



2021

UNIFIED PLANNING WORK PROGRAM

MPO Policy Board Approved
on November 19, 2020

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Funding Note: This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at www.lawrenceks.org/MPO.

Introduction

The L-DC Metropolitan Planning Organization (MPO) is the lead cooperative partner responsible for undertaking the federally required Continuing, Comprehensive and Cooperative (3-C) transportation planning process within the Lawrence-Douglas County Metropolitan Planning Area (MPA – all of Douglas County). The MPO includes four cities (Lawrence, Eudora, Baldwin City and Lecompton) and Douglas County.

The MPO operations are designed to foster cooperation among the local governments in the region to plan and develop a multimodal transportation system that meets the mobility needs of the area's residents and serves the region's economy.

The Unified Planning Work Program (UPWP) identifies and budgets the MPO's transportation planning activities and projects for the 2021 calendar year. This UPWP was developed in cooperation with the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and other regional planning partners. The sources of funding for carrying out the planning activities come from the Consolidated Planning Grant (CPG), which is comprised of Planning (PL) funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Section 5303 funds, FTA Section 5307 funds, and local contributions. The CPG is administered by the Kansas Department of Transportation (KDOT) and allocated to the MPO each year based on a formula. The CPG funds require a 20% non-federal match.

MPO Planning Products

Metropolitan Transportation Plan (MTP) –Approved March 15, 2018

Transportation 2040 or T2040 represents a vision for a healthy, safe, and efficient transportation system which will adequately serve Lawrence and Douglas County to the year 2040 and beyond. The planning process includes travel demand modeling scenarios, funding projections, public participation activities, review and input from various advisory committees, stakeholder interviews, coordination with other regional plans, assistance from KDOT and other planning partners. A new MTP must be approved at least once every five years. A new MTP must be approved before March 15, 2022.

Transportation Improvement Program (TIP) –Approved October 15, 2020

The TIP implements the MTP, provides details and financial information for federally funded or regionally significant projects. A new TIP must be adopted at least once every four years. The MPO updates its TIP every two years to minimize amendments, to provide more opportunities for public participation in the TIP development process, and to make changes brought on by the passage of state/federal funding/regulations. An annual list of surface transportation projects for which federal funds were obligated in the previous federal fiscal year are produced out of the TIP project listings.

Unified Planning Work Program (UPWP) – pending approval November 19, 2020

The UPWP describes the anticipated work of MPO staff and consultants during the calendar year. This document also contains a budget used to program federal Consolidated Planning Grant (CPG) funds used by the MPO to carry out the 3-C planning process in Douglas County. The MPO makes technical revisions/amendments to the UPWP as needed.

Public Participation Plan (PPP) –Approved August 16, 2018

The PPP outlines the methods and process for involving the public in the transportation planning process and documents the review and approval processes for all MPO documents and projects. The MPO plans to review/update the PPP after the passage of a new federal transportation act or in advance of an MTP update.

Title VI Program Manual –Approval October 17, 2019

This plan describes how the MPO will discourage discrimination in the 3-C MPO planning process and how the MPO will address any complaints of discrimination that arise from MPO activities. This document will be reviewed whenever updates are made to the PPP and/or as needed.

Limited English Proficiency (LEP) Plan –Approved October 17, 2019

The LEP plan serves as a guide to identify the extent of LEP individuals in the region and to identify ways that the MPO can reduce and/or eliminate the barriers to LEP individuals within the transportation planning process. This plan outlines the MPO's process for addressing the mix of services that will be provided to engage LEP individuals. The MPO plans on reviewing and updating this plan following the release of Census data and/or updates are made to the PPP, or as needed.

Intelligent Transportation Systems (ITS) Architecture –Approved May 21, 2015

ITS deployment is the application of advanced technologies in transportation system operations and management. ITS architectures include applications in the areas of traffic control, traveler information, public transportation, and incident management. The architecture shows how people and agencies integrate technology transportation system operations and maintenance. In 2021, the MPO will convene the ITS stakeholders and discuss progress made since the last plan was adopted and discuss needs to update technology and/or projects. This work will carry into 2022.

Statewide Coordinated Public Transit-Human Service Transportation Plan (CPT-HSTP) – December 2018

KDOT completed a statewide CPT-HSTP in December 2018, which supersedes the Douglas County created CPT-HSTP. Douglas County is included in the CTD #1 plan.

Douglas County Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) – Approved July 21, 2016

The MPO staff and the regional public transit and human services transportation providers developed the plan for Douglas County prior to the statewide plan. This plan outlines how providers can most efficiently and effectively work together to improve mobility for individuals with special transportation needs. The plan was evaluated to determine its future scope and need to update during winter 2020.

Metropolitan Planning Agreement – Approved December 19, 2018

The roles and responsibilities of the planning partners are clarified in a cooperative agreement.

