

# Multimodal Planning Studies

## Commuter Park and Ride Study

Steering Committee Meeting #3

August 7, 2013



# Agenda



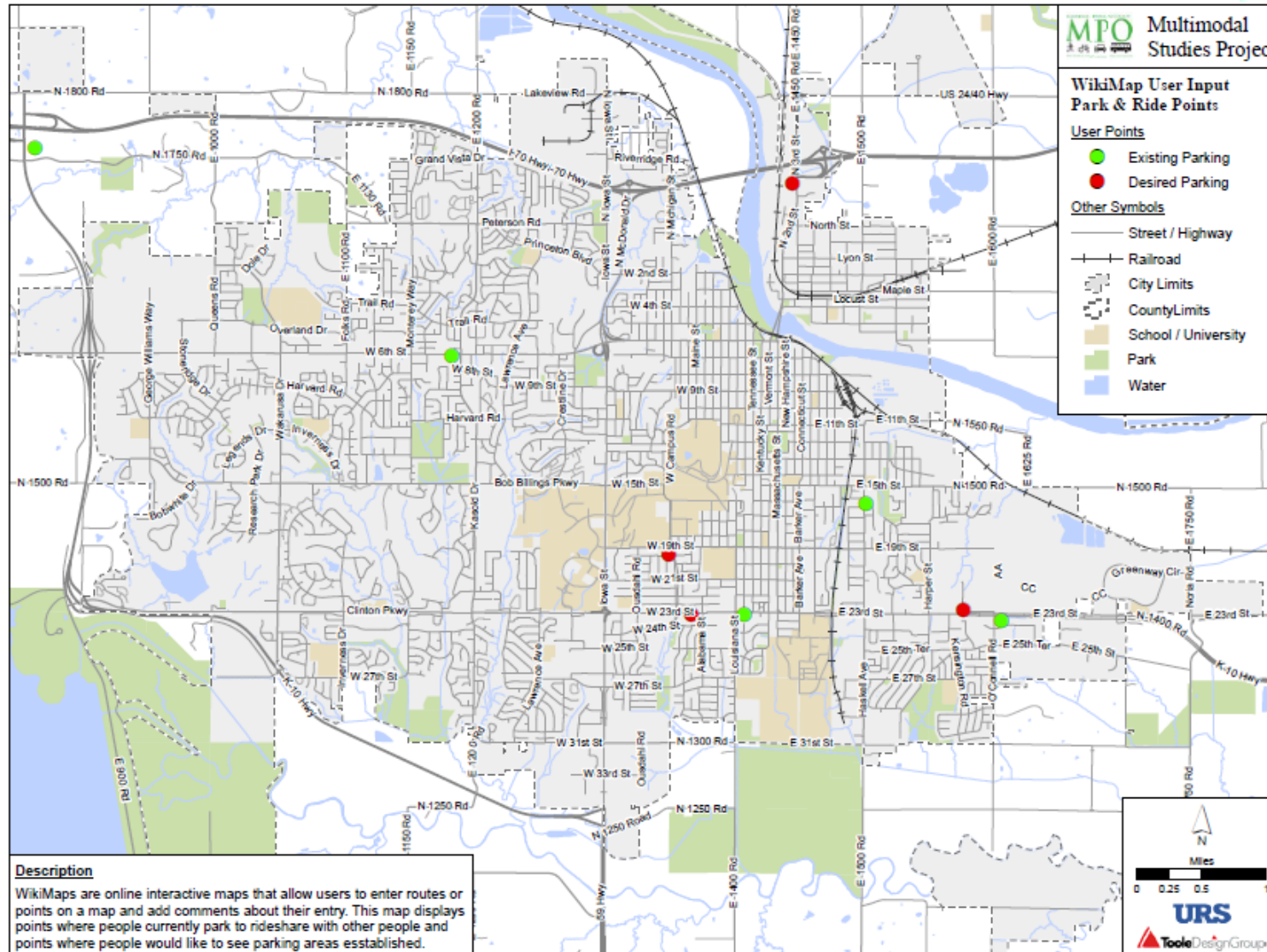
1. Project Schedule
2. Online Interactive Mapping Summary
3. Recap of June 2013 Steering Committee Meeting
4. Potential Sites – Evaluation Scoring
5. Preliminary Recommendations
6. Upcoming Tasks

