



Multimodal Planning Studies

Commuter Park and Ride Study

Steering Committee Meeting

June 6, 2013

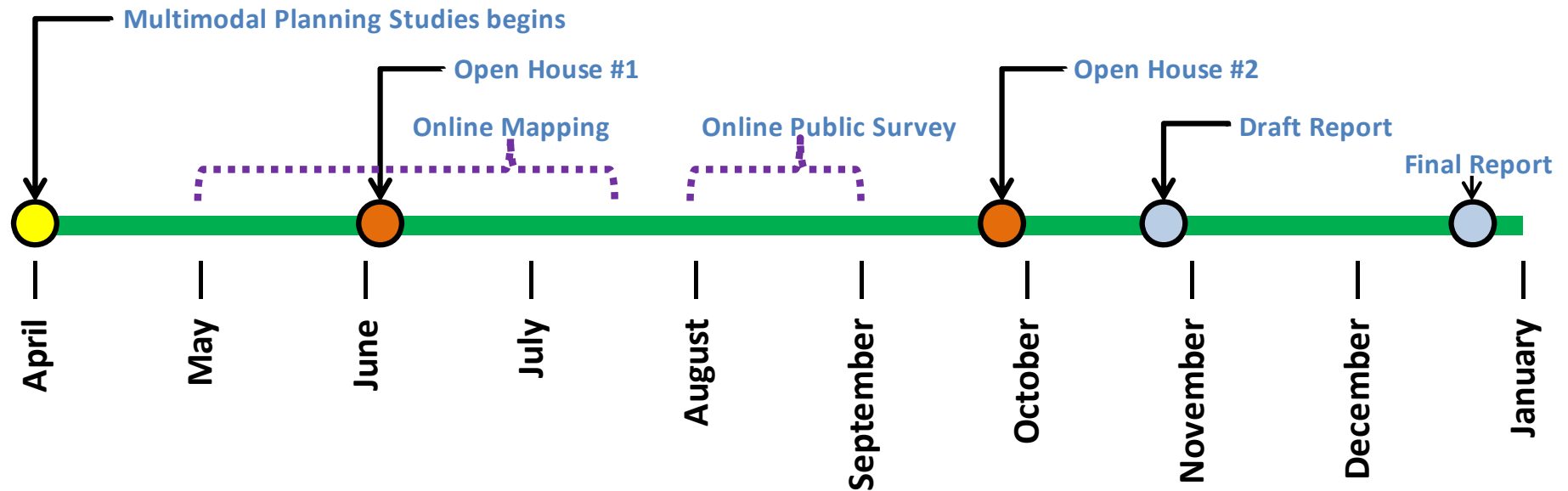


Agenda

1. Update on Project Schedule
2. Update on Online Interactive Mapping
3. Key Themes from the Open House
4. Discuss Evaluation Methodology
5. Potential Sites (example)
6. Discuss Upcoming Tasks

