



# **US-56 Corridor Management Plan**

**Workshop # 1**  
**May 20<sup>th</sup>, 2009**

# Today's Meeting

- Welcome and Introductions
- Planning Process
- Schedule
- Input to Date
- Exercises
- Next Steps



# Partners

- Kansas Department of Transportation
- Douglas & Johnson Counties
- Cities of Baldwin City, Edgerton, Gardner
- Lawrence-Douglas County Metropolitan Planning Organization
- Mid-America Regional Council



# TranSystems Team

- TranSystems
- Patti Banks Associates
- Peridian Group
- Stinson, Morrison and Hecker



# Study Area



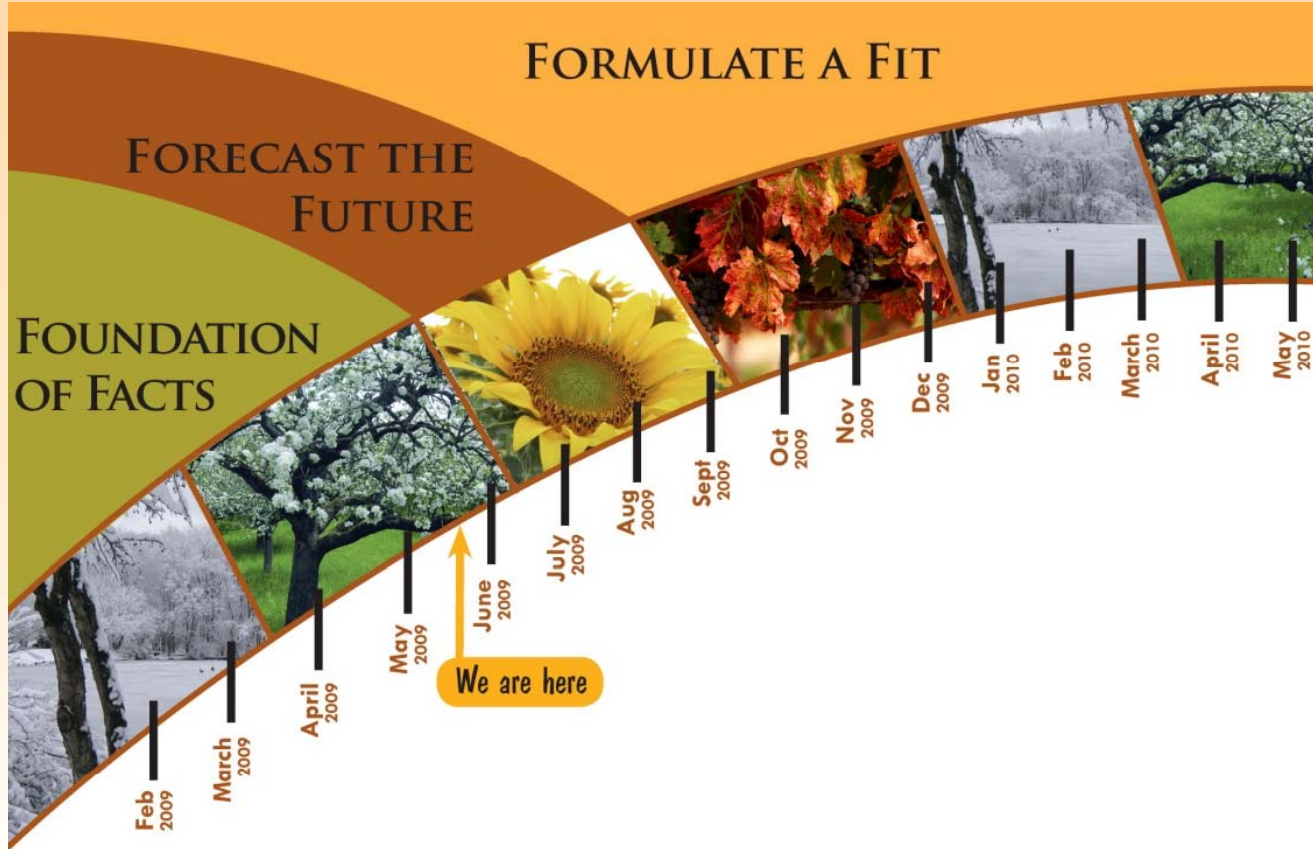
- Douglas and Johnson Counties
- Baldwin City, Edgerton, Gardner

# Project Purpose & Structure

- Purpose:
  - Improve access management and capacity along US-56 in a way that supports the needs and addresses the concerns of the Corridor community.
- Structure
  - The Counties and Cities involved have signed Memoranda of Agreements to work together on Corridor concerns.



# Schedule



# Planning Process

- **Phase 1: Foundation of Facts** – Review of the facts with informed input
- **Phase 2: Forecast the Future** – Consider land use & transportation alternatives
- **Phase 3: Formulate a Fit** – Agreement on Management Plan including roadway elements, character & policies.