2020 UPWP Major Accomplishments

In 2020, the MPO staff worked on many projects, the highlights of which are the items listed below:

- Continued Safe Routes to School planning to develop and begin the approval process for SRTS Plans in Lawrence, Eudora and Baldwin City in coordination with community partners.
- Started Safe Routes to School Implementation
- Completed a Transportation Improvement Program update with new transportation disadvantaged population analysis.
- Updated the T2040 Performance Report -Appendix F and ongoing data tracking.
- Facilitated ongoing coordination and implementation of the multimodal plans

Anticipated Major Planning Priorities & Activities for 2021

- Participate in the consultant led Lawrence Transit route redesign project
- Approval of an updated Countywide Bikeway Plan to reconcile the regional and local bikeway plans throughout Eudora, Baldwin City, Lecompton & unincorporated Douglas County
- Develop a best practice guide for the framework between land use and transportation planning in Lawrence
- Update the Regional Pedestrian Plan
- Participate in the development of an updated City of Lawrence ADA Transition Plan
- Review the City of Lawrence developed Multimodal Traffic Impact Study requirements (TIS).
- Annual T2040 Performance Reporting and data management
- Amendments to the 2021-2024 TIP, as needed
- Participate in coordination with our planning partners to implement T2040, Safe Routes to School Plans, Regional Pedestrian Plan, Lawrence Bikes Plan, Countywide Bikeway Plan, the Transit COA and other modal studies through strategies to plan transportation networks for all users. In 2021, this might include planning work around multimodal Traffic Impact Studies, planning and analysis of shared micromobility, and development of school area traffic circulation plans and existing condition maps.
- Convene Intelligent Transportation Systems (ITS) professionals to update the Regional ITS Architecture.

MPO work tasks described on the following pages may be conducted with a combination of MPO staff, interns, part-time local government staff assigned to MPO duties, and/or consultants.

1. PROGRAM SUPPORT AND ADMINISTRATION

1.1 MPO Committee Support

Objectives & Background:

- ❖ Support the Policy Board, Technical Advisory Committee (TAC) and MPO subcommittees with meeting packet development, distribution and other meeting support and administrative duties.

Since its formation the L-DC MPO has had a Policy Board and a TAC. In 2011, the MPO created a Regional Transit Advisory Committee (RTAC) to focus attention on regional coordination of paratransit services. In 2017, the MPO formed a regional bicycle MPO subcommittee called the MPO Bicycle Advisory Committee (BAC). The MPO staff also supports other ad-hoc MPO

committees like T2040 Steering Committee which assisted the MPO staff with drafting the T2040 update, as needed.

Activities and Products:

- Product: Meeting agendas, minutes, website updates, and supporting documents for MPO and TAC, and other MPO committee meetings (monthly or as needed)

1.2 Unified Planning Work Program (UPWP) and Grant Management

Objectives & Background:

- ❖ Draft, finalize and adopt a UPWP and maintain the UPWP, as necessary.
- ❖ Manage the MPO funding streams and track the status of UPWP budget.
- ❖ Provide administrative assistance for MPO procurement and management of approved contracts for professional services and other items (equipment, supplies, travel, etc.).

The MPO maintains an annual UPWP to describe the planning activities the MPO staff and consultants will undertake during the year. MPO staff manage the program budget and reimbursement requests quarterly under this task.

Activities and Products:

- Products: 2022 UPWP (MPO Policy Board approval by end of 2021) and Amendments to the 2021 UPWP (as needed)
- Product: Quarterly progress reports to administer the Consolidated Planning Grant reimbursement process (January, March/April, July, October) and reimbursements for Competitive Consolidated Planning Grant funding (as needed)
- Product: 2020 MPO Annual Performance & Expenditure Report (due by March 31, 2021)
- Product: CPG agreements that support MPO operations (annually and/or as needed)
- Activity: Acquisition of equipment, supplies and services budgeted in 1.2a, 1.2b, and 1.4a, to support transportation planning activities or procurement and professional services (as needed)

1.2a Equipment-Supplies-Software-Fees-Other Non-Staff Costs

This category budgets \$8,988.00 for all the non-staff costs for supplies, equipment, routine fees and services. For 2021 this includes: Software/Technology (ESRI, Adobe TransCAD, Signup Genius, monitors, tablet, computer, etc.) (\$5,000), dues for CTD #1 membership (\$50), ads/printing (\$800) and office supplies (\$638).

1.2b Direct Expenses - Rent-Utilities-Taxes-Janitorial Costs

This category budgets \$18,727.06 for rent, property taxes, utilities and janitorial expenses for the Riverfront MPO office space. This includes: Rent/Property Taxes (\$15,629.53), Utilities (\$1,564.55), and Janitorial (\$1,532.98).

