

# Implementation of the Transportation Plan

*T2025* identifies several significant changes from previous Lawrence/Douglas County transportation plans in terms of alternative modes, congestion management, and finances. These concepts, however, are only meaningful and can only effect real change in the region's transportation system if they are implemented. This requires the collective will of the elected officials, staff, and general public to occur.

*T2025* presents a series of roadway, transit, bicycle, pedestrian, congestion management, and financial projects and actions that make up the future vision for transportation in the region in 2025. Since the plan is financially constrained to available resources, it represents not a wish list but rather a literal interpretation of the year 2025 transportation system. In fact, the intent of recent federal legislation is to provide a realistic blueprint for the future so that logical and coordinated land use and transportation planning decisions can be made.

Although *T2025* provides a long-range vision for the year 2025, in reality federal regulations require it to be updated every five years. So while all of the projects, policies, and actions presented herein are necessary to achieve *T2025's* vision, those identified for the first five years of the plan have the highest priority. Those beyond the first five years will be reconsidered in the next transportation plan update, so it is imperative to show real progress as soon as possible to make the vision a reality.

The most pressing, highest priority actions and policies necessary for the implementation of *T2025* are identified in Table 14.1 in the 0 – 5 Years column. Many of these are considered to be ongoing efforts. The physical improvements and projects constructed in this time period include committed projects and additional ones identified through the region's annual prioritization process.





Beyond the immediate priorities to implement *T2025*, additional actions and policies should be considered in a longer planning time frame to continue the pursuit of a balanced, multi-modal transportation system. These items are priorities beyond the first five years of *T2025*'s implementation and are identified as such in Table 14.1.

Many of the actions are related. For example, updating street design standards to accommodate multimodal and freight considerations will address several individual actions. This is also true for those that are associated with funding issues and multimodal opportunities for new developments.

In addition to the actions identified from the individual chapters of *T2025*, the Lawrence/Douglas County MPO should implement a coordinated data collection and development process, known in other communities as a Mobility Report Card. This would include emphasis on the Lawrence Travel Demand Model, which relies on traffic counts for its calibration. A dedicated traffic count program could be coordinated among the various agencies and jurisdictions. Transit ridership and data, bicycle counts, and possibly a local household travel survey would provide important information to support the MPO's ongoing planning activities and the city and county's engineering efforts.



Table 14.1  
**Actions and Policies for Implementing T2025**

| Chapter  | Action                    | Description   | 0 – 5 Years | 5 – 10 Years | Beyond 10 Years |
|----------|---------------------------|---|-------------|--------------|-----------------|
| Land Use | 1                         | Combine Planning Cycles   |             |              |                 |
|          | 1                         | Coordinate Multimodal Enhancement for Future Roadways                                   |             |              |                 |
| Roadway  | 2                         | Adopt Arterial Street Design Guidelines   |             |              |                 |
|          | 3                         | Update Street and Intersection Design Standards   |             |              |                 |
|          | 4                         | Update Subdivision Regulations  |             |              |                 |
|          | 5                         | Coordinate Highway Design Standards with KDOT   |             |              |                 |
|          | 6                         | Establish Access Standards  |             |              |                 |
|          | 7                         | Develop Access Control Plans for Corridors  |             |              |                 |
|          | 8                         | Develop Access Management Phasing Plan  |             |              |                 |
|          | 9                         | Fund Access Plans   |             |              |                 |
|          | 10                        | Fund Intersection Data Collection and Timing Plan Development                           |             |              |                 |
|          | 11                        | Study Citywide Signal System  |             |              |                 |
|          | 12                        | Develop Multimodal Traffic Impact Analysis Guidelines                                   |             |              |                 |
|          | 13                        | Perform Signal Analysis for New Developments  |             |              |                 |
|          | 14                        | Review Subdivision Regulations  |             |              |                 |
|          | 15                        | Revise Development Standards for Multimodal Requirements                                |             |              |                 |
|          | 16                        | Include Congestion Management in Planning Process                                       |             |              |                 |
|          | 17                        | Establish Level of Service Standards  |             |              |                 |
|          | 18                        | Implement Annual Prioritization Process for Roadway Capacity Improvements               |             |              |                 |
| 19       | Pursue Additional Funding |   |             |              |                 |
| Transit  | 1                         | Ongoing Monitoring of Transit Performance and Service                                   |             |              |                 |
|          | 2                         | Establish an off-street location for a regional transit hub                             |             |              |                 |
|          | 3                         | Develop Pedestrian and Land Development Standards to Promote Productive Transit Service |             |              |                 |
|          | 4                         | Study Transit Productivity and Coverage Issues  |             |              |                 |
|          | 5                         | Roadway Design Standards  |             |              |                 |
|          | 6                         | Pursue Transit Consolidation Opportunities  |             |              |                 |
|          | 7                         | Develop a Long-Term Transit Funding Strategy  |             |              |                 |
|          | 8                         | Develop a Long-Range Transit Plan   |             |              |                 |

Implementation of the Transportation Plan

|            |    |  |  |  |  |
|------------|----|--|--|--|--|
| Bicycle    | 1  | Implement Bicycle Work Program Recommendations                               |  |  |  |
|            | 2  | Update the Bicycle Work Program and Bicycle Facilities Plan Every Five Years |  |  |  |
|            | 3  | Bicycle Standards and Guidelines for New Developments                        |  |  |  |
|            | 4  | Bicycle Demonstration Project  |  |  |  |
|            | 5  | Consider Bicycles in Development Review                                      |  |  |  |
|            | 6  | Douglas County Bicycle Plan Element  |  |  |  |
|            | 7  | Plan and Construct Bicycle Amenities   |  |  |  |
|            | 8  | Develop a Bicycle Education Program and Enforce Traffic Laws                 |  |  |  |
|            | 9  | Implement the Bicycle Plan of the Bicycle Work Program                       |  |  |  |
|            | 10 | Adjust Short-Term Funding Allocations for Bicycle Facilities                 |  |  |  |
| Pedestrian | 1  | Pedestrian Use Areas and Level of Service Standards                          |  |  |  |
|            | 2  | Pedestrian Facilities Inventory, Needs, and Prioritization                   |  |  |  |
|            | 3  | Fund Pedestrian Improvements   |  |  |  |
|            | 4  | Street Design Standards  |  |  |  |
|            | 5  | Pedestrian Standards for New Developments                                    |  |  |  |
|            | 6  | Coordinate Pedestrian Planning Issues  |  |  |  |
|            | 7  | Pedestrian Education and Enforcement   |  |  |  |
| Intermodal | 1  | Coordinate Freight Issues  |  |  |  |
|            | 2  | Land Use Considerations  |  |  |  |
|            | 3  | Roadway Design and Access Management   |  |  |  |
|            | 4  | Designated Truck Routes  |  |  |  |
|            | 5  | Pursue Commuter Rail   |  |  |  |
|            | 6  | Establish a Multimodal Passenger Hub   |  |  |  |
| Financial  | 1  | Increased Long-term Alternative Mode Funding                                 |  |  |  |
|            | 2  | Adjust Short-term Funding Allocations in the TIP                             |  |  |  |
|            | 3  | Transportation Funding Task Force  |  |  |  |
|            | 4  | Pursue Discretionary Funding   |  |  |  |
|            | 5  | Address Operations and Maintenance Needs                                     |  |  |  |
| Other      | 1  | Mobility Report Card for Data Collection and Development                     |  |  |  |

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