

**Commuter Park and Ride
Steering Committee Meeting Notes
August 7, 2013
10:00 a.m. to 11:00 a.m.**

Attendees

Name	Organization	Email	Phone
Eileen Horn	Lawrence/Douglas County	ehorn@lawrenceks.org	785-330-3121
Chris Tilden	Lawrence/Douglas County Health Department	ctilden@ldchealth.org	785-856-7312
Keith Browning	Douglas County Public Works	kbrowning@douglas-county.com	785-832-5293
Britt Crum-Cano	City of Lawrence	bcano@lawrenceks.org	785-832-3472
Chuck Soules	Lawrence Public Works	csoules@lawrenceks.org	785-832-3123
Allison Smith	KDOT	allisons@ksdot.org	785-296-0341
Peg Livingood	KU-DCM	peggyl@ku.edu	785-864-5627
Todd Girdler	L-DC MPO Staff	tgirdler@lawrenceks.org	785-832-3155
Jessica Mortinger	L-DC MPO	jmortinger@lawrenceks.org	785-832-3165
Jim Meyer	URS	jim.meyer@urs.com	312-577-6458
Nalini Johnson	URS	nalini.johnson@urs.com	913-344-1033

Following introductions J. Meyer went through a Powerpoint presentation. The following notes provide reference to the slides and comments/discussion generated as a result.

1. Meeting Agenda – The meeting focused on the online interactive mapping summary, evaluation scoring of the potential park and ride sites, and preliminary recommendations.
2. Project Schedule – This is the third steering committee meeting for the project. Online mapping ended in mid-July. An online survey will be developed/active by the end of August/early September. The survey will remain available until mid-October. The next steering committee dates have been scheduled for Wednesday, September, 18th. The second open house is tentatively schedule for Wednesday, October 9th. Confirmation of the date and additional information will soon follow. The plan is to have the next steering committee meeting around the same time as the second open house.
 - a. Question: Is it possible that all three steering committees could meet in October? Discussion occurred, and the committee agreed that a combined meeting would be beneficial as many aspects of the three study elements overlap. The project team will discuss this further with the MPO staff.
3. Interactive Online Mapping Summary – A memo summarizing the online mapping results was distributed to the committee. Received 14 comments from the park and ride interactive map, most comments were provided on the countywide bikeway plan which exceeded 400. The project team anticipated that the park and ride online response would likely be low but was

hoping the response would be higher. The project team was happy with the outreach effort to advertize the online mapping; however, it might be difficult to fully capture park and ride public comments via the online mapping tool.

- a. Question: Is there a way with the upcoming online survey to get a better response? J. Meyer indicated that the online survey will address all three elements of the study and it might be possible to put the park and ride questions first so there is a greater likelihood that people will answer the park and ride questions.
4. Recap of June 2013 SC Meeting – J. Meyer briefly summarized the key items discussed at the June steering committee meeting. These include:
 - a. Each potential site needs to be looked at individually
 - b. Identify short, mid, and long-term strategies
 - c. Identify best practices for park and ride facilities
 - d. Provide connectivity / amenities for bicyclists and pedestrians
5. Evaluation of Potential Sites – J. Meyer distributed a memo that summarized the evaluation of the initial park and ride sites and provided an overview of the evaluation criteria for each potential park and ride location. The location at North 2nd Street scored the highest which supports past conversations and earlier meetings of the steering committee. The following is a summary of the discussion that occurred:
 - a. Lecompton area – viewed as a relatively low priority given proximity to the KTA lot (I-70/ K-10) and K-10 / US-40 interchange area. These are other locations under consideration for park and ride facilities. The demand for a park and ride facility in Lecompton should be monitored in future years.
 - b. Baldwin City area – while it scored the lowest of all the sites, the project team still sees the potential for park and ride activity in the area. Possibly a facility could be developed in Baldwin City, or near the interchange of US-59/US-56. This location would not have regional transit service, but could possibly be considered as a future location to accommodate KU special event parking; however, the distance from KU could be a disadvantage. Comments/discussion followed:
 - i. This location is interesting because of its strategic location near the edge of the growing Johnson County development, which is turning this area into a bedroom community.
 - ii. Had the evaluation criteria included access to I-35 Baldwin City it would score higher. The low score could change as development changes in this area, and taking into account I-35 and other development factors.
 - iii. This area, and others, would be good for ridesharing at a countywide level, but not as good for a connection to transit service.
 - iv. This location cannot be ruled out even with the low score it received. Development over the next 5-10 years could make carpooling a more viable option. This area could also change with BNSF intermodal improvements.
 - c. Eudora area – The Eudora area currently has informal ridesharing that is occurring. This appears to be a good area to develop a formal park and ride facility. Ultimately, it makes sense to explore a connection/stop to the K-10 Connector route. Also, this

could be a good location to look at using the facility for special event parking. The project team recommends further evaluation of this site to identify opportunities to develop a formal park and ride facility. Comments/discussion followed:

- i. Include the City of Eudora in the conversation about finding a possible location for a Park and Ride site.
 - ii. Northwest corner of K-10 and Church has KDOT ownership of land there and redevelopment is occurring nearby. Eudora has expressed interest in the past in obtaining this site from KDOT.
 - iii. Need to improve current parking (rideshare related) with informal parking on roadway shoulders.
- d. I-70 Corridor Locations – J. Meyer generally summarized three locations along the I-70 corridor - K-10 at I-70, McDonald at I-70, and North 2nd at I-70. The North 2nd Street location scored the highest of the three. This location has significant potential in terms of connecting to future regional transit service along the I-70 corridor and currently has local fixed-route transit service which is a plus. The existing KTA commuter parking lot at K-10 has high utilization (45 cars observed parked) and the potential to be a formal park and ride facility. Important when considering this location to coordinate with a possible US-40 / K-10 park and ride facility. The McDonald at I-70 existing KTA commuter lot is relatively small and has limited space for expansion. Possible there could be other property in the area that could be used but not necessarily a high priority given the potential of the other two locations along the I-70 corridor. Comments/discussion followed:
- i. Is there a need to develop more than one formal park and ride facility if North 2nd Street shows high demand?
 - ii. There are two distinct markets that could support two separate park and ride facilities. These sites could work together, yet be distinct.
 - iii. Will development plans for a possible casino, to the north of I-70, impact the location of a park and ride facility?
 - iv. The Holiday Inn, near I-70 and McDonald Drive, has placed signs in the parking lot indicating that people are not to park there unless they are customers of the Holiday Inn or associated with Holiday Inn activities. The fact that they placed signs is a possible indicator that there is a demand for this type of facility at this location, or nearby.
 - v. Would be good to develop a conceptual site layout for a typical park and ride facility. This could be used to assess different locations throughout the area. Concept drawings could include typical size of a park and ride facility and incorporate best practices. Who owns and maintains the facility is important and dedicated vs. shared use is another consideration. The facility should not exceed peak hour demand as part of a shared use park and ride location. The facility would also need to accommodate transit connections (local and regional service).

- vi. Site designations on the map should be indicated with a generalized area rather than showing specific parcels.
 - vii. It will be important to produce a market study / demand analysis for the park and ride. J. Meyer indicated this data isn't currently available and not something that could be evaluated in great detail as part of this study. It is possible that the online survey could address this question. Also, it could be something that comes out of this study (a more detailed ridership market/demand study).
- e. K-10 at US-59 Interchange Area (south Iowa Street) – This location has several existing commercial developments with significant parking that is often underutilized. Convenient access to US-59 and K-10; continued development; and SLT completion will increase traffic in the area. This general location appears to be a good opportunity to test a park and ride facility in the region. If successful, a formal park and ride facility could be considered. The movie theater, for example, has a considerable amount of parking that some spots could be used for park and ride during the typically work hours and not negatively impact existing businesses. During field work, the project team identified up to 50 spots along the far edge of the parking lot, away from the theater building, that could potentially be used for ridesharing. This parking lot is relatively close to a fixed transit route that could potentially be extended to connect to the park and ride spaces. Comments/discussion followed:
- i. It would require signage, painting and supervision to ensure that only park and ride customers can use these spots. Snow removal and operational issues would need to be addressed.
 - ii. There are many ways that an arrangement with the parking lot owner can be designed. Could it be a user-pay facility, where each spot is sold or rented to a park and ride customer, etc. The report will include possible opportunities.
 - iii. This could be a test case to see if there is demand for a formal park and ride facility to be developed in the area, or nearby.
 - iv. Concern about busses accessing private lots. This is a valid consideration and additional sites could be considered. 31st/23rd side street (near Target) is a public street and would not necessarily raise the maintenance concerns associated with the movie parking lot. There currently is transit service on this road, or a nearby road.
 - v. With SLT going in, there could be other locations in the K-10/US-59 area that could be considered. Haskell and 31st might be one; however, the wetlands issue could impact this and other possible sites.
- f. US-40/K-10 interchange area – this location has been previously identified as a potential site for a park and ride facility. The US-40/K-10 interchange area study also calls for the extension of transit service to the west when development hits the

50% threshold. Planned growth area that is not yet developed, and the proximity to Rock Chalk Park developments were other issues discussed.

- i. Evaluate further with the I-70 and K-10 KTA commuter parking lots. However, US-40 K-10 Rock Chalk Park and the North 2nd Street are two different sites that need to be considered simultaneously and not to each other's exclusion. These locations likely serve different markets/users.
 - ii. KDOT has changed the design configuration for the K-10/US-40 interchange. Should be aware of this in case it could affect a future park and ride facility. Plans already include a park and ride facility in the area so it should not have a significant impact; however, it should be reviewed with the planned Rock Chalk Park development.
 - iii. The committee members suggested the possibility of working with KU to use some of the Rock Chalk Park parking spaces during the day for park and ride functions. The KU Endowment staff needs to be involved in this discussion as they are funding the Rock Chalk Park.
 - iv. It was decided that a separate standalone facility would be desirable, especially as demand for both facilities grows.
 - v. The K-10/US-40 park and ride facility, when constructed, should take into account Transit Oriented Development (TOD) and be sure to allow for future expansion of the fixed-route transit service to this area.
 - g. Farmland Redevelopment area – Generally a good location along K-10 but current redevelopment has limited spaces (approximately 25 to 30) for park and ride use (and these spaces are generally used more to access a nearby trails and for employees in the area).
 - i. Continue to consider this area for future park and ride location.
 - ii. Could also explore possible nearby locations as part of the SLT construction.
6. Other comments – as follows:
- a. Congestion Mitigation and Air Quality (CMAQ) issues – It was determined that the development of park and ride facilities being discussed could be a good CMAQ project if the region goes into non-attainment.
 - b. I-70 Commuter Study – The completion of the I-70 Commuter Study, now being conducted by KDOT, is scheduled for October 2013. The project team will review the report findings and recommendations and incorporate them accordingly into the Multimodal Planning Studies.
 - c. Online survey – Discussion of the online survey that is scheduled to occur in a few months. Comment: older adults do not like to respond to online surveys. They prefer paper surveys, so a survey will be inserted into a publication published by the Senior Council.

Adjournment – the meeting concluded at 11:00 a.m.