Project Schedule

- Key Public Outreach Dates



- Develop Concepts
- Next Steering Committee Meeting: August 2013

Online Mapping

Available in all browsers

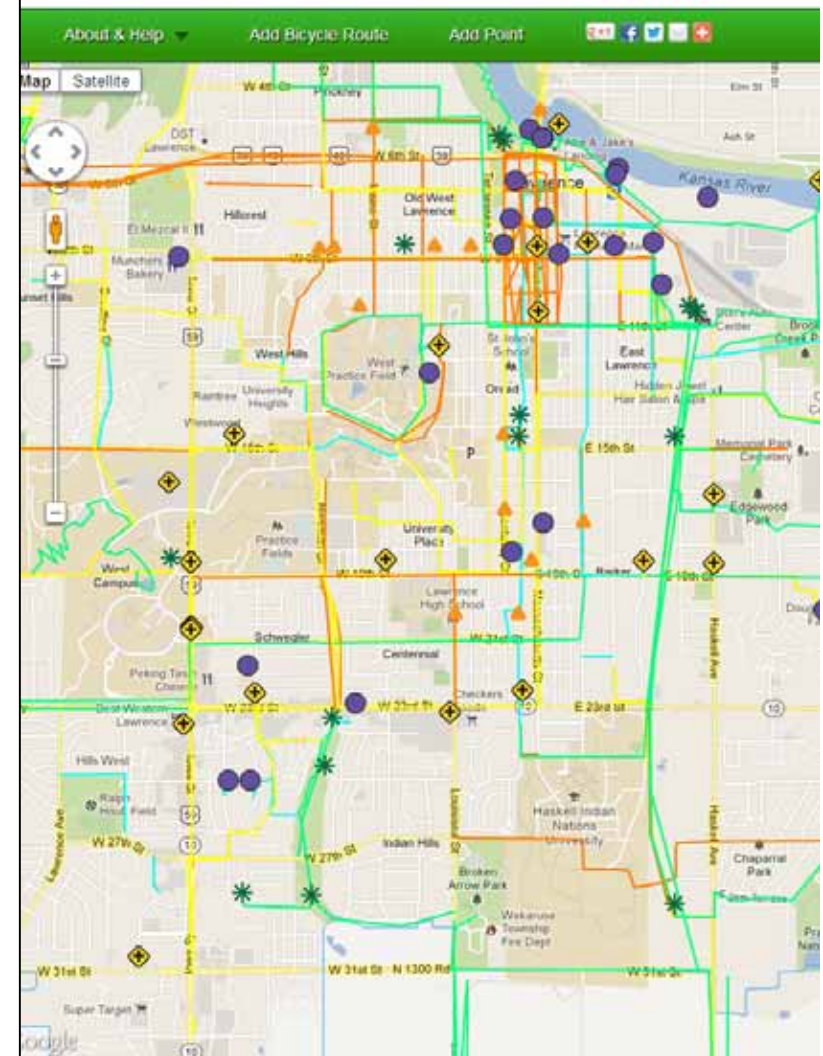
- Bike: <http://tinyurl.com/DouglasCoBike>
- Transit: <http://tinyurl.com/TransitPedAccess>
- P&R: <http://tinyurl.com/DouglasCoPark-Ride>

Users can mark and comment on:

- Park and Ride Locations
- Transit Connections

Lawrence & Douglas County Multimodal Study: **Bicycling**

Switch Maps: Park & Ride or Transit Access



Key Themes from the Open House



- Park and Ride facilities need to connect to local bus service
- Utilize for KU events

Evaluation Methodology

The purpose of the Commuter Park and Ride Study is to identify:

- Possible locations to plan commuter park & ride lots to serve the needs of Douglas County residents who work in Topeka and Metro Kansas City.
- The feasibility of using the lots to serve shuttle bus needs for special event days in Lawrence.
- Opportunities to encourage carpooling and coordination with commuter bus services.
- Opportunities to connect to local transit services and other modes including bicycle facilities.

Evaluation Methodology

Potential Park and Ride Sites:

- 5-County Regional Transportation Planning Study
- US Highway 40 / K-10 Highway Interchange – Area Transportation Plan
- Farmland Development
- K-10 (South Lawrence Trafficway)

- The I-70 Commuter Transit Study
 - Feasibility of regional service only

5-Region Study

I-70 Corridor



5-Region Study

K-10 Corridor



Evaluation Methodology



Coverage

- Begin with the premise of providing facilities for the Lawrence Area and for the communities of Baldwin City, Eudora, and Leecompton.

Commuter Facilities

- **Rideshare Focus**
 - Facilities that would accommodate carpooling and/or vanpooling
 - No regional or local transit service

- **Park and Ride**
 - Connection to existing local transit service
 - Potential connections to future local transit service
 - Potential connections to regional transit service
 - Could also accommodate rideshare functions

Evaluation Methodology

Evaluation Criteria

- Access to/from I-70; K-10; other major highways
- Connections to existing local transit service
- Possible future connections (i.e., extended routes, new routes, etc.) to local transit service
- Connections to potential future regional transit service
- Proximity to major activity centers
- Proximity to residential and employment growth areas
- Ability to accommodate multiple uses: public transportation, carpooling, bikeway connections/trail heads, and special event parking
- General feasibility of site to accommodate amenities (i.e., shelters/waiting areas, bicycle parking, adequate internal circulation, convenient site access, etc.)
- General feasibility of land acquisition