# Traffic Patterns – Existing

- Traffic Volumes
  - 3,400 to 22,400 vehicles per day
  - 5% to 7% trucks
- Directional Patterns
  - Equal distribution west of Baldwin City
  - AM bias eastward getting closer to I-35
- Travel speeds
  - Consistent with newly posted speed limits



# Physical Roadway Inventory

- Pavement – majority generally in good condition
- Bridges – two bridges to be replaced, both in Douglas County
- Narrow shoulders
- Access Points – density increases within city limits
- Horizontal and Vertical Design
  - Horizontal curves act as transitions
  - A sizeable number of vertical curves have limitations
    - A few grades reach 6%



# Safety History (2003 to 2007)

- Overall downward trend in five year period
- Intersection and intersection-related accidents account for more than 51% of accidents
  - Top locations include:
    - Moonlight (Gardner), US-59 and 6<sup>th</sup> St (Baldwin City)
- Angle and rear-end type collisions account for 85% of all collisions with other motor vehicles
- Five fatal accidents occurred, two at the junction of US-59
  - Addressed with four-way STOP control



# Operational Efficiency - Existing

- Highway Segments
  - Governed by ability to pass (no passing zones)
  - Generally acceptable conditions today
- Intersections
  - Governed by delay
    - Signalized Intersections
      - Some congestion in Gardner
    - Unsignalized Intersections
      - Acceptable operations

