

Transportation Goals and Objectives



The 2025 Long Range Transportation Plan is guided by a set of Goals, Principles, and Objectives updated from *Transportation 2020*. The major focus of the update was to:

- ensure that *Transportation 2025* conforms to Federal requirements and
- enable *T2025* to better reflect current transportation issues and concerns in the City of Lawrence and Douglas County.

Goal I: Support the Economic Vitality of the Region

Principle 1.1: Relieve Traffic Congestion and Minimize Travel Time

- Reduce travel time, delays, and traffic hazards.
- Reduce the amount of vehicle miles traveled on congested roads.
- Identify and promote improvements on congested corridors.
- Foster strategies that reduce the growth in peak-hour vehicle travel (i.e., carpooling, telecommuting, bicycling, etc.).
- Increase bicycle and pedestrian amenities and transit service on appropriate corridors.



What we've heard...

Access to downtown on all modes of transportation is critical to the economic success of the area.



What we've heard...
More alternative mode options should be considered in Lawrence.

Principle 1.2: Support Local and Regional Transportation Needs

- Develop policies that ensure facilities and services are provided concurrently with development.
- Ensure compatibility with the transportation facilities of adjacent counties.
- Improve access to activity centers such as educational facilities, shopping areas, and downtown.
- Improve access to intermodal facilities such as airports, educational facilities, railroad and trucking terminals, and transit centers.
- Encourage and facilitate the coordination of intelligent transportation systems between jurisdictions.

Principle 1.3: Encourage Private-Sector Transportation Investments

- Encourage private-sector participation in providing the design, right-of-way, and construction of transportation improvements.

Goal II: Promote Accessibility and Mobility Options and Enhance the Integration and Connectivity of the Transportation System

Principle 2.1: Maximize Access to the Transportation System and Improve the Mobility of the Transportation Disadvantaged

- Maximize bicycle and pedestrian access to roadways and transit facilities.
- Promote transit circulation systems around major activity centers.
- Place a high priority on serving the needs of transportation disadvantaged persons.

Principle 2.2: Decrease Reliance on Single-Occupancy Vehicles

- Plan and develop a transit-friendly community.
- Promote transit services that are competitive with automobile travel.
- Increase the percentage of persons using alternative modes, especially during peak hours.
- Provide facilities and amenities that support transit users, bicyclists, and pedestrians.

Principle 2.3: Support an Integrated System with Efficient Connections Between Transportation Modes

- Develop a transportation system that integrates all modes of transportation. Provide appropriate highway, public transit, bicycle, and pedestrian links to airports, rail facilities, and major transit terminals/stops.

Principle 2.4: Enhance the Efficient Movement of Freight

- Promote connections between transportation modes that support the effective shipment of freight.
- Encourage improvements that enhance the area's regional and global competitiveness.

Goal III: Protect the Environment, Promote Energy Conservation, Increase Safety, and Improve Quality of Life

Principle 3.1: Provide Safe Travel For All Modes of Transportation

- Include emergency access needs in transportation planning.
- Minimize incident response time and rectify conditions that impede emergency response.
- Encourage lighting and clear signs on roadways.
- Support safety education and security programs.

Principle 3.2: Support Community Education and Involvement in the Transportation Planning Process

- Involve the public in workshops, public hearings, surveys, and other methods to encourage participation in the transportation planning process.
- Inform the public on planning issues in a clear and concise manner and be open to input throughout the development of transportation plans.
- Ensure that plans respond to the diversity of community needs.
- Encourage early public involvement in the design of proposed road projects.





What we've heard...

Good street connectivity within and between neighborhoods should be a priority so that pedestrians, cyclists, and vehicle traffic can move as efficiently as

What we've heard...

The best way to solve the city's transportation problems is to plan new destination development and then follow the plan.

Principle 3.3: Promote Sensible Growth Patterns and Foster the Visual Appeal of Improvements

- Ensure that transportation improvement plans support local government development goals.
- Support new development requirements to contribute to pedestrian, bicycle, and transit amenities.
- Designate roadway and transit corridors for streetscape, noise buffering, and/or landscaped median treatments.
- Encourage review of project design plans to ensure the application of livable roadway concepts.
- Preserve and enhance scenic views of and access to historic, cultural assets, and other attractive features.

Principle 3.4: Use Appropriate Design Criteria to Minimize Potential Negative Impacts on the Human, Natural, and Manmade Environments

- Minimize impacts on environmentally sensitive areas.
- Design transportation facilities that avoid or reduce impacts on scenic, historical, archaeological, or water resources and other sensitive habitats.
- Avoid disproportionate adverse impacts on low income and minority communities.
- Apply urban design concepts to appropriate roadway widenings located within the urban area.
- Balance the need for roadway widenings with other goals and priorities of local residents.
- Assist in the designation of corridors that provide for the safe movement of hazardous materials.

Principle 3.5: Enhance Quality of Life in Neighborhoods

- Design a system of main roadways to divert non-local traffic away from neighborhood streets.
- Discourage through truck traffic from traveling within residential neighborhoods.
- Where appropriate, encourage measures that promote traffic calming within the urban area.
- Promote a transportation system that improves connections between residential areas, including bike, pedestrian, and transit modes.

Principle 3.6: Support Measures to Maintain Air Quality and Minimize Use of Fossil Fuels

- Support alternative transportation modes to improve air quality.
- Encourage alternative fuels and technologies in motor vehicle, fleet, and transit applications.
- Reduce energy consumption and stop-and-go driving.

Goal IV: Preserve Existing Facilities and Promote Efficient System Management and Operations**Principle 4.1: Encourage Land Development Patterns That Promote Transportation Efficiency**

- Support in-fill development and the concentration of new commercial development and office space in activity centers that can be interconnected by transit, bikeways, and sidewalks.
- Support the clustering of homes and work locations together to minimize commuting distances and times.
- Locate transit stops/stations within convenient walking distance of major concentrations of employment.
- Support requirements for new developments to implement strategies to manage its transportation demand.
- Encourage land use patterns that promote safe and convenient walking, bicycling, and transit.

Principle 4.2: Develop System Performance Standards to Ensure Maximum Use and Efficiency

- Assess true transportation investment costs by taking into account not only initial capital costs, but also operating and maintenance costs.
- Encourage implementation of roadway access management rules.
- Maintain a dedicated transit revenue base.



Principle 4.3: Acquire and Preserve Right-of-Way

- Establish additional right-of-way requirements for public transit, bicycles, and pedestrians along designated corridors.
- Protect public rights-of-way for highway, transit, bicycle, and pedestrian facilities from encroachment.
- Where feasible, identify priority corridors for advanced right-of-way acquisition for future highway, transit, bicycle, and pedestrian use.

Principle 4.4: Emphasize the Use of Existing Transportation Systems to Avoid Unnecessary Capacity Improvements

- Promote policies that maximize the use of the existing transportation system, such as new technologies, access management, and transportation demand management.
- Give priority to capital improvements designed to preserve existing thoroughfare capacity.
- Utilize new transportation technologies to lengthen the operational life or increase the capacity of existing facilities.