Potential Locations

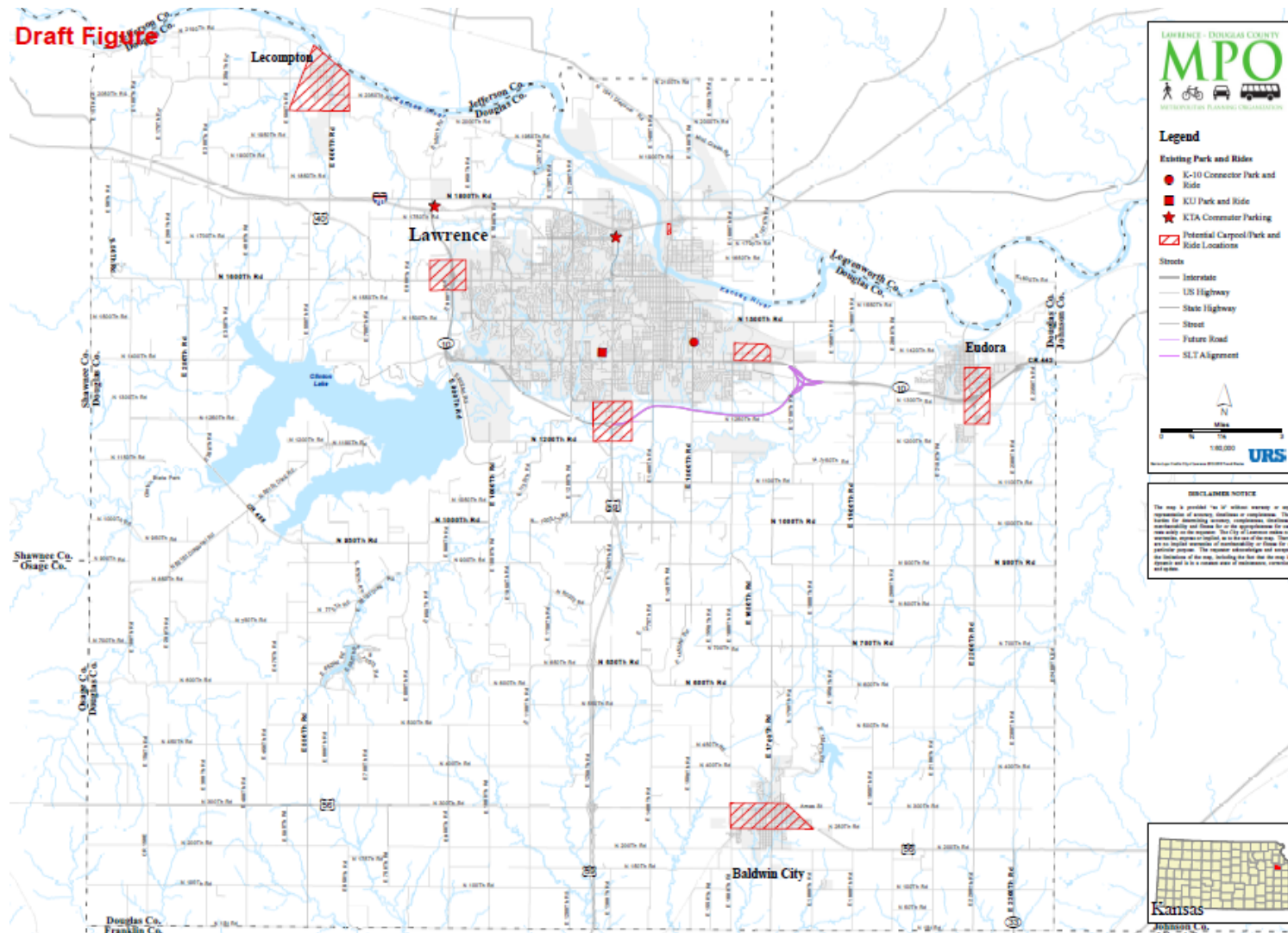
Ridesharing

- Lecompton
- Baldwin City

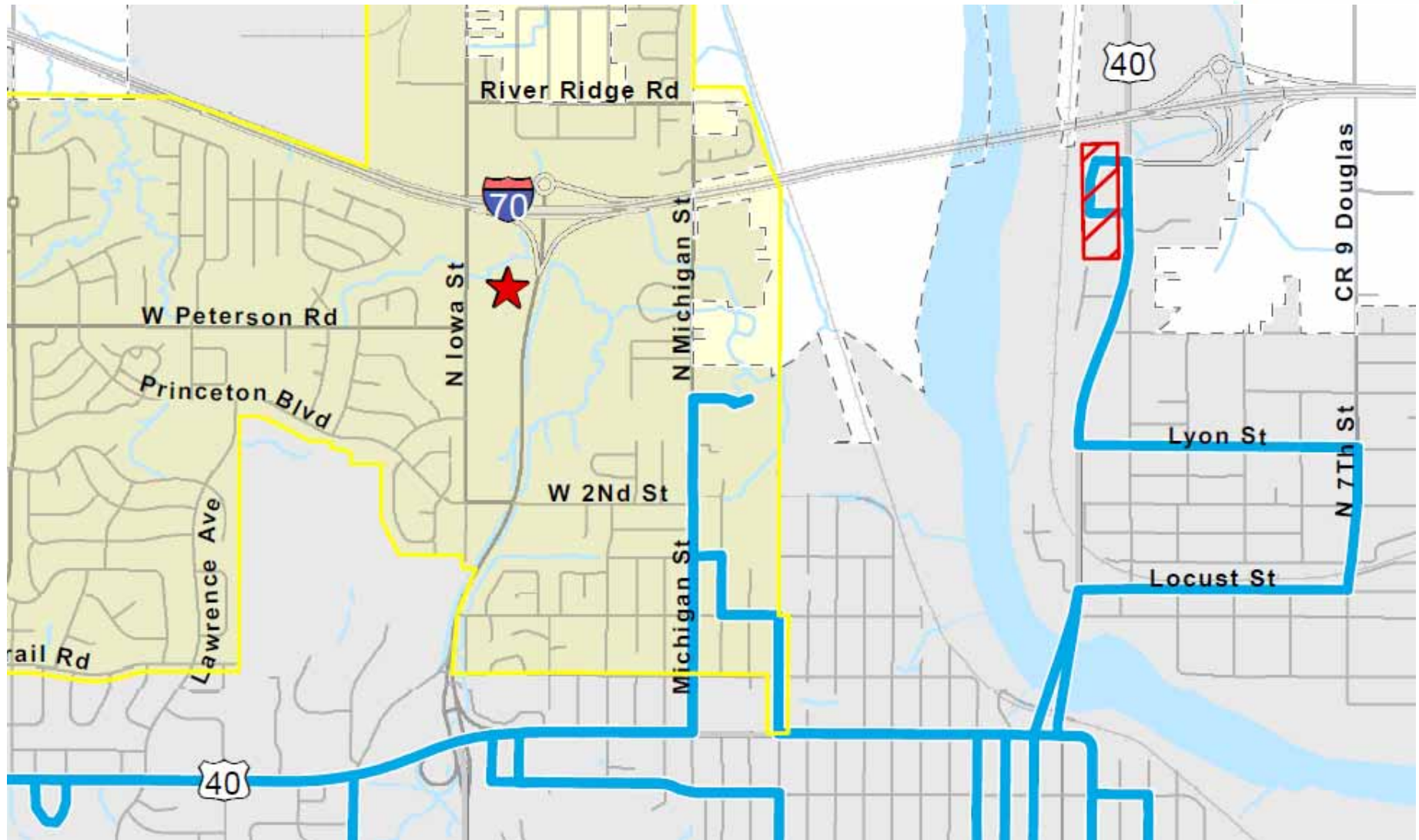
Park and Ride

- Eudora (Church Street)
- I-70 Corridor
 - K-10
 - MacDonald
 - 2nd
- K-10 at US 59
- K-10 at US 40
- Farmland Redevelopment