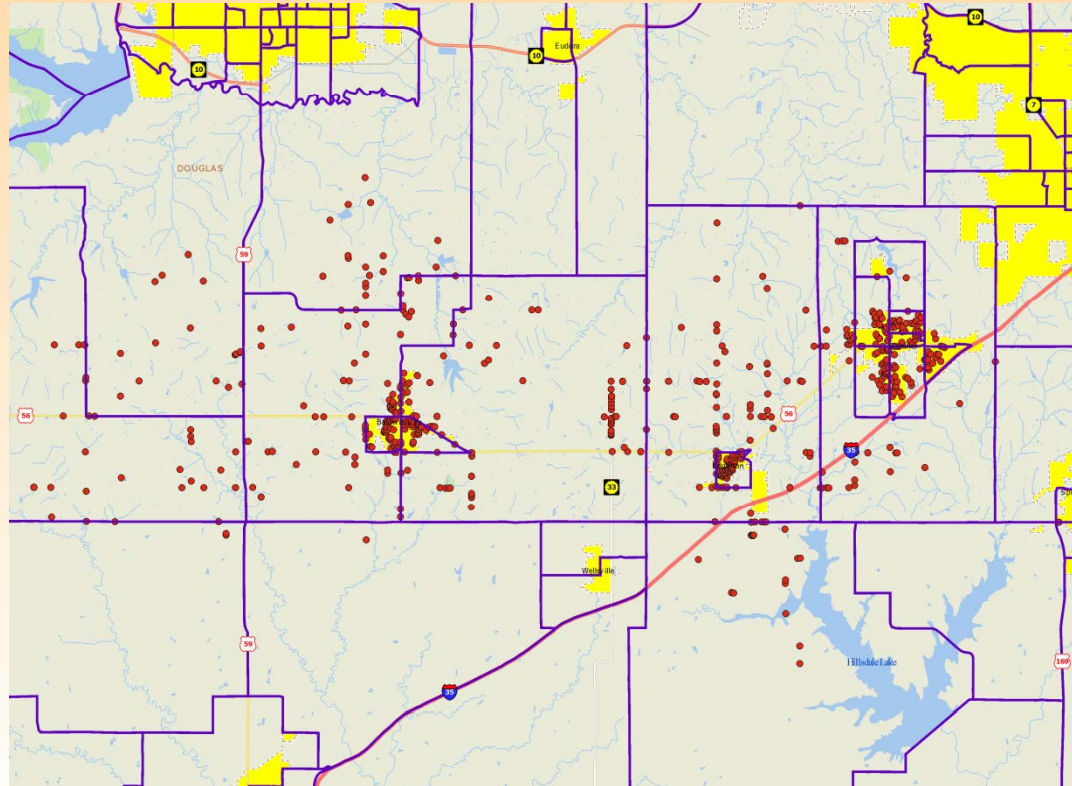


# Learning From the Community

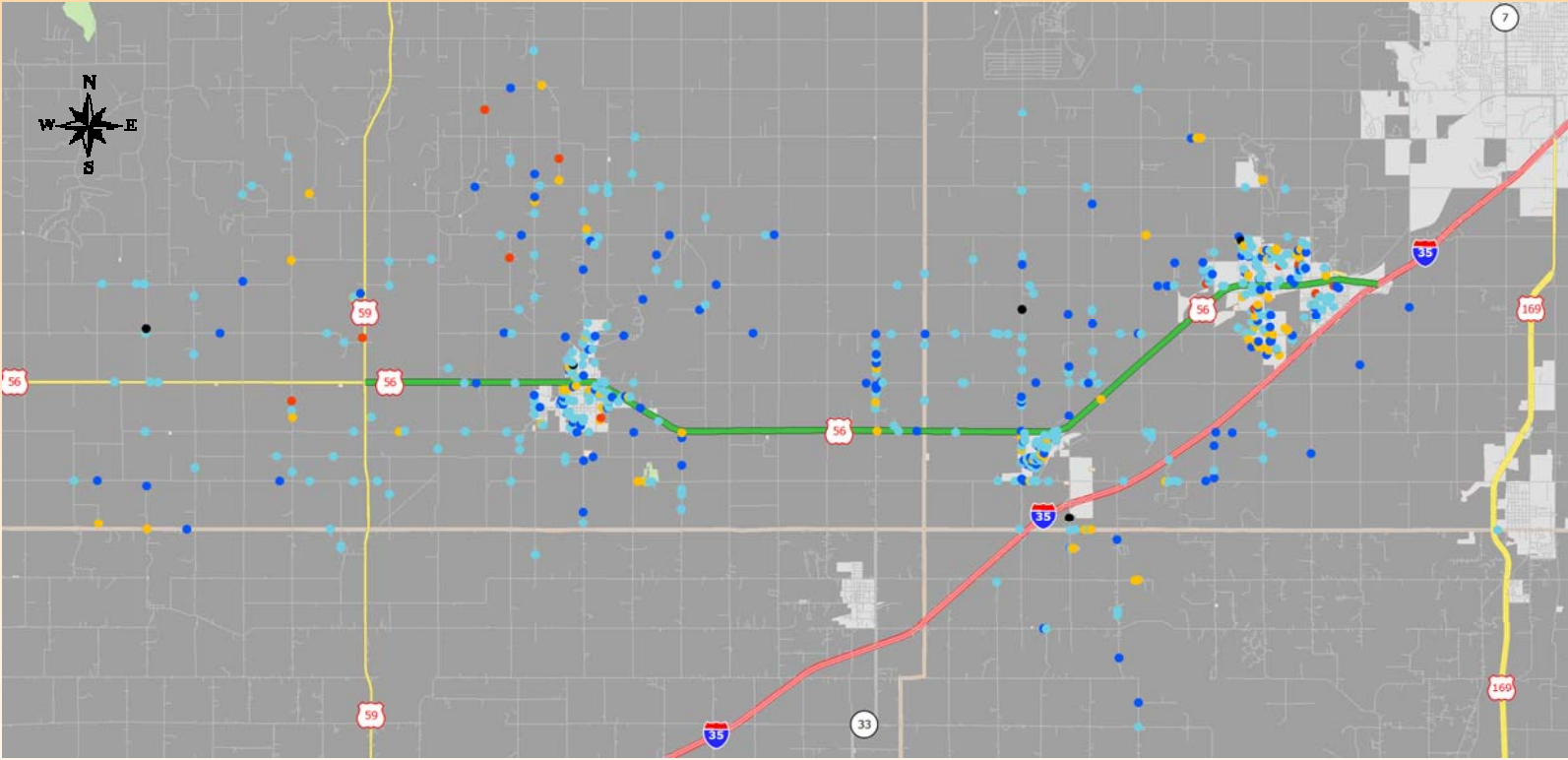
- **Public Opinion Survey**
- **Advisory Committee** – 2 to 3 leaders from each county and community
- **Stakeholders & Corridor Community** – people with a variety of interests and expertise throughout the corridor
- **Elected Officials** – briefings
- **Web Site** – [www.us56corridorplan.org](http://www.us56corridorplan.org)