1.3 Public Participation Plan (PPP)

Objectives & Background:

- ❖ Develop, maintain and implement a meaningful public input process through the Public Participation Plan (PPP) and related documents.
- ❖ Incorporate public input into plans, programs and other products of the planning process.
- ❖ Comply with federal public participation requirements.

In 2018 the MPO updated the PPP. In 2019 the MPO updated the LEP Plan, and Title VI Program Manual. Future updates will be made as needed and requested by KDOT to address the latest Title VI regulations and program guidance. The MPO online presence is supported by the City of Lawrence; the MPO staff updates the web content hosted on www.lawrenceks.org/mpo. The MPO is evaluating the impacts of COVID-19 on public engagement and adjusting in person activities to reflect the public health best practices while still maintaining opportunities to engage in MPO planning processes. Beginning in 2020, Lawrence Transit began a process to update their PPP and MPO staff is participating in the development of their Public Participation update. After the update is complete, it might be necessary for the MPO to update the MPO's PPP to align and coordinate strategies for engagement.

Activities and Products:

- Activity: Maintain and implement the PPP, Title VI Program Manual, and related documents (track process in the public participation spreadsheet) (as needed)
- Activity: Process Title VI or Environmental Justice complaints received in accordance with our Title VI Program Manual and/or any requests for translation services from LEP persons in accordance with our LEP Plan (as needed)
- Product: Title VI and DBE reporting – Prepare Annual Title VI report (September), DBE reporting (included in reimbursement requests)

1.4 MPO Education, Staff Training and UPWP Project Tracking

Objectives & Background:

- ❖ Manage the MPO multimodal planning process/staff and track UPWP projects.
- ❖ Provide training opportunities for MPO staff.
- ❖ Produce or share documents/materials that help educate the MPO members and the public about the MPO process and its role in decision-making for transportation system improvements.
- ❖ Provide training opportunities to fellow MPO colleagues (as requested and as staff time and funding constraints allow).

The MPO meets with new MPO committee members to welcome and address questions the members have about their position. Staff provides information to members as requested and directs new members to websites where they can learn more about the MPO. The MPO staff also confers with FHWA staff to discuss training needs that may be incorporated into the classes developed by the FHWA Resource Center. In 2021, MPO staff plans to engage city planning and engineering staff in MPO processes and present draft and/or approved plans to staff committees and/or local commissions to improve MPO processes and implementation of approved plans.

The MPO staff plans on attending the following types of workshops, conferences, and training as time and funding allows:

- American Planning Association (APA) or Association of Pedestrian & Bicycle Professionals Conference (APBP)
- Association of Pedestrian & Bicycle Professionals Webinar Series
- Kansas APA (American Planning Association) Chapter conferences, meetings and workshops
- National Transit Institute and National Highway Institute workshops held in nearby cities that provide training for MPO related topics and/or AICP certification maintenance credits
- Kansas Association of Metropolitan Planning Organizations (KAMPO)
- Training related to FAST Act metropolitan planning regulations
- Other training that staff requests, KDOT approves as eligible for CPG reimbursement and time permits

Activities and Products:

- Activity: Regular staff meetings to track workflow and project management (weekly or as needed)
- Activity/Product: Personnel - Complete annual staff evaluations (September); Conduct staff recruitments (as needed); non-transportation staff development and training (as scheduled by City of Lawrence includes annual diversity and supervisor trainings)
- Activity: Training for MPO staff and MPO committee members/planning partners (city staff/commissions) by MPO staff (as needed and as UPWP budget allows)

1.4a Workshops-Conferences-Training Costs

This category budgets \$2,000 for all the non-staff costs for attendance at these events (registration fees, etc.). For 2021 this includes, state/local workshops or online trainings, including purchase of APBP webinar series and membership for webinar access \$2,000. There is no anticipated travel for workshops, conferences or training in 2021.

1.5 Paid Leave

MPO staff vacation, holiday, sick and personal leave is budgeted for in this task.

2021 Budget for Program Support & Administration

Program Support & Administration	1	80,643.33
MPO Committee Support	1.1	6,329.67
Unified Planning Work Program & Grant Management	1.2	15,505.28
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a	8,988.00
Direct Expenses - Rent-Utilities-Taxes-Janitorial	1.2b	18,727.06
Public Participation Plan	1.3	1,236.50
MPO Education, Staff Training & UPWP Project Tracking	1.4	10,960.50
Workshops-Conferences-Training Costs	1.4a	2,000.00
Paid Leave (vacation, holidays, sick, personal)	1.5	16,896.32

2. SHORT RANGE TRANSPORTATION PLANNING

2.1 Transportation Improvement Program (TIP)

Objectives & Background:

- ❖ Develop a detailed and financially realistic program of all regionally significant and/or federally funded transportation projects that are consistent with the MTP and address social equity/environmental justice regulations.
- ❖ Foster an understanding of the TIP process among project sponsors and the public.
- ❖ Establish and maintain an efficient TIP amendment process with meaningful public involvement opportunities.
- ❖ Coordinate with the local transit operators to ensure that the TIP includes a Program of Projects (POP) that meets the FTA requirements.