Potential Sites – Regional View



Potential Sites – Lawrence Area



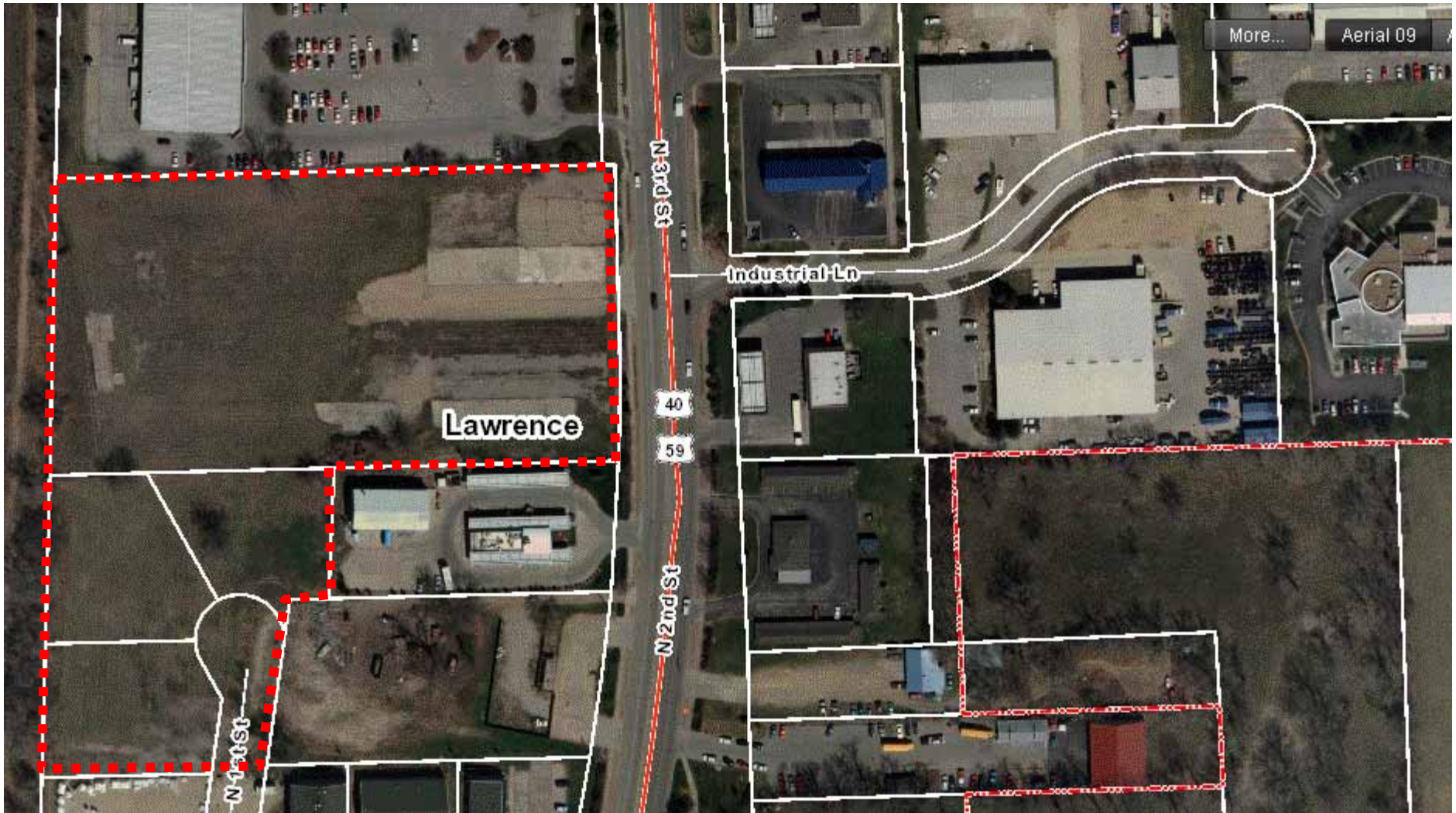