# Survey – Location of Respondents



# SURVEY: Q3 How safe do you feel driving on US-56?

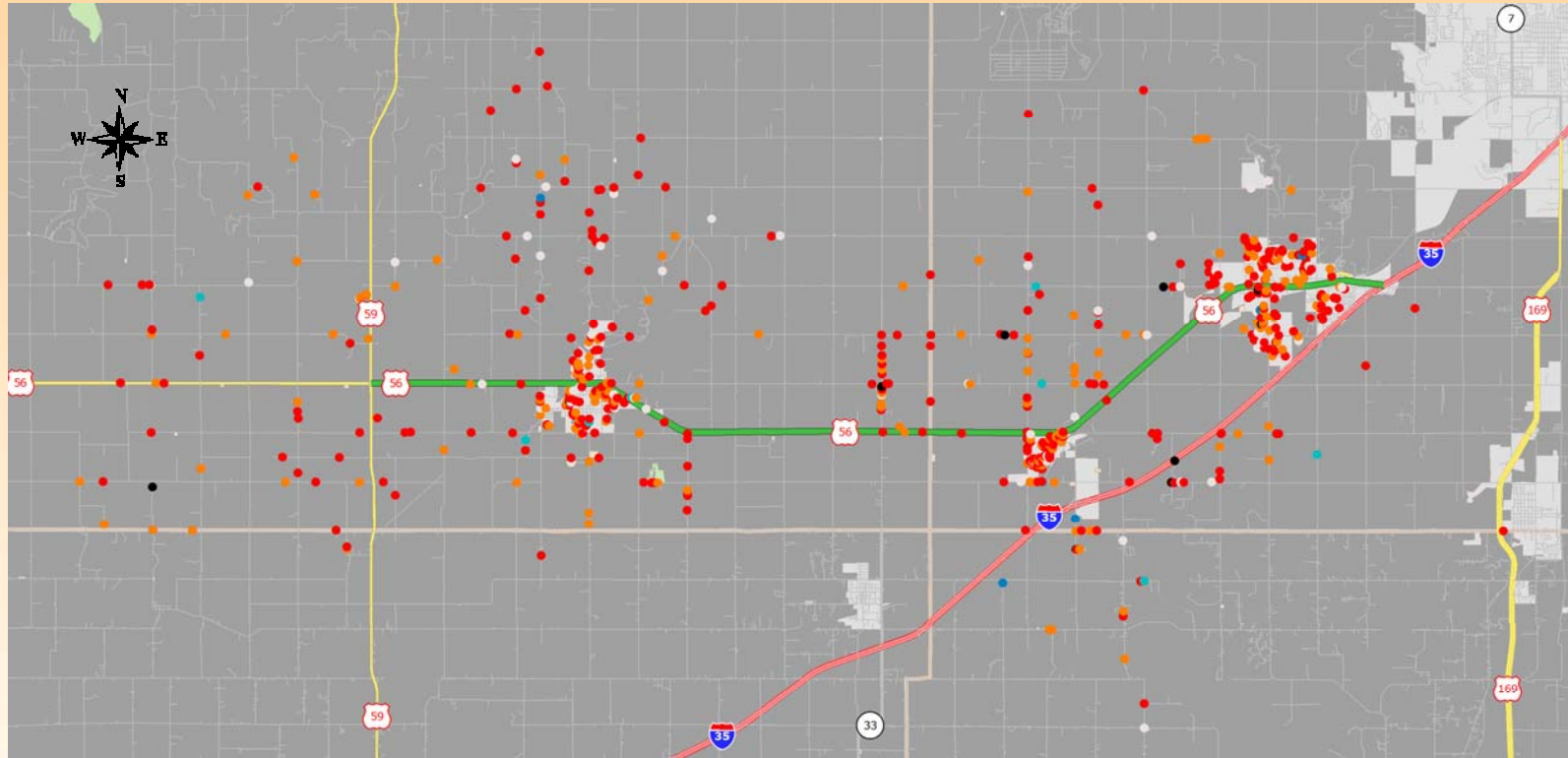


**LEGEND**

- (1) Very safe
- (2) Somewhat safe
- (3) Somewhat unsafe
- (4) Very unsafe
- (9) Don't know



