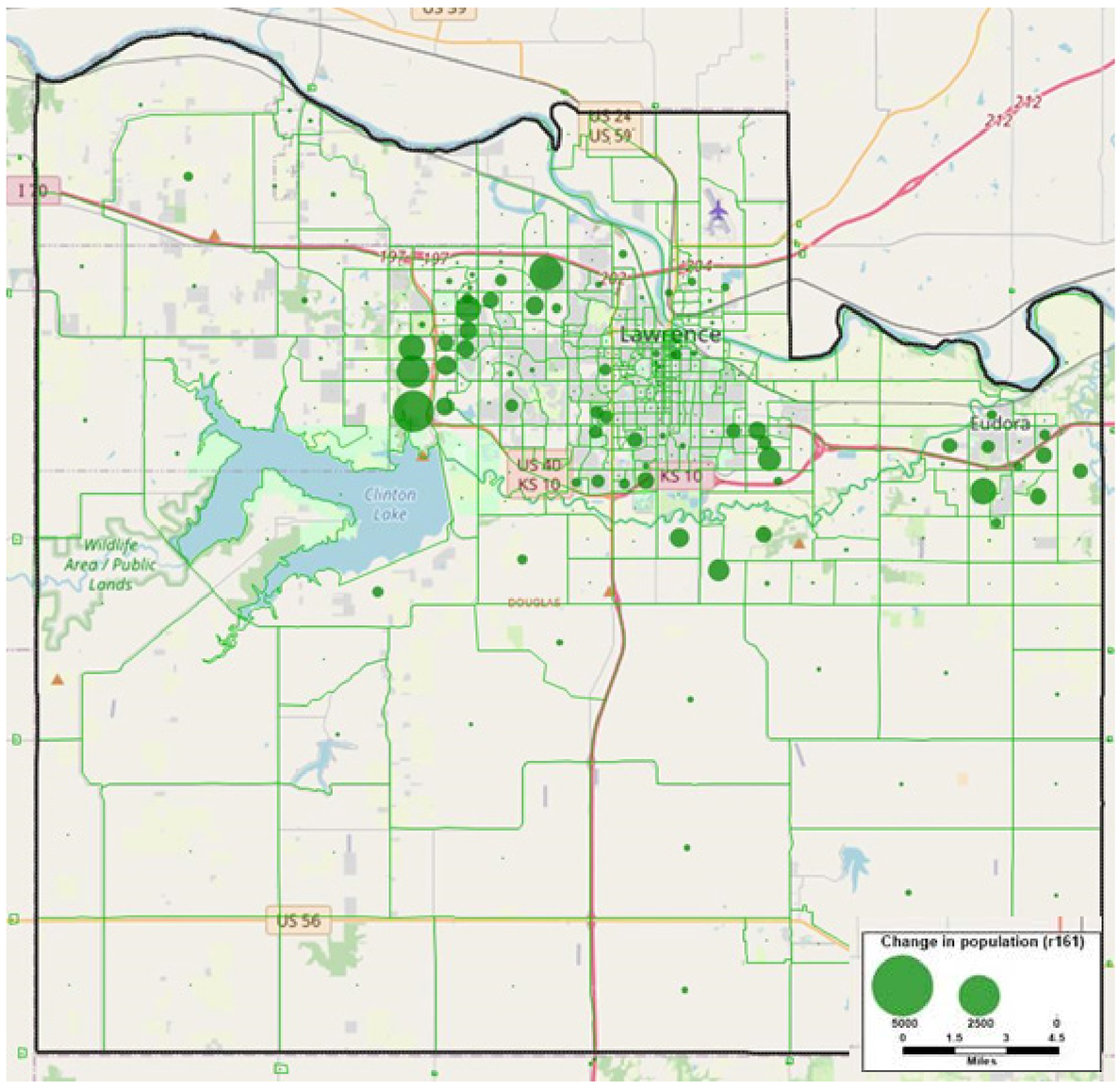
Scenario B:

Assumes shift to more infill and higher density development

2050 Employment Change

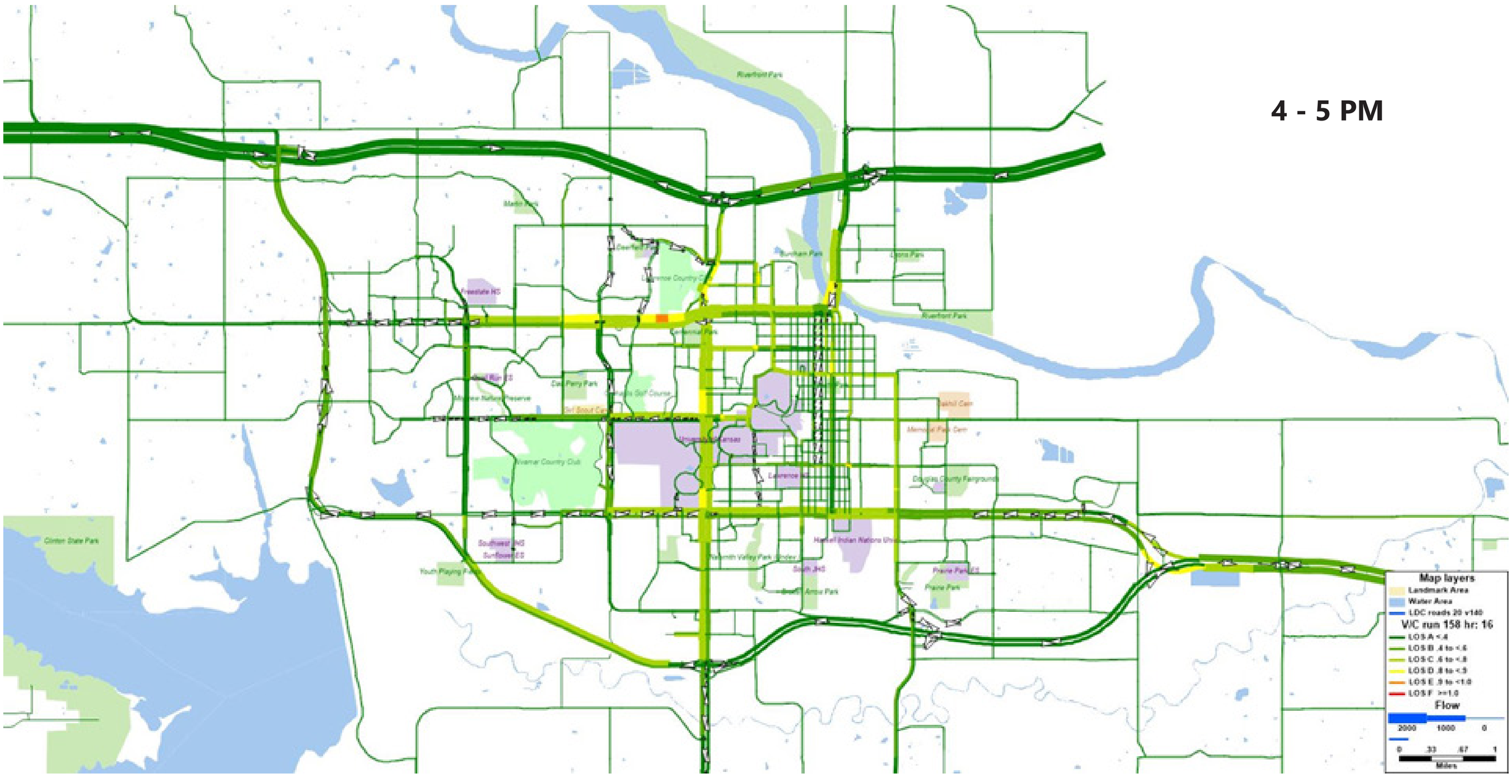


2050 Population Change



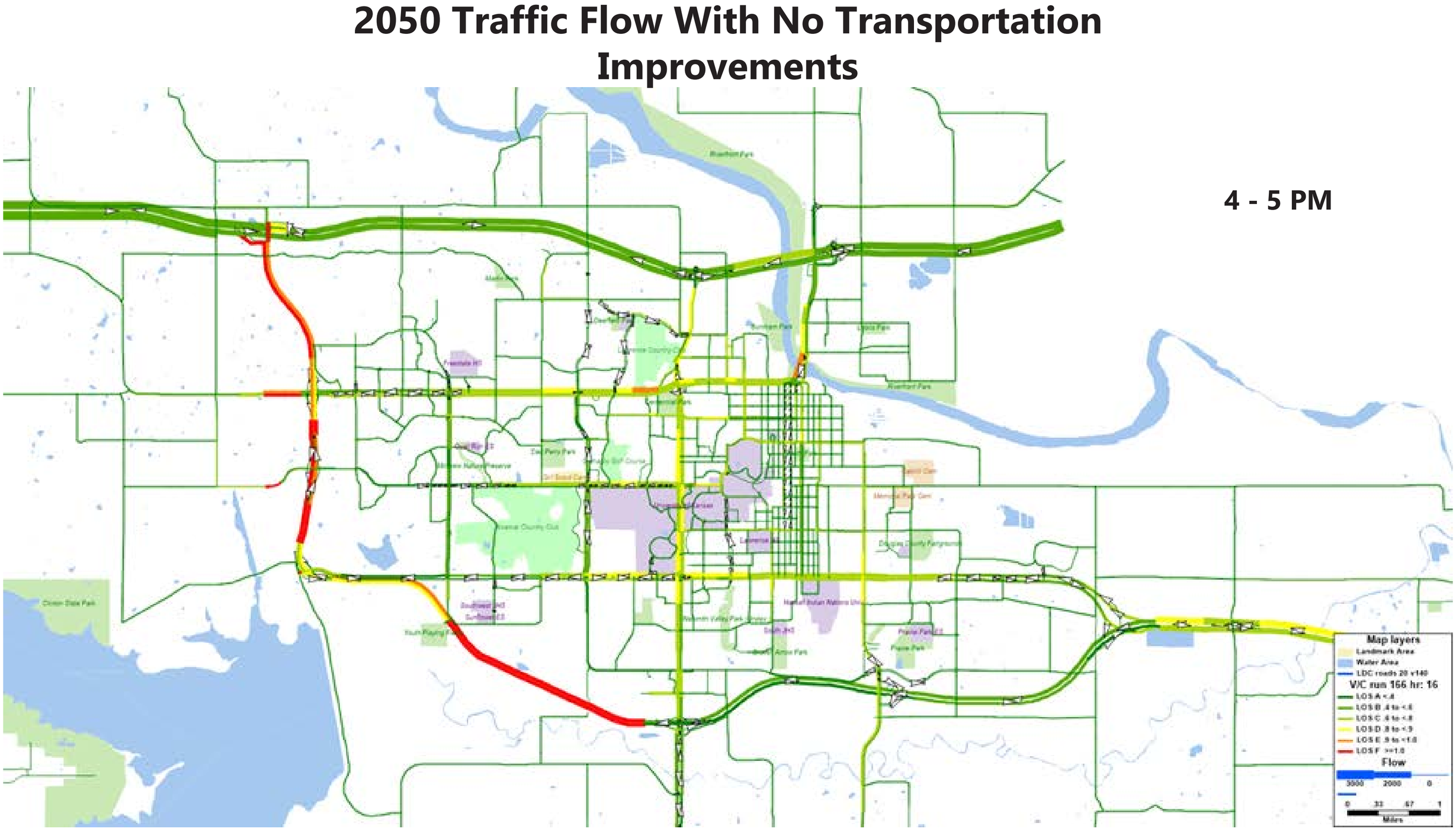
Traffic Flow

Existing Traffic Flow (2019)



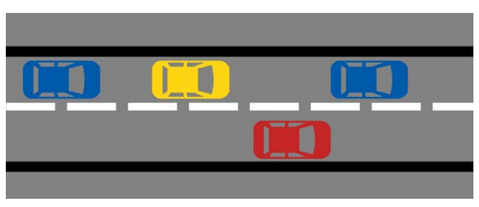
4 - 5 PM

2050 Traffic Flow With No Transportation Improvements

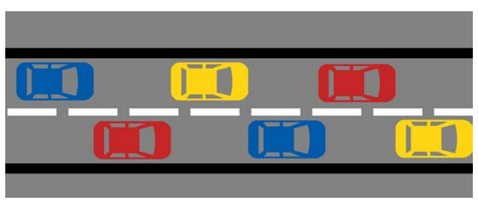


4 - 5 PM

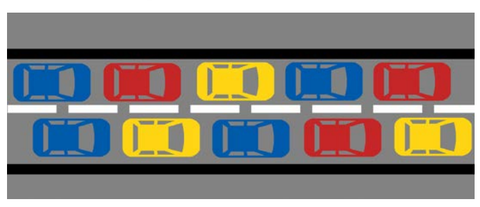
Uncongested (A-C)



Congesting (D)



