

The 2016 Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) committed the Regional Transit Advisory Committee (RTAC) to completing an annual summary of the CPT-HSTP goals and strategies to track progress of the work items. RTAC discussed progress at their February 2017 meeting. The goals from the CPT-HSTP are listed in bold, while the strategies are underlined. The progress report is the orange bulleted list.

Goal 1: Improve the coordination of public transit and human services transportation to maximize the efficient and effective use of funding.

- The regional transit tab on the Lawrence Transit website - <http://lawrencetransit.org/regional-transit> - as well as the provider brochure were created in 2016. These resources improve coordination.

Strategy 1.1: Providers will utilize rider referrals to match the needs of riders with the most appropriate transportation choices so that dollars are effectively and efficiently applied to needs and ride denials are prevented.

- Providers utilized the provider brochure and the Lawrence Transit website to determine which providers were available to their clients.

Strategy 1.2: Reduce duplication of services through provider and client education about available transportation options.

- The provider brochure and Lawrence Transit website educates clients about available transportation options.

Strategy 1.3: Improve existing informal coordination between service providers.

- RTAC had two meetings during 2016 where providers exchanged contact information to facilitate regular conversation.

Strategy 1.4: Identify vehicles that are available and/or underutilized.

- RTAC developed an emergency vehicle list to be used by Douglas County emergency management, should the need arise.
- For the past two years Lawrence Transit has been borrowing two KU on Wheels vehicles that were scheduled to be retired. They will be returned to KU when no longer needed.
- In years past the Senior Resource Center for Douglas County sold an underutilized vehicle to Cottonwood, Inc. and the Lawrence- Douglas County Housing Authority has offered their vehicle for use by other agencies.

Strategy 1.5: Schedule regular discussions of equipment issues at RTAC meetings.

- Through discussion at RTAC, the RFP for transit operations included a clause allowing RTAC members to have specialized maintenance conducted by the transit operator – currently MV Transportation. A Kansas TransReporter newsletter article was written about the partnership.¹

¹ Access the article at <http://kutc.ku.edu/sites/kutc.drupal.ku.edu/files/docs/KTR13-16/KTR2014-Oct.pdf>

Goal 2: Providers and RTAC will (with MPO, KDOT and FTA assistance) establish an education and training program to ensure that the community at large is aware of their transportation options.

Strategy 2.1: Partner with the Kansas City based Link for Care website (www.linkforcare.org) to develop an online up-to-date resource for transit and paratransit information including descriptions about how to arrange rides on each service. Also provide this information in a paper brochure format and on the Lawrence Transit website.

- As of February 2017, the Link for Care website wasn't ready to incorporate Douglas county providers. MPO staff followed up on this. An email was sent to Douglas County providers on March 7th asking providers to fill out information online to be included in the database.

Strategy 2.2: Improve access to passes and schedule information.

- Lawrence Transit increased where the \$10 student (K-12) summer passes were sold in 2016. The 2017 student summer bus pass was expanded to include four months (May 1st – August 31st).
- A regional transit brochure was created. It is used by community support services to let people know what options are available to them.

Strategy 2.3: Offer training classes to train users about "How to get where you need to go."

- Lawrence Transit currently offers travel training to people (however, not to people with disabilities). It is possible that other providers (i.e. Senior Resource Center for Douglas County and Independence, Inc) could be incorporated into the training.

Strategy 2.4: Providers will develop a marketing campaign to share successful rider stories.

- Lawrence Transit held their second annual transit riding story competition. All entries were displayed at the Lawrence Public Library and online at www.lawrencetransit.org/transit-stories.

Strategy 2.5: Invite other community organizations (Community Village Lawrence, religious institutions, etc.) to participate in the RTAC.

- MPO staff has invited other community organizations to participate, but haven't had a ton of success. MPO staff will reach out again and also invite the USD to participate.

Goal 3: Work to facilitate and improve regional coordination opportunities with providers throughout the region and to coordinate available transportation alternatives.

- This regional coordination occurs during the CTD meeting which are every other month.

Strategy 3.1: Encourage and facilitate coordination among all providers in the CTD #1 area including providers based in Douglas County and other providers based in the KC Metro Area and Topeka.