# SURVEY: Q10d Unique natural, historical and character features of the corridor should be preserved

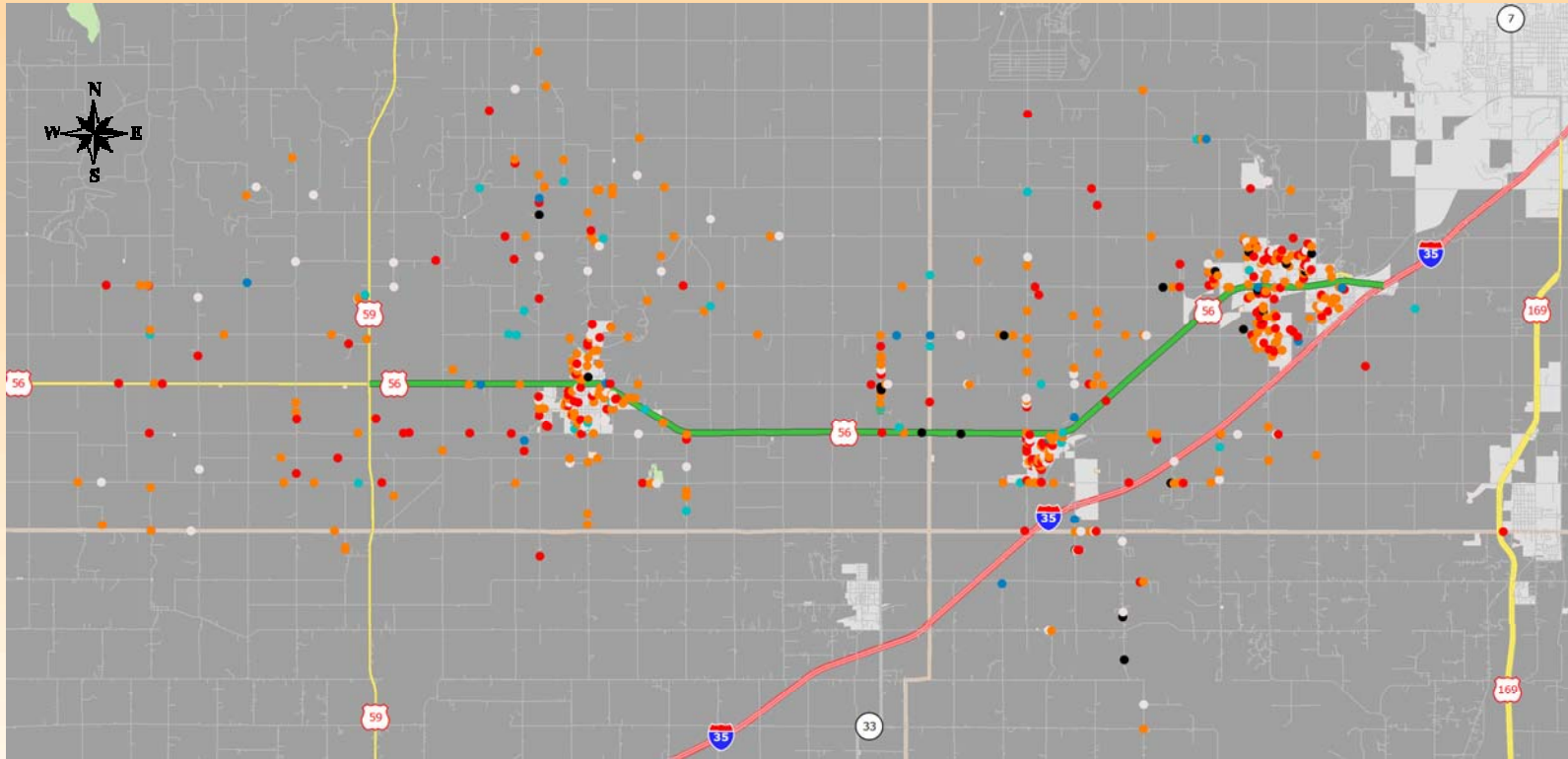


## LEGEND

- (1) Strongly Disagree
- (2) Disagree
- (3) Neutral
- (4) Agree
- (5) Strongly Agree
- (9) Don't know