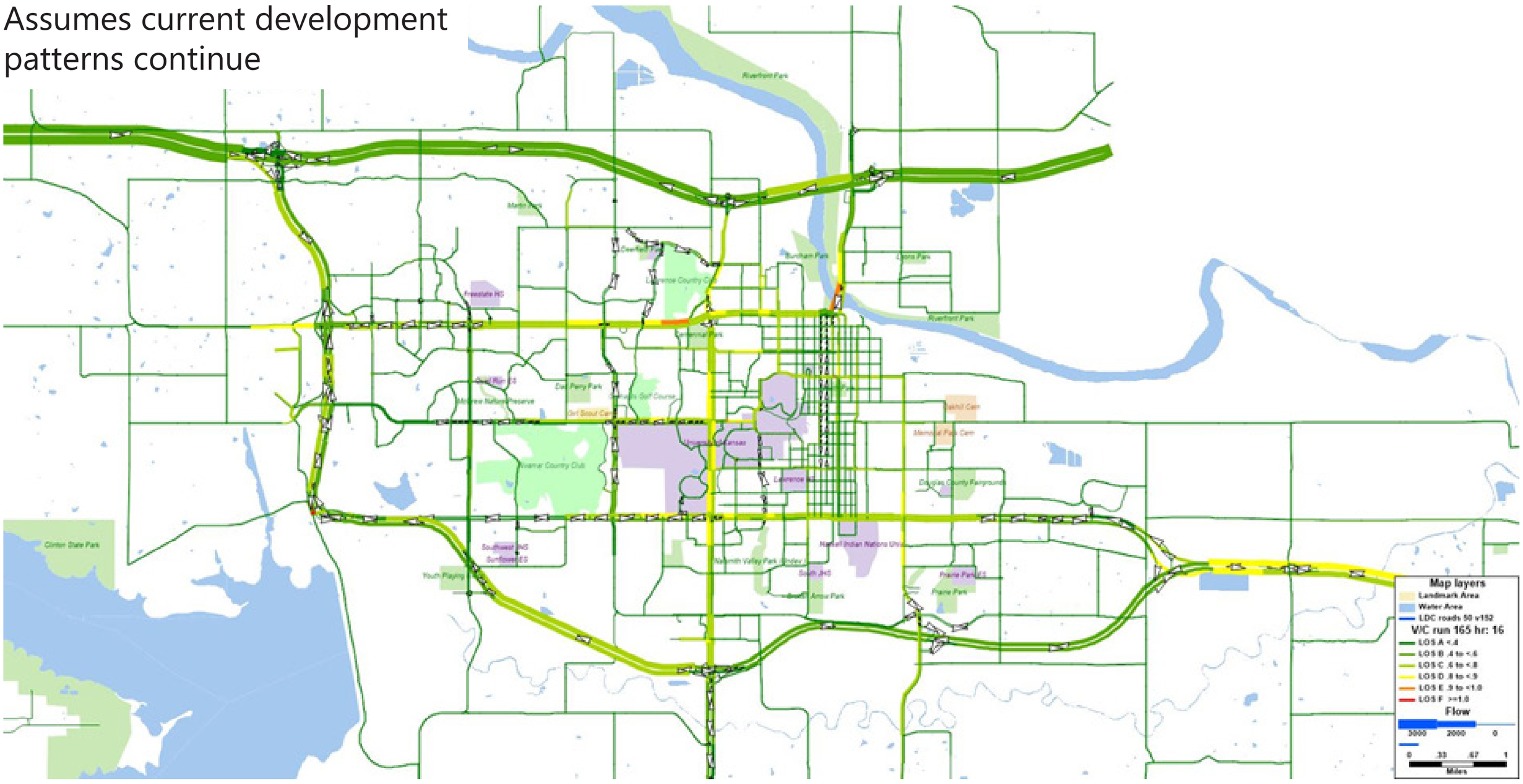
Congested (E-F)