# Project Schedule



- Online Survey (begin mid-August)
- September 18, 2013 – Steering Committee Meeting
- October 8 - 9, 2013 – Open House; Steering Committee Meeting

# WikiMap Summary



# Online Mapping Comments

## Carpool/rideshare parking

- Light rail from Lawrence to 435 & 69 with bus connections on both ends
- Either side of the Turnpike entrance for commuters. This area is already a parking spot for commuters.
- This area is rapidly developing and a location on the east side of town for the K10 connector or carpool vehicle parking would be feasible in this area.
- K10 Connector Park and Ride here but parking lot super bad and shady. Don't want to be there after dark!
- I have seen a designated rideshare van parked in north lot of Checker's for several months
- 15 passenger van that goes to Topeka daily

## Needs rideshare parking

- Transportation to Lawrence and KC
- Have heard retirees mention this is a place to meet friends and then carpool to destinations.
- Many people park near this highway access point for purposes of carpooling.
- Work out something with Dillon's to condone using little-used side lots for commuter parking?
- Another K10 stop. Street parking only, with posted signs in private lots about towing. Streets poorly lit at night and probably not the safest.
- Any one corner of this intersection would be an ideal place to locate park and ride accommodations - a hawk stop can even be included to generate revenue, perhaps even a gas station.
- My carpool group drives to Olathe on K-10, it would be great to have a rideshare parking somewhere on the east side of 23rd Street. Thanks!