- This occurs at CTD and RTAC meetings.

Strategy 3.2: Work with existing resources and community organizations to fill unmet needs.

- Providers discussed existing resources and unmet needs at CTD and RTAC meetings to determine if existing community organizations could meet needs.

Strategy 3.3: Improve coordination between transit providers through informal and formal mechanisms including regular RTAC meetings and educating providers about other providers (via the brochure).

- RTAC had two meetings during 2016 where providers exchanged contact information to facilitate regular conversation.

Goal 4: Encourage local governments to improve amenities and publications (e.g., shelters, stops, service maps and schedules, pass sales, signage, transfer points, ramps and sidewalks) to promote accessibility and mobility.

Strategy 4.1: Encourage city governments to identify sidewalk gaps near transit stops and alleviate those gaps creating a complete pedestrian network.

- The Regional Pedestrian Plan was completed in October 2016. It identifies gaps in the sidewalk network. The City of Lawrence used Community Development Block Grant (CDBG) funding to fill in gaps along Naismith Drive.
- Several items were completed in Lawrence: Dedicated funding for bicycle/pedestrian improvements was included in the 2016 and 2017 budget, the Transportation Commission was established to provide a holistic review of transportation within the City, Lawrence Transit developed an Amenities Plan for where bus shelters, benches, etc. should be located, the Transit Comprehensive Operations Analysis (COA) was completed – the data will be used to implement in the Amenities Plan. Lastly, there is a new sidewalk process/program for systematic inspection and enforcement of missing/broken sidewalks.

Strategy 4.2: Develop an effective communication process for CTD #1 and RTAC members to participate in the transportation planning and project development process, expressing concerns especially regarding road projects that consider transit and paratransit in their design.

- RTAC members were included as stakeholders in the Transit Comprehensive Operations Analysis (COA), which evaluated all of the transit service in Lawrence.

Goal 5: Promote land use and urban design plans and standards that support transportation alternatives and include transit friendly facilities, such as: shelters, stops, transfer points, ramps, sidewalks, and lighting.

Strategy 5.1: Encourage local planners, engineers, and developers to plan for multimodal transportation.

- Planners utilized city code to plan for multimodal transportation. When site plans are reviewed pedestrian, bicycle, and transit amenities are evaluated for inclusion in the project.
- New pedestrian Rectangular Rapid Flash Beacon (RRFB) signals were installed in 2016. The one at 31st St near Cottonwood, Inc. has been extremely successful.

Strategy 5.2: Encourage coordination between local land use plans, and comprehensive plans with the CPT-HSTP.

- Transit planners are included in site plan reviews.

Strategy 5.3: Encourage the completion of an accessible pedestrian network with sidewalk on at least one side of the street in Lawrence as identified in the Regional Pedestrian Plan.²

- The City of Lawrence is exploring a systematic inspection and enforcement program for missing and broken sidewalks.
- The City of Lawrence has set aside dedicated funding for bike/ped improvements since the 2016 Capital Improvement Plan (CIP).
- The City of Lawrence was awarded Transportation Alternative (TA) funding for Phase II Safe Routes to School (SRTS) bike/pedestrian improvements which included crossing improvements and sidewalk gap infill.

Goal 6: Providers will encourage MPO staff to incorporate the CPT-HSTP recommendations and policies into the Metropolitan Transportation Plan (MTP), and to coordinate the development of MTP updates with the CPT-HSTP and vice versa.

- MPO staff are in the process of developing the T2040 Update during 2017. RTAC members will act as stakeholders.

Strategy 6.1: Providers will participate in an ongoing process and permanent advisory group (Regional Transit Advisory Committee) to ensure that the CPT-HSTP and related documents expressing policies for transit are reviewed and updated at least once every 5 years.

- MPO staff host this meeting.

Strategy 6.2: MPO staff will work with providers to review and update the CPT-HSTP in conjunction with the MTP update process, preferably before the MTP update is drafted.

- The CPT-HSTP was updated in 2016. The next update will be completed in 2021.

² Access the Regional Pedestrian Plan at <https://www.lawrenceks.org/mpo/PedPlan>