# SURVEY: Q10b Guidelines for new development should be established by the county and the cities

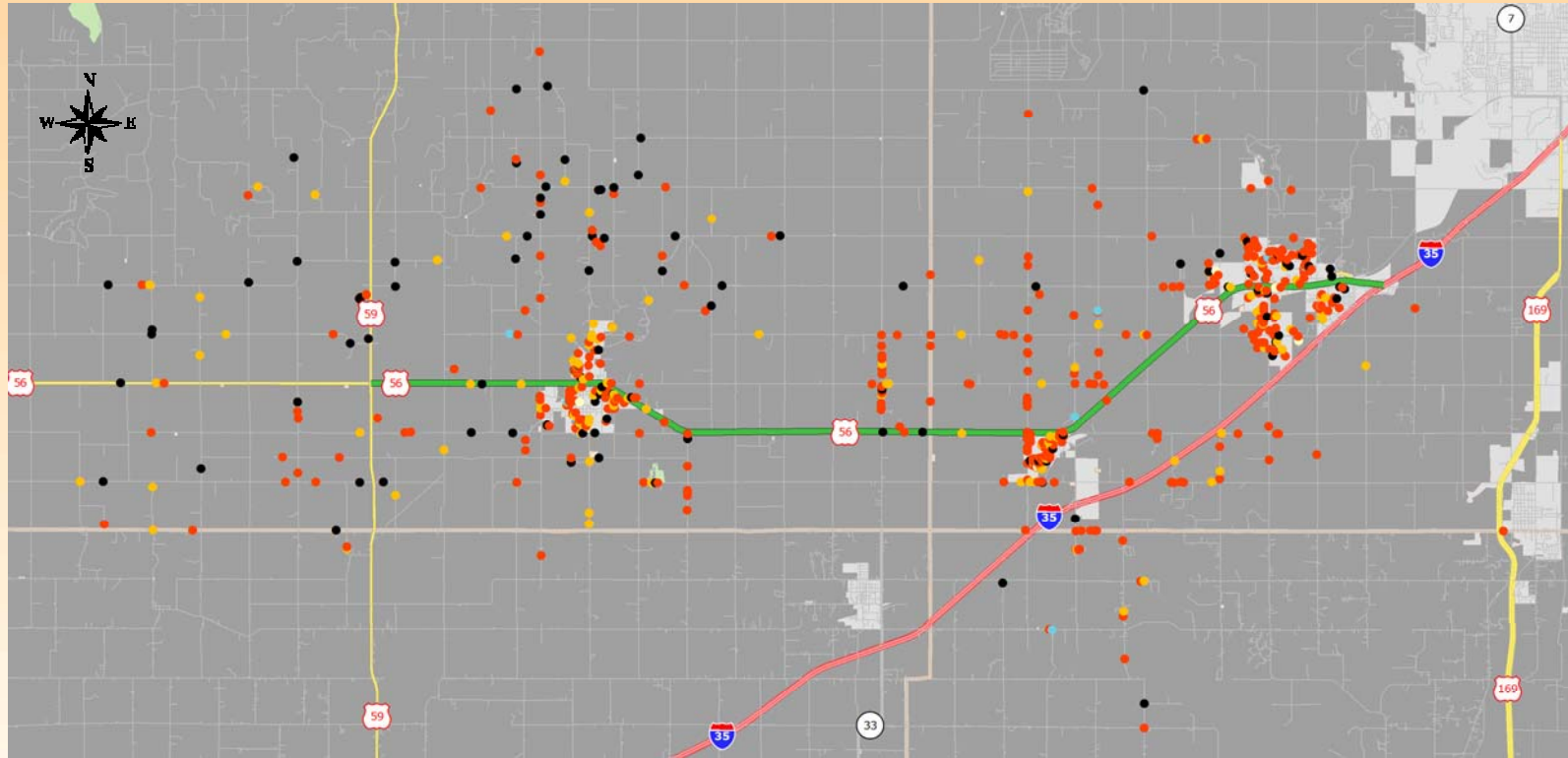


## LEGEND

- (1) Strongly Disagree
- (2) Disagree
- (3) Neutral
- (4) Agree
- (5) Strongly Agree
- (9) Don't know



# SURVEY: Q14b What do you think would be the likely effect of this proposed facility on truck traffic along the US-56 Corridor?