# Recap of June 2013 SC Meeting



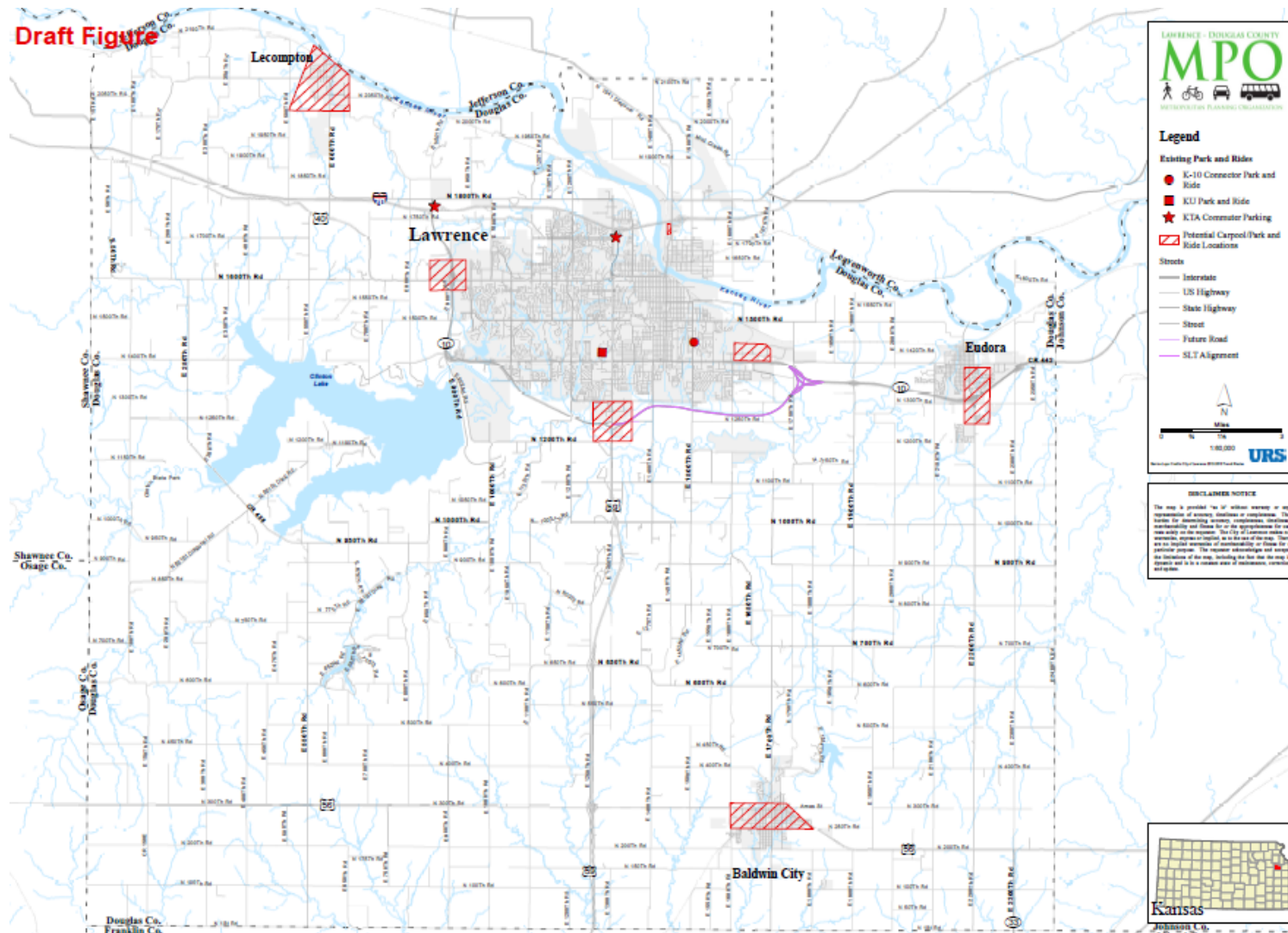
## Key Items

- Each potential site needs to be looked at individually...there is no cookie cutter approach
- Identify short, mid, and long-term strategies
- Identify best practices for park and ride facilities
- Provide connectivity / amenities for bicyclists and pedestrians

# Evaluation Criteria

- Access to/from I-70
- Access to/from K-10
- Access to/from US 59
- Connections to existing local transit service
- Future connections (i.e., extended routes, new routes, etc.) to local transit service
- Connections to future regional transit service
- Proximity to major activity centers (existing)
- Proximity to major activity centers (future)
- Proximity to residential and employment growth areas
- Ability to accommodate special event parking
- Ability to accommodate bikeway connections/trail heads
- General feasibility of site/area to accommodate amenities (i.e., shelters/waiting areas, bicycle parking, adequate internal circulation, convenient site access, etc.)
- General feasibility of land acquisition