The 2021-2024 TIP was approved on October 15, 2020. Amendments are on a quarterly schedule, as needed. The MPO plans to fully review and consider updates every two years even

though federal regulations only require a full update every four years. A TIP update more often than federally required, keeps the number of amendments manageable.

Activities and Products:

- Products: TIP quarterly amendments and/or revisions (as needed) with a TIP development process that provides public review and comment opportunities
- Product: Annual list of transportation projects with obligated federal funds for the last federal fiscal year (posted on the website by December 31st and included in the following TIP amendment)

2.2 Current Planning - Support and Coordination

Objectives & Background:

- ❖ Strengthen connections between land use and transportation system planning by reviewing land development projects for multimodal mobility concerns in the region and educating local land use planners about transportation planning activities.
- ❖ Ensure interagency coordination.
- ❖ Provide technical transportation planning assistance to local governments.

The MPO staff attends weekly City of Lawrence plan review meetings with staff from the Lawrence-Douglas County Planning & Development Services (PDS) Department to review land developments that impact the region's multimodal transportation system. The MPO staff works closely with the Lawrence Project Engineers and other local officials to review and comment on proposed land use changes and major projects that will generate large traffic volumes and impact surrounding roads. Projects brought to the attention of MPO staff by Lawrence or Douglas County planning/zoning staffs are routinely reviewed by MPO staff as requested by the case planners working on those projects. Projects in Baldwin City, Eudora, and Lecompton are reviewed by MPO staff as requested by those cities.

The MPO staff routinely reviews site plans to make sure that all users of the development, regardless of travel mode choice, are afforded safe and convenient mobility to and around the site. Encouraging multimodal access to new and redeveloped sites in the region is one of the ways the MPO coordinates the goals of the T2040 Plan with the local land use planning process. This will be further enhanced by the development of a Multimodal Traffic Impact Study requirements, which the MPO will provide feedback to the City's requirement development of during 2021.

The MPO staff allocates a small portion of its resources to the provision of technical assistance to units of local government in the areas of multimodal transportation planning and process consultation. While this does not constitute a major element of the agency's overall mission, it is a service which is greatly appreciated by local governments, many of which do not have either the staffing or the financial resources to have access to these types of services on their own.

The City of Lawrence Multimodal Transportation Commission was established in 2017 to improve the multimodal decision making. MPO staff will present and report to the Commission MPO work as necessary. The Commission does not replace the TAC and/or MPO Policy Board.

Activities and Products:

- Activity/Product: Review the City of Lawrence drafted Multimodal Traffic Impact Study requirements (1/2nd quarter)
- Activity: Coordinate with the City of Lawrence Multimodal Transportation Commission and Lawrence - Douglas County Metropolitan Planning Commission to maintain multimodal engagement and coordination with MPO planning in the region. (as needed)

- Activity: Promote the inclusion of policies and projects for non-motorized transportation in the local planning processes by reviewing site plans for land development projects to adhere to requirements for bikeways, bicycle parking, and pedestrian facilities in new and redevelopment projects (weekly plan review)
- Activity: Monitor and participate in relevant local, state, tribal, and federal project, funding, or policy matters and provide technical assistance to local governments including reviewing and commenting on planned land development projects and traffic impact studies (weekly plan review, TIS reviews as needed, other work as requested and staff time allows)
- Activity: Provide technical information and MPO maintained data to support MPO planning (as needed)

2021 Budget for Short Range Transportation Planning

Short Range Transportation Planning	2	10,890.12
Transportation Improvement Program	2.1	3,375.60
Current Planning - Support & Coordination	2.2	7,514.52

3. LONG RANGE TRANSPORTATION PLANNING

3.1 Regional Travel Demand Model & Data Development

Objectives & Background:

- ❖ Maintain the travel demand model and associated data files.
- ❖ Use modeling and data to facilitate community dialogue concerning regional development and transportation goals and to evaluate land use and transportation system scenarios.

The current TransCAD model is housed in the MPO office. The model was last updated as part of the development of T2040 v2 in 2017 by a modeling consultant. The MPO develops and maintains accurate and reliable data for use in its TDM. The MPO also receives and responds to requests for model information from consultants working on land development projects.

Activities and Products:

- Activity: Respond to transportation model data requests from citizens, public agencies, consultants, elected and appointed officials, MPO members, and the media as staff time and modeling abilities allow
- Activity: Locate and update existing transportation infrastructure, land use and density, and socioeconomic information, and other geographic databases useful in transportation planning

3.2 Metropolitan Transportation Plan

Objectives & Background:

- ❖ Maintain and Implement Transportation 2040, the multimodal MTP to meet all federal regulations for Lawrence & Douglas County.
- ❖ Integrate the MTP with the KDOT statewide long-range plan, funding priorities and transportation programs developed by KDOT.
- ❖ Continue the process of coordinating the development of the MTP with local land use, growth management, economic development, and other comprehensive plan elements and consider those comprehensive plan issues in developing and amending the MTP.