Traffic Flow Scenarios

2050 Traffic Flow With Committed Projects

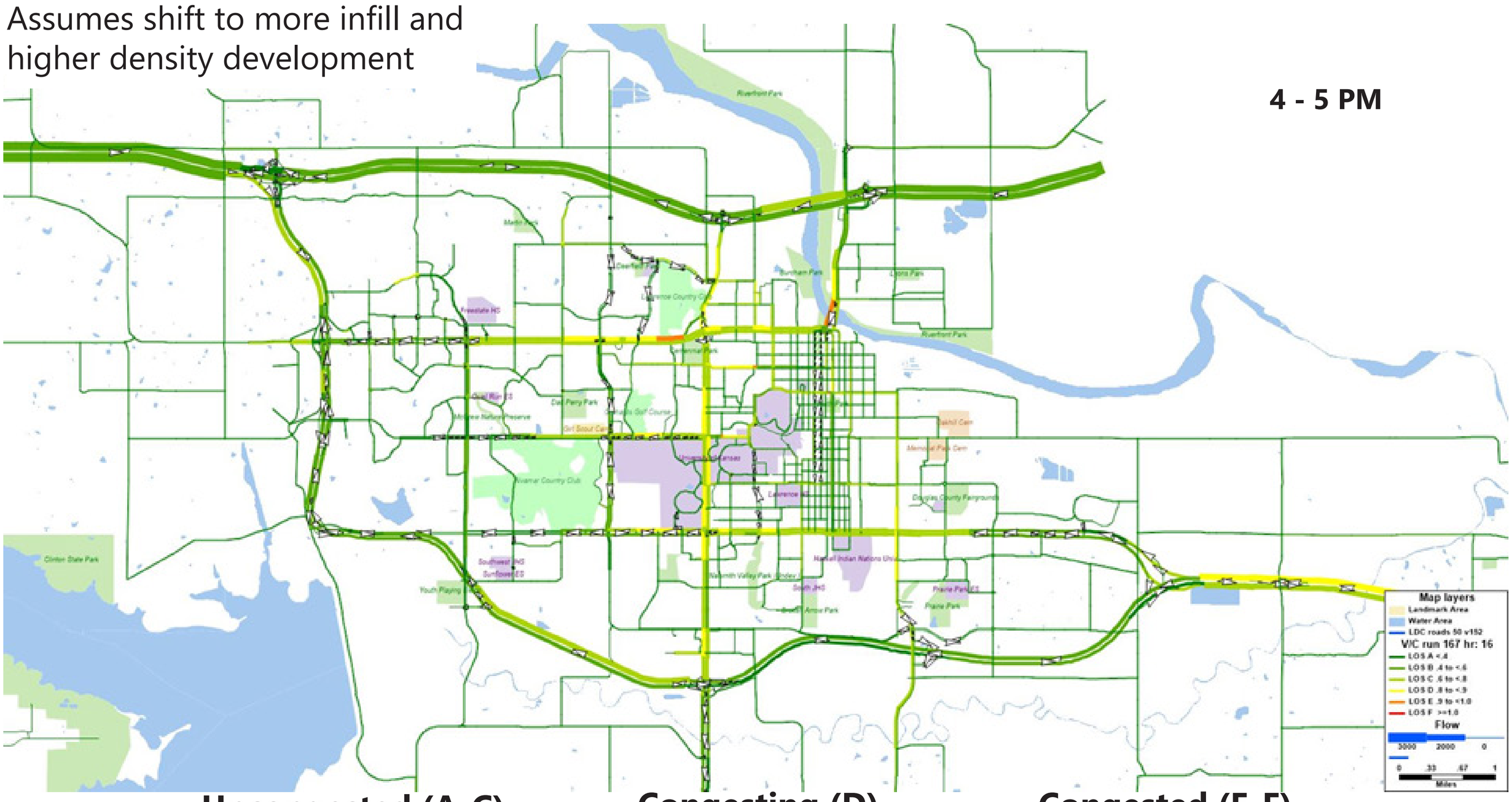
Scenario A:
Assumes current development patterns continue



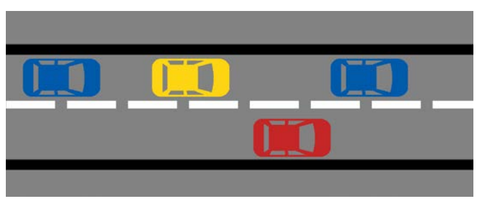
2050 Traffic Flow With Committed Projects

Scenario B:
Assumes shift to more infill and higher density development

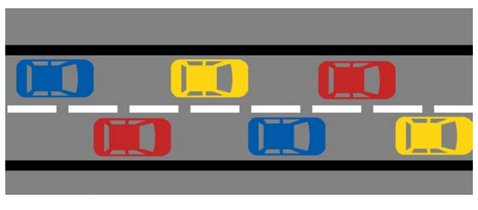
4 - 5 PM



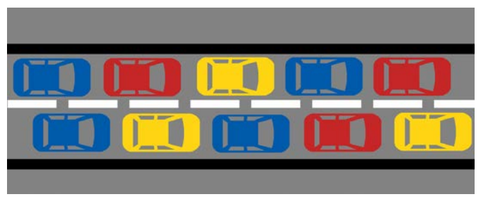
Uncongested (A-C)



Congesting (D)



Congested (E-F)



What's Next?

Thank You!

Your input today will help create a plan that reflects our community values. Staff will take your feedback, and with the help of the Steering Committee, keep refining the transportation priorities to draft a plan to be approved in March, 2023.

Make sure to follow-up with the plan as it proceeds to completion by visiting www.lawrenceks.org/mpo/T2050-update.

LAWRENCE - DOUGLAS COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Transportation 2050

Open House