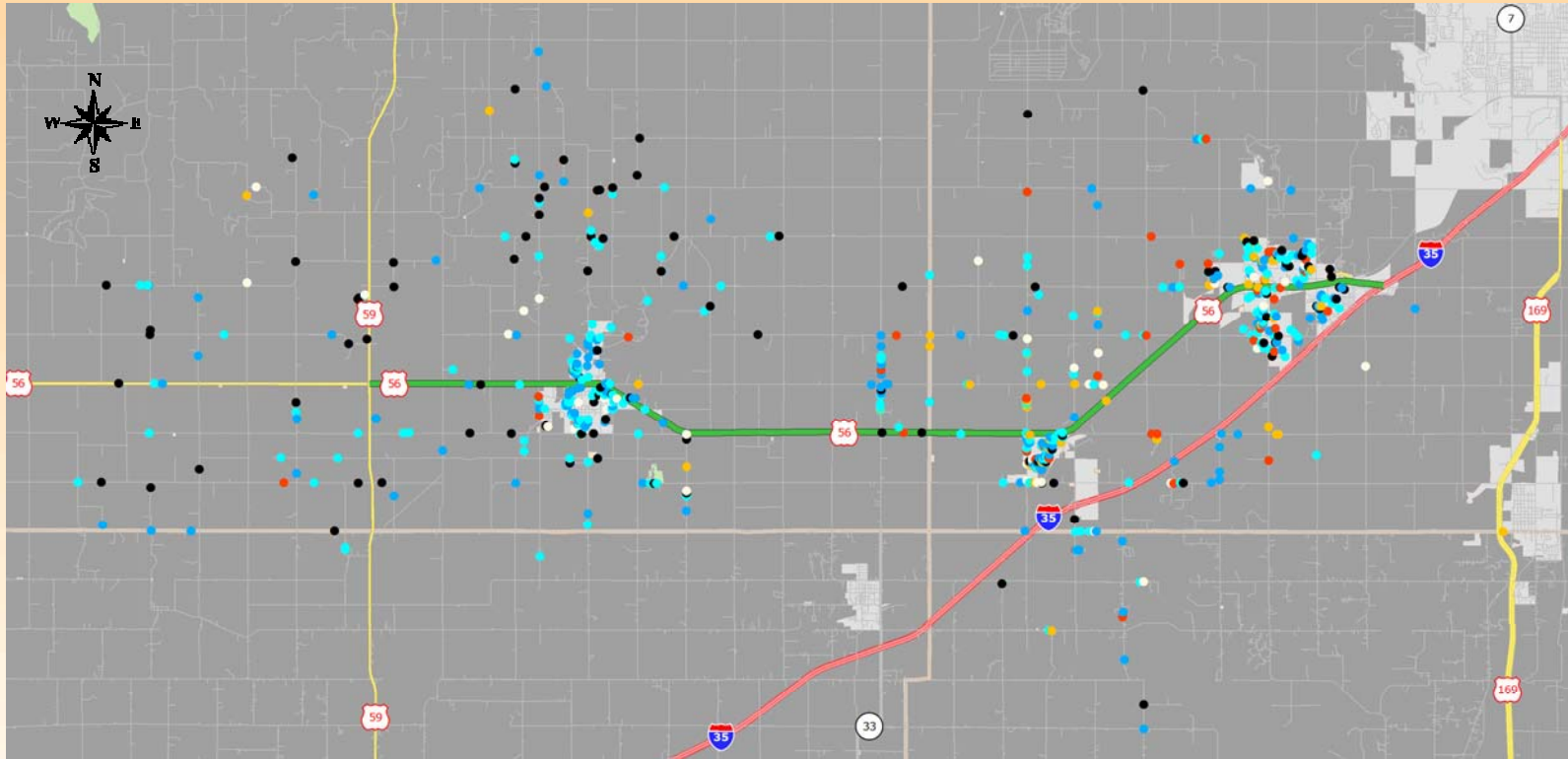


## LEGEND

- (1) Major increase in truck traffic
- (2) Some increase in truck traffic
- (3) Neutral
- (4) Not much increase in truck traffic
- (5) No increase in truck traffic
- (9) Don't know



# SURVEY: Q14a What do you think would be the likely effect of this proposed facility on the economy of the US-56 Corridor?



## LEGEND


- (1) Very positive
- (2) Somewhat positive
- (3) Neutral
- (4) Somewhat negative
- (5) Very negative
- (9) Don't know




# Top Issues - Transportation

- Transportation
  - Safety
  - Freight/Truck Traffic
  - Intersections/Interchanges
  - Limiting/Sharing Driveways





## Consolidated Issues



<b>TRANSPORTATION</b>	DOUGLAS COUNTY	JOHNSON COUNTY	BALDWIN CITY	EDGERTON	GARDNER
<input type="checkbox"/> Intersections/interchanges	x		x	x	x
<input type="checkbox"/> Limiting/sharing driveways	x	x			x
<input type="checkbox"/> Connectivity, arterials & connectors	x	x	x	x	x
<input type="checkbox"/> Freight/truck traffic	x		x		
<input type="checkbox"/> Speeds on US-56			x		
<input type="checkbox"/> Safety			x	x	
<input type="checkbox"/> Bike/ped/trail connections	x	x	x	x	x
<input type="checkbox"/> Improving transit systems		x		x	

<b>PLANNING AND DEVELOPMENT</b>	DOUGLAS COUNTY	JOHNSON COUNTY	BALDWIN CITY	EDGERTON	GARDNER
<input type="checkbox"/> Discouraging strip development	x		x	x	x
<input type="checkbox"/> Developing at major intersections	x				
<input type="checkbox"/> Downtown vs. Corridor commercial			x	x	x
<input type="checkbox"/> Managing Growth	x	x	x	x	
<input type="checkbox"/> Amending areas needing service	x		x		
<input type="checkbox"/> Clustering rural development	x	x	x		
<input type="checkbox"/> Infill/contiguous development	x	x		x	
<input type="checkbox"/> Historic/cultural preservation	x	x		x	

<b>QUALITY OF LIFE</b>	DOUGLAS COUNTY	JOHNSON COUNTY	BALDWIN CITY	EDGERTON	GARDNER
<input type="checkbox"/> Protecting floodplains/riparian areas	x	x	x		x
<input type="checkbox"/> Preserving agricultural/rural areas	x	x	x	x	
<input type="checkbox"/> Streetscape/design guidelines	x	x	x	x	
<input type="checkbox"/> Landscaping and landscaping buffers	x	x	x	x	x
<input type="checkbox"/> Min. parking setbacks/appearance			x	x	x
<input type="checkbox"/> Character of US-56			x	x	x
<input type="checkbox"/> Community/Corridor gateways	x	x	x	x	

**↑ PRIORITIZE ISSUES**  
Of all the issues above, number your 5 most important issues, with "1" being the most important.

**CIRCLE WHERE ARE YOU FROM:**  
 Douglas County     Johnson County     Baldwin City     Edgerton     Gardner

**LIST OTHER ISSUES BELOW:**


Sources: Adopted County and City Plans, and Study Documents




# Top Issues – Land Use

- Managing Growth
- Developing at Major Intersections
- Downtown vs. Corridor Commercial





## Consolidated Issues



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<input type="checkbox"/> Connectivity: arterials & connectors	x	x	x	x	x
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# Top Issues - Character

- Character of US-56
- Streetscape/Design Guidelines
- Community/Corridor Gateways
- Protecting Floodplains/Riparian Areas



## Consolidated Issues

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<input type="checkbox"/> Areas needing service	x		x	x	
<input type="checkbox"/> Clustering rural development	x	x	x		
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# Today's Activities

- Transportation Information
  - Traffic Characteristics
  - Operational
  - Physical
- Characteristics by Zone
- Selecting Character Zones



# Exercise: Characteristics by Zone

- Agreement about what characterizes different zones
- Understanding of how character, land use and transportation interact
- Your job!