The T2040 Plan approved in 2018 was the result of collaboration between MPO staff, a travel demand modeling consultant, a public participation process and the guidance of the T2040

Steering Committee. The Functional Classification Map for the Lawrence-Douglas County Region was revised during 2017. Public engagement for the update began in 2017. The planning for next update to the MTP will begin in 4th Quarter. The next MTP will need to be approved by March 15, 2023. For 2021, City of Lawrence GIS staff will provide technical assistance to MPO staff and assist with the continued development of data and analyses for performance reporting.

In 2021, an update to the MPO/FHWA approved Roadway Functional Classification Map may be identified as a 2021 work product following the recommendations from the land use and transportation planning best practices research.

Activities and Products:

- Activity/Product: Maintain and implement T2040 by continuing the community dialogue around T2040 goals, policies, strategies and priorities. Make any necessary amendments or additions to incorporate performance targets (ongoing and as needed, documentation and response of comments, as needed)
- Activity: Draft timeline, scope of work and develop steering committee for the next T2040 long range transportation plan development that will begin in January 2022. (4th quarter)
- Product: Annual Performance Report and data development to meet federal performance reporting requirements and coordinate with KDOT/Lawrence Transit in setting performance targets (report measures once annually, set safety targets annually and updated other Targets as needed, monthly regional Performance Measure meetings)
- Activity: Review and comment on corridor studies, area plans, land development proposals and other plans produced by other agencies covering Kansas and/or Douglas County and discuss with officials from those agencies how their plans and the MTP can be coordinated (as requested by MPO planning partners)
- Activity/Product: Maintain and distribute the MPO/FHWA approved Roadway Functional Classification Map for the L-DC Region (additional updates as needed)

3.3 Bicycle and Pedestrian Planning

Objectives & Background:

- ❖ Maintain and coordinate the implementation of the Bicycle and Pedestrian section of the T2040 Plan, the Lawrence Bikes Plan, the Countywide Bikeway System Plan, and the Regional Pedestrian Plan.
- ❖ Encourage the integration of bicycle and pedestrian transportation needs in land development projects, roadway designs, local comprehensive plans, and capital improvement projects.
- ❖ Develop and maintain data for bikeways, bicycling activity, pedestrian facilities, and pedestrian activity for use in various transportation studies and reports.
- ❖ Coordinate local Safe Routes To School and community multimodal planning processes and projects to implement SRTS plans for Baldwin City, Eudora and Lawrence. The MPO provides input and assistance to several on-road and off-road bicycle planning initiatives in Douglas County. The City of Lawrence established the Multimodal Transportation Commission which consolidated the Lawrence - Douglas County Bicycle Advisory Committee and the Traffic Safety Commission. As a result, the MPO established and staffs an MPO BAC to address regional bicycling issues.

In 2014, the Countywide Bikeway System Plan was adopted by the MPO. The plan addresses many elements that will be fundamental to building a connected bikeway network and improving bicycle friendliness throughout Douglas County. In 2016 and 2020, the City of Lawrence received renewed Bronze level Bicycle Friendly Community status. It is hoped activities like the ones listed under this work task will help Lawrence maintain or improve its bike-friendly rating. In 2016,

the City of Lawrence conducted a yearlong taskforce effort to study bicycle and pedestrian issues. There were inconsistencies in the Countywide Bikeway Plan and the Ped Bike Issues Taskforce report for bikeway network elements. There was also a growing desire for new and improved bikeway designs and a desire to construct separated and protected facilities. This required a planning process to lay out a path forward for bikeway infrastructure that provides prioritization of projects. The MPO began a public process to update the Bikeway Plan in 2018 that addresses these issues. A Lawrence Bikes plan was completed and approved in 2019. A Countywide Bikeway plan covering unincorporated Douglas County, Eudora, Baldwin City and Lecompton will be completed in 2021.