# Potential Sites – Regional View





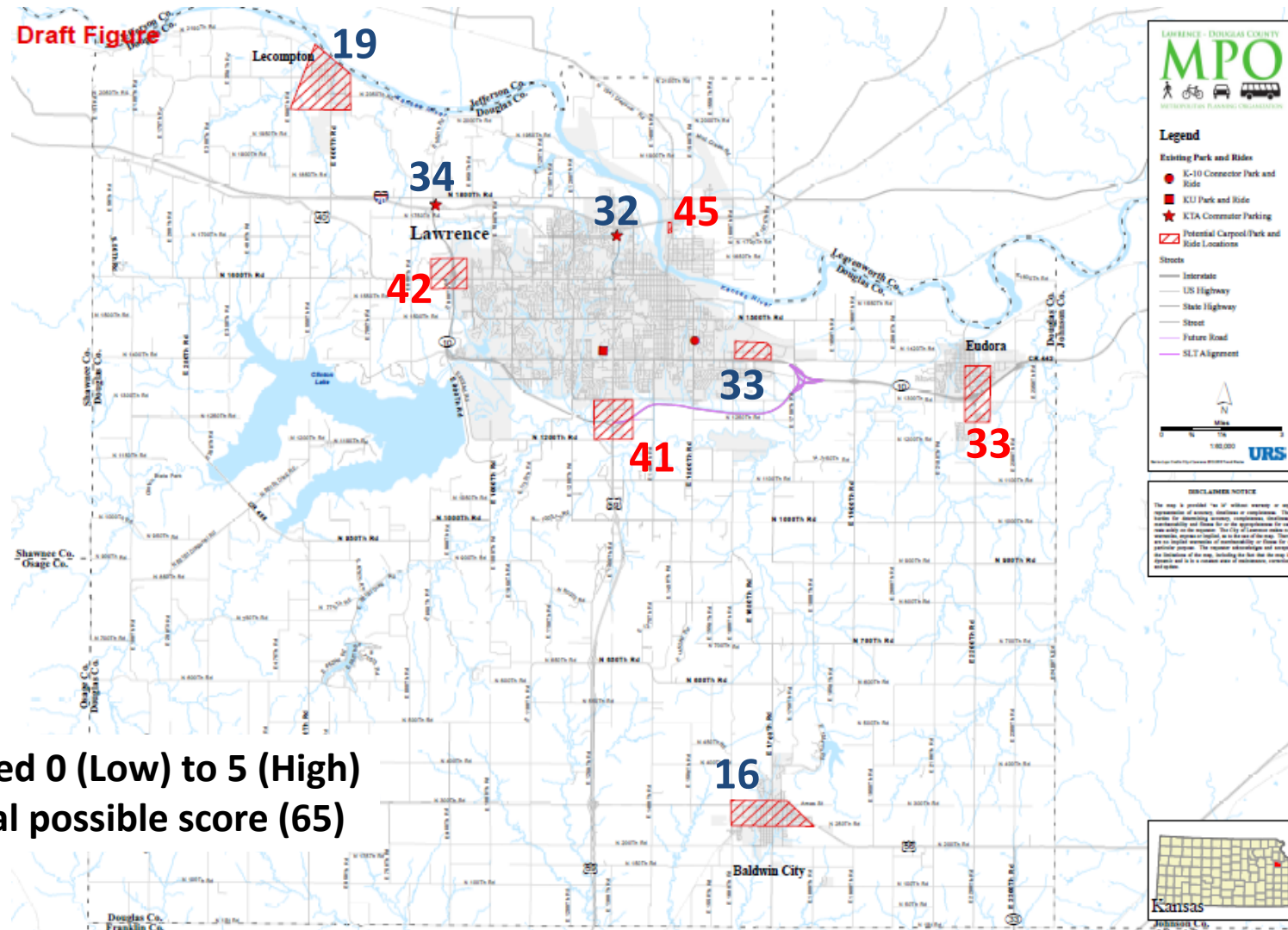


# Evaluation Scoring

**Scored 0 (Low) to 5 (High)**  
**Total possible score (65)**

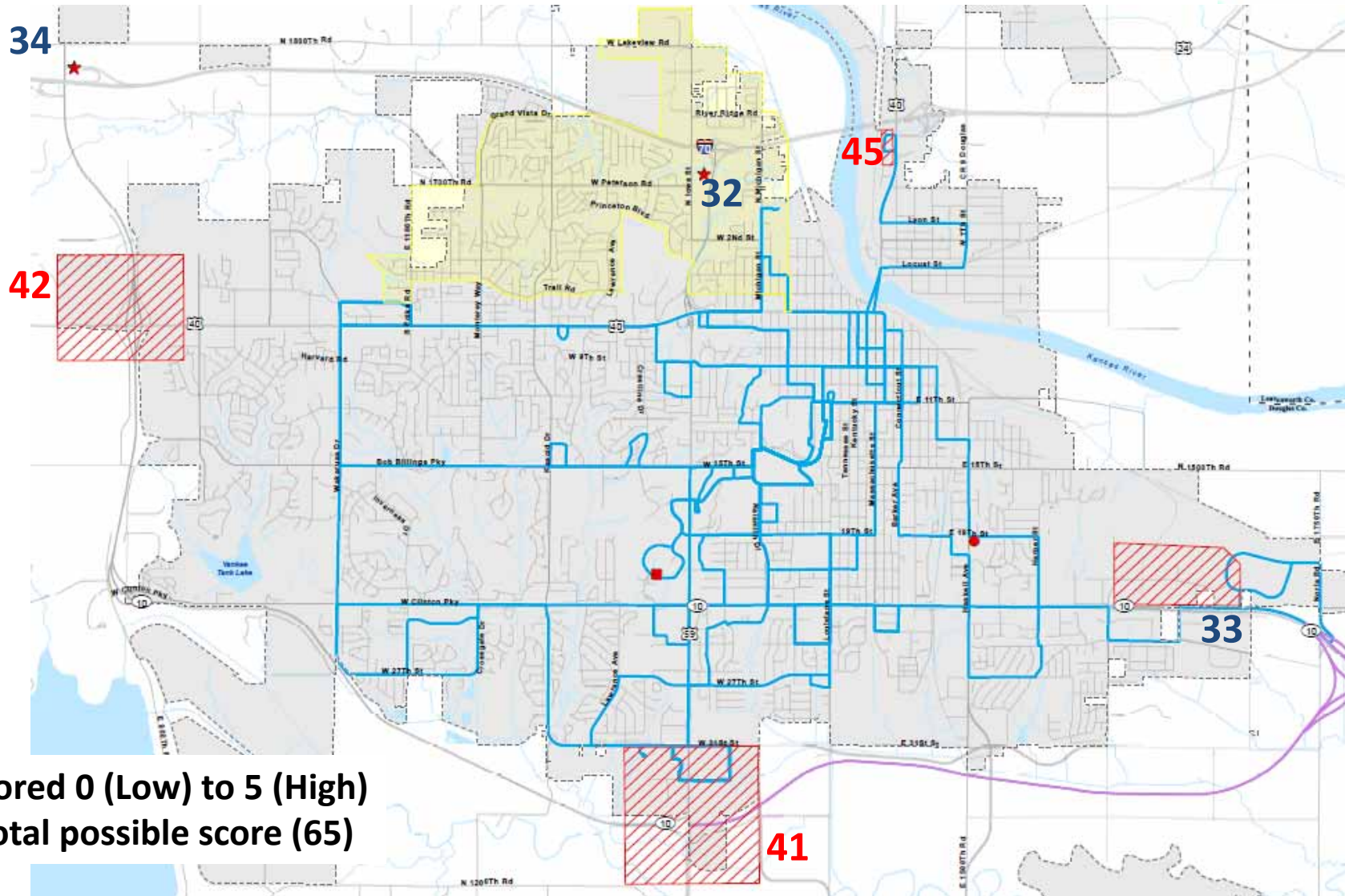
	I-70 Corridor			K-10					
	Lecompton	Baldwin City	Eudora	KTA interchange at K-10	KTA interchange at MacDonald Drive	North Lawrence at 2nd Street	US 59	US 40	Farmland Redevelopment
Access to/from I-70	4	0	3	5	5	5	0	4	0
Access to/from K-10	3	2	5	5	2	0	5	5	5
Access to/from US 59	0	5	1	1	5	2	5	1	2
Connections to existing local transit service	0	0	0	0	2	5	3	0	5
Possible future connections (i.e., extended routes, new routes, etc.) to local transit service	0	0	0	1	3	5	5	4	5
