

## **23<sup>rd</sup> Street (Learnard Street to East City Limits) Multimodal Corridor Study – Scope of Work**

### **Project Background & Scope**

In 2002, a 23<sup>rd</sup> Street Corridor Study (Kansas Highway 10) between Iowa Street (US 59) and Noria Road (E 1750 Rd.) was completed providing a vision for the future of 23<sup>rd</sup> Street. Since then the 23<sup>rd</sup> Street Corridor Study<sup>1</sup> provided a basis for reducing driveways and curb cuts, restricting turning movements, adding center turn lanes, and developing a more connected pedestrian network. 23<sup>rd</sup> Street no longer serves as State Highway K-10 since the South Lawrence Trafficway was opened in 2016. The removal of the state highway designation, the passage of the City complete streets policy, the crash history, and the multimodal vision of Transportation 2040 warrants a revised study of 23<sup>rd</sup> Street from Learnard Street to the eastern city limits before anticipated 2021 reconstruction. This study will provide the backbone for project design which is anticipated to begin in 2020.

This study will develop a vision and implementation strategy for 23<sup>rd</sup> Street: Learnard Street to eastern City Limits, providing an opportunity for the public to reimagine the street for comfortable and inviting multimodal transportation. The study would provide a public visioning process and existing conditions evaluation including: current and future land uses, access management, crash history, multimodal needs, and amenities. The process will provide recommendations for access management and a concept level multimodal (auto, transit, bike, pedestrian, freight) transportation plan.

### **Project Cost**

\$100,000 - Estimated Total Cost

\$80,000 - Competitive CPG request

\$20,000 - Local Match: City of Lawrence – Public Works funds

### **Project Management & Timeline**

The work to complete this project will be completed by consultants hired by the City of Lawrence on behalf of the MPO. The MPO staff will oversee the consultant work and contract for this project. An MPO appointed steering committee will guide and review the consultants work.

Issue RFP – August 2018

Study Completion – July 31, 2019

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<sup>1</sup> [https://lawrenceks.org/mpo/corridor\\_studies](https://lawrenceks.org/mpo/corridor_studies)

## **Intelligent Transportation Systems Implementation and Data Collection – Scope of Work**

### **Project Background & Scope**

The L-DC Regional ITS Architecture Update was last completed in May, 2015. The plan identifies increased performance monitoring through increasing data collection and analysis, which was identified as an integration strategy. This new work develops a framework to support an identified need from the ITS Plan: Improving information sharing among agencies. The Stakeholders indicated that better information sharing was a high priority need for the region. They stated that better sharing of existing information, including traffic and maintenance data and video images, can help address the region's issues and improved multi-modal information.

This ITS technology project will advance several components of our Regional ITS Architecture and support the ITS Planning process by improving the capability to collect data and data warehousing for long range planning within the City of Lawrence. The ITS Architecture Plan identifies a phased approach to implementing this technology along all major roadways improving traffic operations throughout the region.

This project would consist of the purchase and installation of technology to equip 10 intersections to collect turn movements and volume of vehicles, pedestrians, and bicyclists. 7 intersections are currently equipped with data collection devices. The 10 new intersections (Attachment A) would bring the total technology equipped intersections to 17. This is part of a phased process to equip all intersections with this technology and establish a data collection process. Information collected with this technology would allow the MPO to better understand travel time, traffic volumes, and other information to improve operations, address special events, and peak traffic trends. This information is not currently collected. This data would provide an opportunity to work towards having a real-time traffic information system that could assist in managing travel delays, avoiding secondary crashes by diverting traffic when incidents occur, and provide historical data to use for future roadway improvements. The data can be used to update our travel demand model, to assist in performance monitoring, or for future studies.

In 2017, in an effort to gather bicyclist and pedestrian data the Topeka MPO, Flint Hills MPO, and the Lawrence-Douglas County MPO collaborated to purchase several bicyclist and pedestrian counters to be shared among the three MPOs. These devices provide 24 hour counts, but as they are shared among the three MPOs the Lawrence-Douglas County MPO only receives the counters for a third of the year. The shared counters are portable, which allows data to be collected in various locations; however, they do not collect data at specific locations year round. The proposed 10 intersections would collect data in specific locations year round. Ideally a robust bicyclist and pedestrian count program would have a mixture of permanent and portable counters collecting data in a variety of situations. The proposed 10 intersections would be the catalyst to creating a permanent bicyclist and pedestrian count program.

### **Project Cost**

\$170,000 – Estimated Total Cost (10 detection devices + hardware/software)

\$75,000 – Competitive CPG request (44%)

\$95,000 – Local Match: City of Lawrence – Public Works funds (56%)

These are estimated costs based on recent equipment purchases and bids.

Proposed 5/7/18

**Project Management & Timeline**

Upon notification of funding, the MPO would begin the procurement process for purchasing the equipment to install traffic data collection technology.

Issue RFP – 1<sup>st</sup> Quarter 2019

Completion – 12/31/2019

If this project is awarded a data sharing and inventory agreement will be developed between the MPO and the City of Lawrence.