In 2016, a Regional Pedestrian Plan was completed and approved. It was the first pedestrian plan for any city in the region. In 2017, the City of Lawrence received Silver level Walk Friendly Community. The MPO is a committed partner with the City of Lawrence, the Lawrence-Douglas County Public Health, USD 497 Lawrence Public Schools, in the ongoing SRTS planning process in Lawrence. In 2019, the MPO began collaboration on an update to the Lawrence SRTS Plan and worked to coordinate local SRTS planning in Eudora and Baldwin City. These plans are scheduled to be completed in 2020. The MPO staff is participating in the planning process, providing mapping support, commenting and reviewing draft plans, and incorporating the outcomes and processes with MPO plans and processes. Further work on the SRTS plan components (e.g. traffic circulation maps, encouragement maps, etc.) will continue in 2021. In 2019, the MPO staff began assisting the City of Lawrence in an update to the ADA Transition Plan. The MPO work is limited to ADA planning work in the public right-of-way. This primarily includes updated mapping, planning and prioritization for investments. This work will continue in 2021. The Regional Pedestrian Plan will be updated to include a level of comfort pedestrian crossing analysis and model, walkability code revisions, and other best practices in mid to late 2021.

Weekly, and as needed, the MPO staff reviews road construction projects and development plans for bicycle and pedestrian facilities, maintains a regional bikeway system map, and updates the bike/ped plans as needed. In 2018/19, the MPO staff provided plan data and planning support in developing a data driven prioritization process for dedicated City of Lawrence Bicycle & Pedestrian Funding. This support and coordination will continue in 2021. For 2021, City of Lawrence GIS staff will provide technical assistance, mapping and data management, as needed for bicycle & pedestrian planning, including the Countywide Bikeway Plan development, SRTS planning & implementation, analysis and prioritization for the ADA Transition Plan update.

Activities and Products:

- Activity/Product: Complete the update to the Countywide Bikeway Plan (1/2nd Quarter)
- Product: Update the Regional Pedestrian Plan (3/4th Quarter)
- Activity/Product: Continued implementation of SRTS throughout Douglas County (ongoing)
- Activity/Product: Assist in the development of a City of Lawrence updated ADA Transition Plan (as needed and time allows)
- Activity/Product: Develop a plan for bike/ped count data needs and data collection thru manual and automatic counters. (Spring & September counts), Annual count report (4th Quarter)
- Activity/Product: Participate in the City of Lawrence Neighborhood Traffic Management Program for safe streets (ongoing)
- Activity/Product: Prepare and distribute meeting agendas, minutes, and supporting documents for the MPO Bicycle Advisory Committee (MPO BAC) meetings (as needed)
- Activity: Coordinate and implement the Bicycle and Pedestrian section of the T2040 Plan, the Lawrence Bikes Plan, the Countywide Bikeway System Plan and the Regional Pedestrian Plan
- Product: Update the bikeway system, pedestrian network and/or Rideability map in Douglas County, and respond to requests for data (as needed)

- Activity: Track the issues raised by the Multimodal Transportation Commission, the LiveWell Douglas County Built Environment Work Group, the KU-BAC, and other bike-ped interest groups with related activities of the MPO committees and staff (ongoing)
- Activity: Encourage local governments and universities to work on improving bicycle and pedestrian friendliness (Bicycle Friendly Community/University and/or Walk Friendly Community applications developed by planning partners) (as needed)
- Activity/Product: Assist and/or support, as appropriate, local governments and other eligible groups in the region with creating funding applications for bicycle and pedestrian projects and programs (as needed)

3.4 Air Quality Planning

Objectives & Background:

- ❖ Monitor the air quality designation of Douglas County and keep the local governments and MPO committees updated about changes in the region's regulatory air quality status.
- ❖ Incorporate air quality standards into the MPO planning process and documents to comply with by federal and state laws and regulations.

As of the approval date for this document Douglas County is currently in attainment, and the MPO staff will proceed with its work this year under that attainment designation. A change in the air quality designation for Douglas County is not expected to occur in 2021; however, this situation could change in future years.

The MPO staff has monitored the timeline for setting new ozone standards throughout the last eight years and attended meetings of the Douglas County Air Quality Committee. For 2021, the MPO staff expects to keep informed about federal and state actions that could impact the air quality status and MPO operations in Douglas County.

Activities and Products:

- Activity: Monitor the ongoing discussions about possible non-attainment status for Douglas County and Work with KDHE, EPA, KDOT, FHWA, FTA and other agencies to revise MPO plans, reports and processes so Douglas County is in compliance with air quality regulations (as needed)
- Activity: Continue to support efforts by local groups that are encouraging actions which lead to reductions in air pollutant emissions (ongoing)

3.5 Long Range Planning & Special Studies

Objectives & Background:

- ❖ Participate in the development of statewide, regional, subarea, corridor and special studies to complement the MTP as well as MPO policies and/or processes; and/or produce specialized information designed to address particular transportation planning related issues that are not addressed in other MPO work tasks.
- ❖ Maintain working relationships with land use planning agencies to coordinate transportation and land use planning.
- ❖ Update and implement other MPO documents (e.g., the ITS Architecture) that are not specifically addressed in other UPWP work tasks to improve the MPO program and the region's multimodal transportation system.
- ❖ Maximize opportunities for additional funding to utilize as local match dollars for special studies and work tasks.