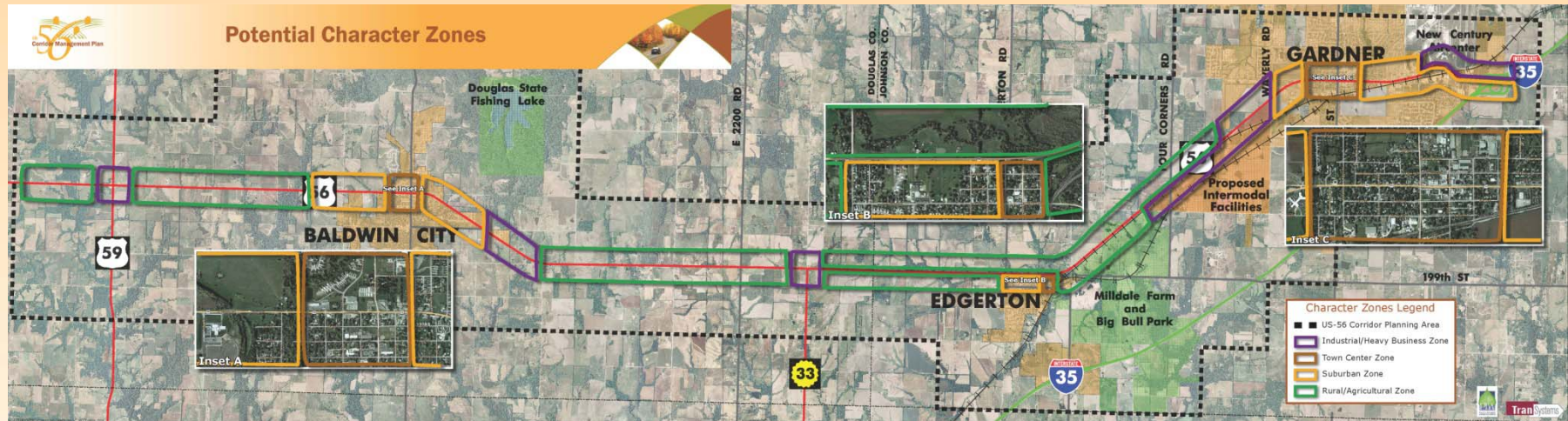


**US-56 Characteristics by Zone**

**Character**  
The character of the US-56 Corridor varies from Rural-Agricultural to Suburban to Town Center to Industrial/Heavy Business. This poster shows how character can relate to uses, transportation and access.

Rural-Agricultural Zone	Suburban Zone	Town Center Zone	Industrial/Heavy Business Zone																																																																																																																																																																																																																																																								
<ul style="list-style-type: none"> <li>• Uses: Natural, agricultural, low-impact recreation, agricultural related business</li> <li>• Density: Very low: 1 unit per 20-40 acres</li> <li>• Primary Users: Private vehicles, farm-related vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Uses: Low density residential, civic and institutional uses, community commercial, and highway and auto-oriented uses</li> <li>• Density: low: 1 unit per 3 - 5 acres up to around 3 units per acre</li> <li>• Primary Users: Private vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Uses: Medium &amp; high density residential, office and retail uses with good walking access</li> <li>• Density: medium to high; generally 5 units per acre or greater</li> <li>• Primary Users: Private vehicles, business serving vehicles, pedestrians, bicyclists</li> </ul>	<ul style="list-style-type: none"> <li>• Uses: Intense industrial and warehousing uses</li> <li>• Density: 10 acres or greater</li> <li>• Primary Users: Trucks, private vehicles</li> </ul>																																																																																																																																																																																																																																																								
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# Exercise: Potential Character Zones



- Agreement on boundaries of Character Zones
- Understanding of why boundaries were selected
- Your job!

# Questions?

- David Gurss, KDOT  
[dgurss@ksdot.org](mailto:dgurss@ksdot.org) (785) 296-3267)
- Jeff McKerrow, TranSystems  
[jdmckerrow@transystems.com](mailto:jdmckerrow@transystems.com) (816) 329-8911
- Lynn Jameson, Patti Banks Associates  
[ljameson@pbassociates.com](mailto:ljameson@pbassociates.com) (816) 777-3019



# Next Steps

- Phase 2: Forecast the Future
  - Workshop # 2 September 16, 2009: focus on prioritizing land use & transportation alternatives
- Keep track on the web site:

[www.us56corridorplan.org](http://www.us56corridorplan.org)





# **US-56 Corridor Management Plan**

**Thank you for  
participating!**