Connections to potential future regional transit service	1	0	5	4	3	5	0	3	4
Proximity to major activity centers (existing)	0	0	3	1	2	4	5	0	2
Proximity to major activity centers (future)	2	0	4	3	3	5	5	5	2
Proximity to residential and employment growth areas	4	2	3	4	2	2	5	5	3
Ability to accommodate special event parking	0	1	3	2	1	3	0	4	1
Ability to accommodate bikeway connections/trail heads	0	0	1	2	2	3	3	5	2
General feasibility of site/area to accommodate amenities (i.e., shelters/waiting areas, bicycle parking, adequate internal circulation, convenient site access, etc.)	2	3	2	3	1	4	3	4	1
General feasibility of land acquisition	3	3	3	3	1	2	2	2	1
<b>Total</b>	<b>19</b>	<b>16</b>	<b>33</b>	<b>34</b>	<b>32</b>	<b>45</b>	<b>41</b>	<b>42</b>	<b>33</b>

# Potential Sites – Scoring



Scored 0 (Low) to 5 (High)  
 Total possible score (65)

# Potential Sites – Scoring



Scored 0 (Low) to 5 (High)  
Total possible score (65)

# Preliminary Recommendations

## Lecompton Area (19 points)

- Low priority; proximity to the KTA lot (I-70/ K-10)
- Proximity to K-10 / US-40 interchange area
- Monitor informal park and ride activity

## Baldwin City Area (16 points)

- Identify a park and ride facility (ridesharing)
- Possible special event parking – Distance? Sufficient parking? Expansion?