Since 2011, the MTP is the transportation chapter for the city-county comprehensive plan. A Regional ITS Architecture was completed and approved in 2015. In 2021, the MPO staff will convene the ITS stakeholders and discuss progress made since the last plan was adopted and update technology and/or projects, as needed. This is anticipated to be a minor update.

In 2019, the 23rd Street Multi-modal Corridor Study (Learnard Avenue to eastern City Limits) was completed. This study developed a vision and implementation strategy for 23rd Street: Learnard Street to the eastern city limits, providing an opportunity for the public to reimagine the street for comfortable and inviting multimodal transportation.

Over the past few years the MPO staff has participated in statewide, corridor and area studies including: the US-56 Corridor Management Plan, the US-40/K-10 Interchange Area Transportation Plan and the 5-County Regional Transportation Study which covers Douglas, Johnson, Wyandotte, Leavenworth, and Miami Counties.

In 2021, the MPO staff may participate in work on other special studies or planning work impacting the transport system as directed by the MPO Policy Board and as time allows including coordinating on Lawrence Strategic Plan actions that support MPO plan implementation. participation in State bike/ped plan and South Lawrence Trafficway west leg widening Environmental Impact Statement. The MPO will also participate in statewide and regional planning for the local road safety committee, freight, and bikeways or others as needed and invited.

In 2021, the MPO will explore transportation and land use standards and classifications to identify best practices and existing conditions that impact transportation choices and mobility. Anticipated recommendations and work products could include, but are not limited to, an amendment to the major thoroughfares map, establishment of transportation corridor overlays that are current placeholders in the Lawrence Development Code, access management plan, code revisions to improve walkability and bikeability. Based on the findings in Lawrence, MPO staff will discuss interest/options in presenting recommendations that are relevant to Eudora/Baldwin city.

Activities and Products:

- Activity/Product: Develop a best practice guide for the framework between land use and transportation planning in Lawrence. (2/3 Quarter)
- Activity/Product: Conduct a minor update to the ITS Architecture Plan (1/2 Quarter)
- Activity: Identify and participate in long range planning or special studies to coordinate with transportation planning and pursue opportunities for additional funding to maximize the planning work in the region and incorporate them into future UPWPs. (as needed)
- Activity: Receive, review and comment on land use plans/regulations and determine consistency with MPO-approved planning documents (as requested by local governments)
- Activity: Participate in the development of statewide, regional, subarea, corridor and special studies to complement the MTP as well as MPO policies and/or processes (as invited and time allows)

2021 Budget for Long Range Transportation Planning:

Long Range Transportation Planning	3	159,085.60
Regional Travel Demand Model & Data Development	3.1	1,909.33
Metropolitan Transportation Plan	3.2	14,716.45
Bicycle & Pedestrian Planning	3.3	97,988.74
Air Quality Planning	3.4	1,084.99
Long Range Planning & Special Studies	3.5	43,386.09

4. TRANSIT PLANNING

4.1 Public Transit Planning & Coordination

Objectives & Background:

- ❖ Provide a transportation planning program for the region that results in a multimodal plan for mobility that has a significant transit component.
- ❖ Improve the public perception, convenience, comfort, utility, and service of urban transit operations in the Lawrence Area so that transit becomes more attractive to choice riders as well as transit dependent persons, and so that transit operations in the area can help improve the quality of life and help support economic growth in the region.
- ❖ Participate in ongoing discussions about intercity transit services in Northeast Kansas that can provide viable alternatives for commuters.

The fixed-route bus service in Lawrence is operated by the City and is funded through federal and state aid programmed in the TIP along with local funding sources. Since 2009, coordination of the Lawrence Transit and KU on Wheels services and operations has become a reality through a shared maintenance center, vehicle purchases, coordinated route planning/scheduling, and a joint service/operations contract.

In 2012, the City of Lawrence hired a consultant to study the need and possible locations for a transit center in Lawrence. The proposed locations from the study were not preferred locally and Lawrence Transit and the University of Kansas continue to work on an alternative proposal. In 2016, the MPO, Lawrence Transit and KU on Wheels completed a Transit Comprehensive Operations Analysis. The data and recommendations in the Transit COA will provide a guide for operations improvements and support additional work to determine a transit center location. In 2017, a Bus Transfer Location Analysis was conducted to establish criteria for a bus transfer location and assess feasible sites. In preparation for the multimodal transfer center, Lawrence Transit is undertaking a route redesign planning process. During the fall of 2020, a KU student project is beginning the process. In the spring of 2021, Lawrence Transit will hire a consultant to do a second round of route redesign. The MPO will participate in the consultant lead study both financially and with staff time. The total consultant lead study will cost \$100,000, but only \$43,750 of the total study value will be budgeted in the MPO budget (more details about the financial breakdown can be found in the budget table).

