

# TIGER 2013 Grant Application Summary

## Reconstructing Major Transit Routes through the University of Kansas Campus

**Project Scope:** The proposed project will reconstruct portions of several transit-intensive, primarily two-lane streets and associated intersections, totaling about 1.2 miles:

- Jayhawk Boulevard/Oread Avenue (KU and City ownership)
- Crescent Road (City ownership)
- Naismith Drive (KU ownership)
- 15th Street (KU and City ownership)

These streets are heavily used by the coordinated transit system of the City of Lawrence and the University of Kansas, as shown on the map on page 2 of this handout.

This project will connect the proposed scope of construction to roadway segments that have recently been reconstructed or that are scheduled for reconstruction in 2013.



**Significance:** The award-winning coordinated transit system operated by the City of Lawrence and KU averages 700 bus trips per day through this area. Increased levels of transit ridership have resulted in reduced numbers of vehicles driven to campus each day. Tens of thousands of students, faculty, staff, and visitors travel this route daily via transit busses, walking, biking, passenger vehicles, and service vehicles. While it's a locally major route for mass transit, pedestrians, and bicyclists, it

also serves large numbers of people who come here from all parts of Kansas, other states, and other countries. The project will improve intersection geometry allowing the larger K-10 connector busses to access campus, improving connections with KU's Edwards Campus in Johnson County, Kansas – part of the Kansas City metropolitan area.



**Needs Assessment:** Time and heavy use have taken a toll on these roadways. With the increased bus traffic, asphalt streets that were not designed for this level of use are crumbling.

Sidewalks that were installed decades ago are cracked and buckling, with inadequate accessible paths and ramps to transit stops that do not meet current ADA standards. Historic tree canopies have been lost to disease and storm damage, effectively eliminating shade protection for waiting passengers along the sidewalks of many transit routes. Deteriorating utilities beneath the streets and sidewalks and storm drains will need to be replaced and repaired while the pavement is removed.

The project will improve these transit routes by:

- Rebuilding the road bases to withstand the heavy traffic of today
- Replacing crumbling asphalt with durable concrete pavement
- Improving bus stops, to include passenger amenities, LED lighting, trees for shade protection, and improved signage
- Replacing concrete curbs, sidewalks and ramps for ADA compliance

- Repairing or replacing underground utility and infrastructure systems where needed
- Improving conditions for pedestrians and bicyclists in keeping with Complete Streets approaches

**Estimated Cost & Schedule:** The project is estimated to cost \$15 million. KU and the City propose a local match of \$3M (20%) and request a federal allotment of \$12M (80%). Construction is slated to begin in calendar year 2014 and be completed in calendar year 2015.

**Benefits:** In accordance with the Transportation Investment Generating Economic Recovery (TIGER 2013) purposes, the project will:

- ✓ Improve existing transportation facilities and systems
- ✓ Contribute to American economic competitiveness
- ✓ Create and preserve jobs
- ✓ Increase transportation choices and access to transportation services
- ✓ Improve energy efficiency, reduce dependence on oil, and reduce greenhouse gas emissions