### *Short-term*

- Identify location to accommodate ridesharing
  - within Baldwin City
  - intersection of US-59 and US-56
- Install signage; address security and maintenance

### *Mid-term*

- Explore feasibility of special event parking

# Preliminary Recommendations

## Eudora Area (33 points)

- Develop formal park and ride facility; current demand
- Connect to regional transit service (K-10 Connector)
- Possible KU special event parking location

### *Short-term*

- Identify park and ride location
- Move informal commuters to designated rideshare facility
- Install signage; address security and maintenance
- Prohibit shoulder parking; strict enforcement

### *Mid-term*

- Coordinate with Johnson County Transit; connection to K-10 Connector
- Explore feasibility of accommodating special event parking
- Develop multimodal connections to bicycle and pedestrian paths

### *Long-term*

- Provide amenities; shelters, rest rooms and bicycle lockers

# Preliminary Recommendations

## **K-10 at I-70** (34 points)

- Existing KTA commuter parking; high utilization
- Coordinate with a possible US-40 / K-10 park and ride facility
- Evaluate feasibility of connecting to fixed-route service

## **MacDonald at I-70** (32 points)

- Small parking lot (ridesharing); limited space for expansion
- Continue to use for informal ridesharing; monitor utilization

## **2nd Street at I-70** (45 points)

- I-70 Business Center; existing fixed-route transit service; informal ridesharing
- Strong candidate for regional transit service; transit hub

### *Short-term*

- Develop conceptual site plan; evaluate possible land acquisition
- Coordinate with I-70 commuter study

### *Mid-term*

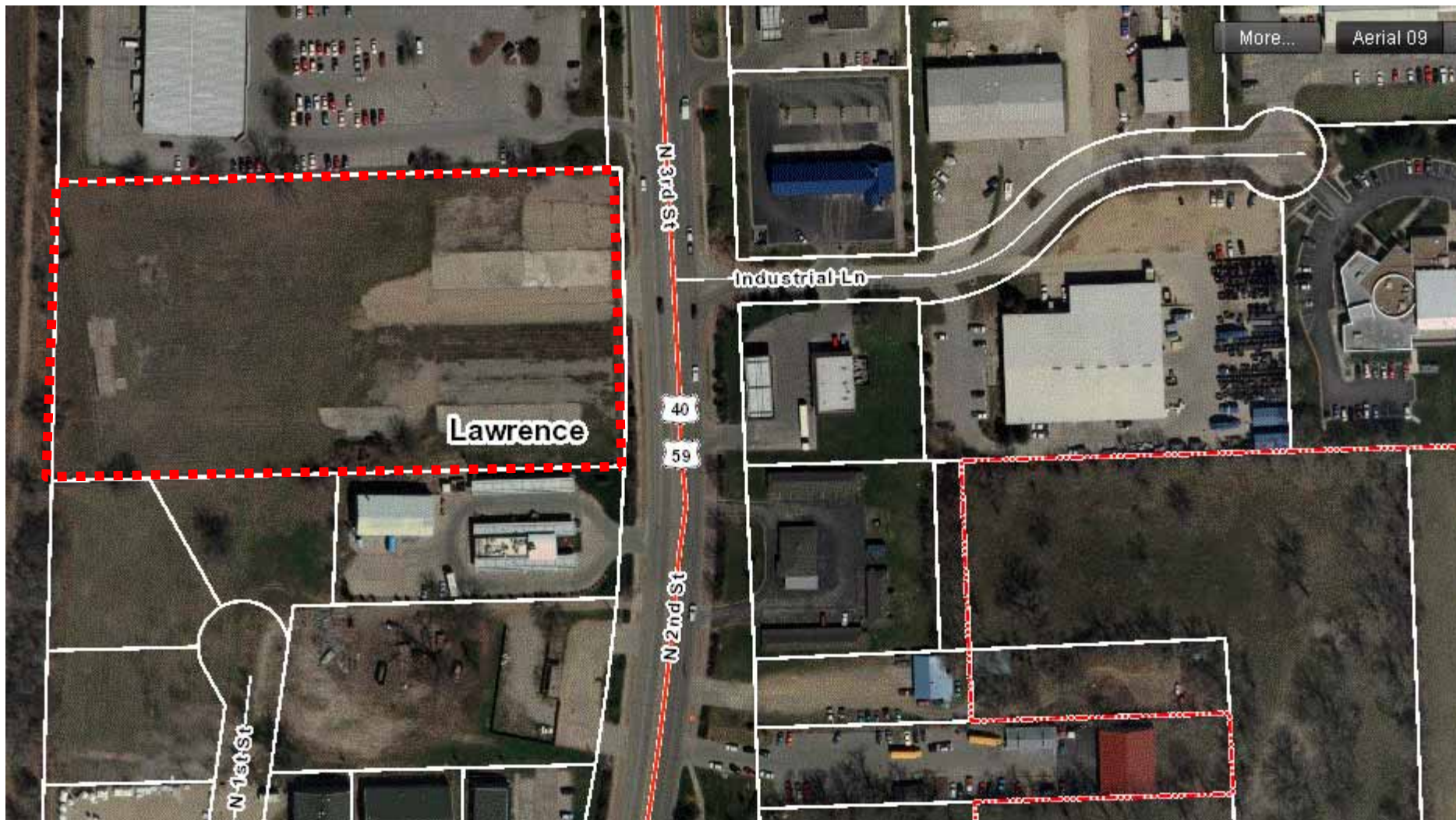
- Enhance pedestrian and bicycle connections
- Provide amenities such as shelters, restrooms and bicycle facilities (and long-term)