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## **Multimodal Traffic Impact Study Methodology and Guidelines – Scope of Work**

### **Project Background & Scope**

The land development process provides opportunities for local governments to establish policies and processes to govern the effectiveness of multimodal transportation. When sites are being developed or redeveloped evaluating all modes ensures that local governments have the ability to plan for a multimodal future. It is impossible to implement regional transportation plans without good development process to ensure land development is following best practices for evaluating and implementing multimodal level of service in every applicable project. Traffic impact studies evaluate traffic impacts and mitigation strategies for a particular development or project. The current traffic impact study review prioritizes and focuses only on the automobile instead of on person trips. There is also a need to review and strengthen traffic analysis processes to ensure they are objective and meeting their desired role in implementing good transportation planning and design. These traffic analysis processes haven't been updated and there is a need to review existing requirements and explore best practices that could improve the traffic analysis process.

The study will explore the national best practices and provide localized recommendations to the cities within Douglas County and the County for when Traffic Impact Studies should be required, what multimodal analyses should be included, and how the study should be processed, reviewed, and used in an effort to ensure that Transportation 2040 is being implemented to the fullest multimodal extent for each city and county development process. Furthermore, connecting the MPO planning work to the multimodal TIS implementation tool is innovative. This study will parlay the MPO planning into implementation and give action to the MPO's planning work rather than gathering dust on a shelf.

### **Project Cost**

\$40,000 - Estimated Total Cost

\$32,000 - Competitive Consolidated Planning Grant Request

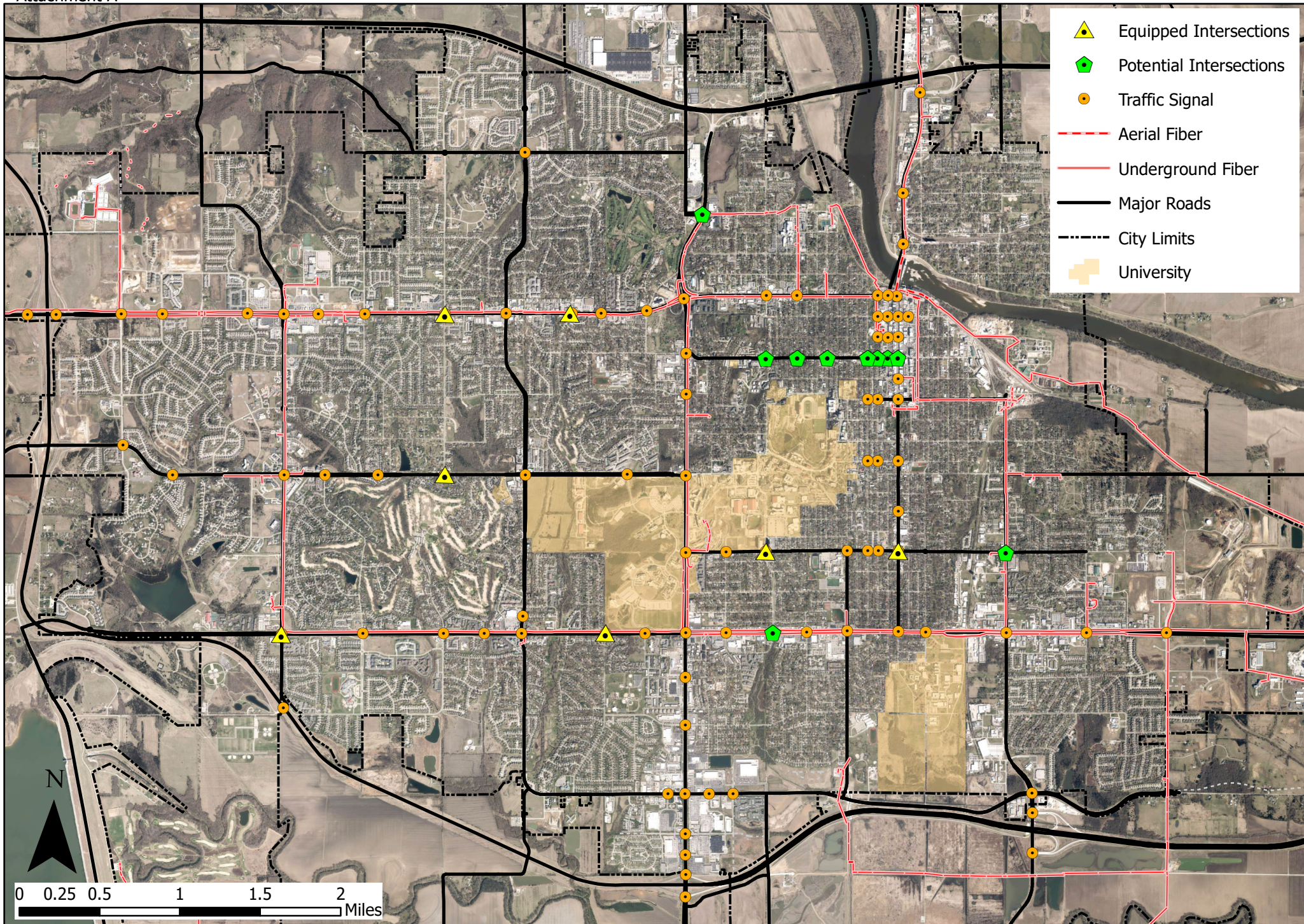
\$8,000 - Local Match: 2018 Planning General Fund (budgeted)/2019 Planning General Fund (proposed)

### **Project Management & Timeline**

The work to complete this project will be completed by consultants hired by the City of Lawrence on behalf of the MPO. The MPO staff will oversee the consultant work and contract for this project. An MPO appointed steering committee will guide and review the consultants work.

Issue RFP – August 2018

Study Completion – June 30, 2019



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