

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 2017-2018 progress at their January 2019 meeting. The goals from the CPT-HSTP are listed in bold, while the strategies are underlined. The progress report is the red 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.
- Regularly met and participated in discussions at RTAC and CTD 1 meetings.
- Participated in the state coordinated planning process by scheduling the July 2017 meeting in coordination with the Statewide Coordinated Transit Plan CTD meeting. The finalized plan will be released in winter/spring 2019.
- In 2018, the discussion of developing a mobility manager for the region began. The concept of a mobility manager came from the National Center for Mobility Management (more information can be found at <https://nationalcenterformobilitymanagement.org/for-mobility-managers>). A mobility manager promotes collaboration between transit providers, conducts outreach to current and potential users, assists people in trying to make travel plans across systems, and can become a spokesperson for public transit.
- In 2017, Lawrence voters approved to continue to support transit operations through a sales tax through 2028.
- In 2017-2018 the Lawrence City Commission received the Bus Transfer Location Analysis.

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 in 2017 and two meetings in 2018 where providers exchanged contact information to facilitate regular conversation.
- The MPO hosted six CTD meetings City Hall in both 2017 and 2018.

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.
- As part of the Transportation 2040 update federal and local performance measures were created. The MPO gathered transit inventory information to include local information regarding revenue and non-revenue vehicles meeting or exceeding their Useful Life Benchmark (ULB). However, the targets set in the State Transit Asset Management (TAM) Plan will be used for federal reporting.
- Providers offered to the group opportunities for used vehicle acquisition when available.

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 First Transit. A Kansas TransReporter newsletter article was written about the partnership.¹

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.

- Local providers filled out information online to add their transportation services to the database in March 2017.

Strategy 2.2: Improve access to passes and schedule information.

- Lawrence Transit has expanded the \$10 student (K-12) pass to a summer, fall, and spring pass.
- As part of the new transit operator contract, new technology is being deployed including a new phone app to improve access to schedule information. Eventually the technology will include automatic passenger counts. Changes to routes will be able to be easily communicated to passengers through the app.
- 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 various senior living facilities, in coordination with the Senior Resource Center for Douglas County, and others.

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

Furthermore, route planning and bus tokens were offered at the 2018 Senior Resource Fair and the LMH Health Fair.

- KU hosted travel training during Hawk Week to experience riding the bus and using the app.

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

- In 2017, Lawrence Transit created a display at the Lawrence Public Library called "Faces of Public Transit". The display included photos of riders and brief statements about why they ride the bus.
- In 2018, Lawrence Transit launched its own Facebook page and held a contest to have people "like" the page to enter to win a free bus pass.



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 in the future.

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

- CTD meetings are held every other month; they facilitate regional coordination.

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.

- CTD and RTAC meetings provide opportunities for facilitation.

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

- Providers discuss 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 in 2017 and two meetings in 2018 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.

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) and the Transportation 2040 update.

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.

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

- Transit staff 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.

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

- The City of Lawrence has set aside dedicated funding for bike/ped improvements since the 2016 Capital Improvement Plan (CIP).
- The City of Lawrence applied for 2020 Transportation Alternative (TA) funding for Phase II Safe Routes to School (SRTS) bike/pedestrian improvements including sidewalk gap infill in 2018.
- The City of Lawrence receives an annual allocation of Community Development Block Grant (CDBG) funding from the Department of Housing and Urban Development (HUD). The City uses a portion of the CDBG funding for filling sidewalk gaps and installing ADA ramps.

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.

- RTAC members acted as stakeholders to the development of the Transportation 2040 update which was approved in March 2018. One of the plan's four goals is to "Enhance transportation options and choices for improved system performance" which includes "enhance transit service, amenities and facilities." Transit strategies include "Implement the Coordinated Public Transit –Human Services Transportation Plan (CPT-HSTP)". All transit strategies can be accessed at <https://assets.lawrenceks.org/assets/mpo/T2040/T2040.pdf#page=173>

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.

- RTAC meetings are scheduled as needed, typically twice a year.

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.