Activities and Products:

- Activity/Product: Assist in managing the Lawrence Transit consultant lead route redesign study. (year long)
- Activity/Product: Assist Lawrence Transit with the evaluation, outreach and planning processes for transit services and bus stop amenities. (ongoing)
- Activity/Product: Assist in transit data development to support planning and future long-range plan development, including creating a data dashboard to enhance T2040 data. (ongoing)

- Activity: Monitor transit services in the Lawrence Area (attend PTAC) and participate in discussions about how those transit changes impact mode choice in the region (ongoing)
- Activity: Provide technical and planning assistance to the City Commission and City Public Transit Administrator and/or assist City staff with the grant application process for use of FTA and/or KDOT funds for urban transit services (as requested/needed)

4.1a Transit Route Redesign Study

This category represents the consultant’s services and expenses for the Transit Route Redesign Study.

4.2 Paratransit Planning and Coordination

Objectives & Background:

- ❖ Maintain and implement, with the help of RTAC, a Douglas County Coordinated Public Transit and Human Services Transportation Plan (CPT-HSTP) and coordinate with Coordinated Transit District #1.
- ❖ Provide assistance to local agencies that are supported with funding for the transportation of elderly and disabled persons (e.g., FTA 5310 funds) and program those funds in the TIP (as needed)

The CPT-HSTP was approved in 2016. MPO staff will work with the MPO Subcommittee: Regional Transit Advisory Committee (RTAC) providers to implement the CPT-HSTP and continue coordination in Douglas County. In late 2020, the MPO is discussing with RTAC if an update to the CPT-HSTP is warranted due to the Statewide CPT-HSTP which supersedes the Douglas County one. Based on this discussion, a future update, which may look different than the traditional CPT-HSTP may be completed at a future time.

MPO staff also coordinates efforts with CTD#1 and hosts their bi-monthly meetings. During 2017, RTAC members engaged the Community Transportation Association of America (CTAA) for technical assistance addressing access to transportation services in Douglas County (particularly rural services and services outside of Lawrence).

Activities and Products:

- Activity: Participate in Coordinated Transit District (CTD) #1 meetings (ongoing)
- Activity/Product: Meeting agendas and minutes, for the RTAC (as needed)
- Activity/Product: Coordinate and implement the Douglas County CPT-HSTP (ongoing) and determine if an update needs to occur (as needed)

2021 Budget for Public Transportation Planning:

Public Transportation Planning	4	83,130.48
Public Transit Planning & Coordination	4.1	26,653.51
Transit Route Redesign Study (federal portion & match)	4.1a	43,750.00
Paratransit Planning & Coordination	4.2	12,726.97

Budget

2021 Consolidated Planning Grant (CPG) Estimate

2021 CPG Estimate	2020 carryover	Total CPG Available
\$ 219,000	\$ 48,000	\$ 267,000

	2020 UPWP Budget #	Total Budget
Program Support & Administration	1	80,643.33
MPO Committee Support	1.1	6,329.67
Unified Planning Work Program & Grant Management	1.2	15,505.28
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a	8,988.00
Direct Expenses - Rent-Utilities-Taxes-Janitorial	1.2b	18,727.06
Public Participation Plan	1.3	1,236.50
MPO Education, Staff Training & UPWP Project Tracking	1.4	10,960.50
Workshops-Conferences-Training Costs	1.4a	2,000.00
Paid Leave (vacation, holidays, sick, personal)	1.5	16,896.32
Short Range Transportation Planning	2	10,890.12
Transportation Improvement Program	2.1	3,375.60
Current Planning - Support & Coordination	2.2	7,514.52
Long Range Transportation Planning	3	159,085.60
Regional Travel Demand Model & Data Development	3.1	1,909.33
Metropolitan Transportation Plan	3.2	14,716.45
Bicycle & Pedestrian Planning	3.3	97,988.74
Air Quality Planning	3.4	1,084.99
Long Range Planning & Special Studies	3.5	43,386.09
Public Transportation Planning	4	83,130.48
Public Transit Planning & Coordination	4.1	26,653.51
Transit Route Redesign Study (federal portion & match)	4.1a	43,750.00
Paratransit Planning & Coordination	4.2	12,726.97
Total		333,749.53

Total UPWP Funding Breakout

Consolidated Planning Grant - Federal Funds	\$ 266,999.62	80%
Total Match Required	\$ 66,749.91	20%

Match Breakdown

Local Funds (PDS/General Fund)	\$ 54,984.63
Local Funds (Transit Fund)-4.1a	\$ 8,750.00
Local Funds (IT/General Fund)- Staff match	\$ 3,015.28

Transit Route Redesign Study	\$ 100,000.00
Consolidated Planning Grant - Federal Funds	\$ 35,000.00
Local Funds (General Fund) - Study Match	\$ 8,750.00
Local Funds (General Fund) - Local Portion	\$ 56,250.00