# 2<sup>nd</sup> at I-70 – Lawrence

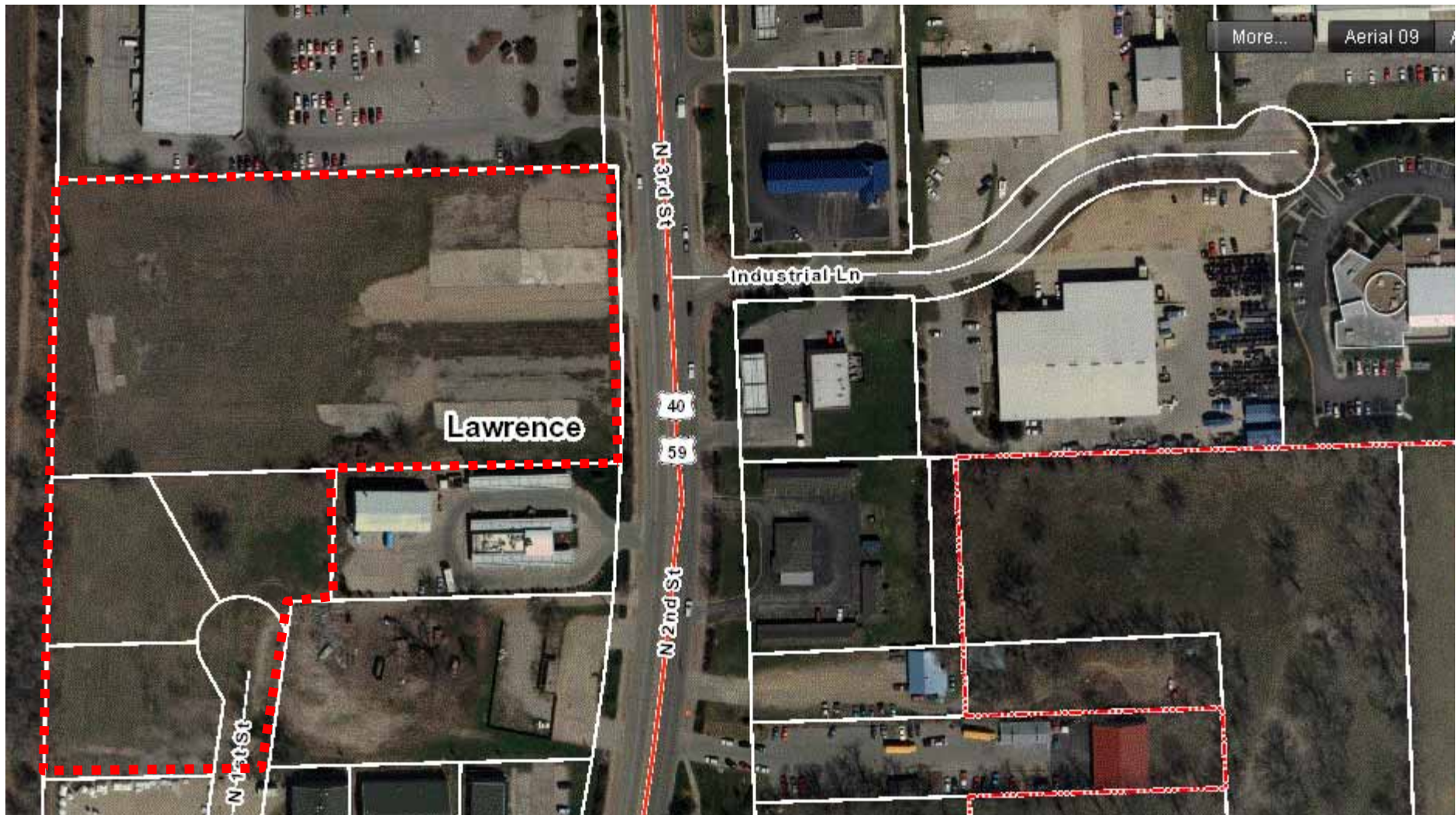




# 2<sup>nd</sup> at I-70 – Lawrence



# 2<sup>nd</sup> at I-70 – Lawrence



# Preliminary Recommendations

## K-10 at US-59 Interchange Area (41 points)

- Existing commercial developments; significant parking often underutilized
- Convenient access to US-59 and K-10; continued development; SLT impact

### *Short-term*

- Establish a mixed-use park and ride facility; explore a temporary lease/or memorandum of understanding
- Explore potential transit route modifications
- Install signage; address safety/security issues

### *Mid-term*

- Evaluate short-term usage and the long-term feasibility of an informal facility vs. dedicated facility
- Consider permanent agreement or explore a new dedicated park and ride facility

### *Long-term*

- Identify additional fixed-route transit enhancements (shelters, rest rooms and bicycle lockers)



# Preliminary Recommendations

## K-10 @ US-40 Interchange Area (42 points)

- Growth area; not yet developed; proximity to Rock Chalk development
- Evaluate further with the I-70 and K-10 KTA commuter parking lot

### *Short-term*

- Develop land use plan and zoning that will support transit, ride sharing and vanpooling
- As development occurs, ensure that plans accommodate direct and convenient access to future fixed-route transit service

### *Mid-term*

- Extend fixed-route transit service as development occurs (50% development threshold)
- Explore the feasibility of accommodating KU special event parking

### *Long-term*

- Provide amenities such as shelters, rest rooms and bicycle lockers

# K-10 and US-40 Interchange Area



# Preliminary Recommendations

## Farmland Redevelopment (33 points)

- Limited park and ride facility
- Along K-10 Connector route
- Existing fixed-route transit service
- Proximity to Eudora and 19<sup>th</sup> and Haskell

### *Preliminary Recommendation*

- Possible opportunities for smaller scale park and ride accommodations
- Focus on Eudora and 19<sup>th</sup> and Haskell

# Upcoming Tasks

- Further Evaluation of Potential Sites
- Summarize Best Practices
- Online Survey
  - August – September
- Draft Recommendations for Open House
  - September – input from steering committee
  - October – open house
- Ongoing Steering Committee Input and Feedback