Example, I-70 at 2nd



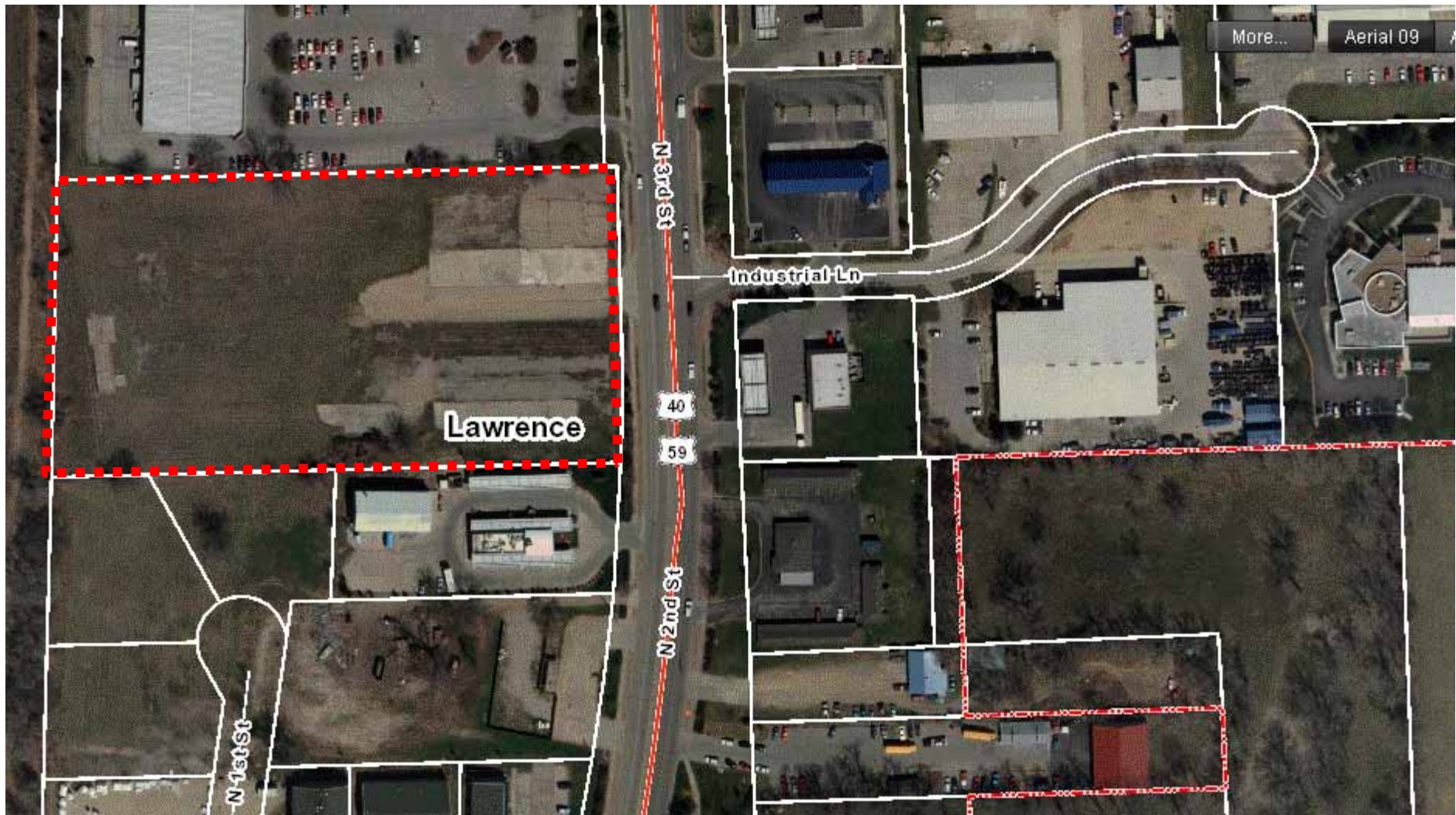
Example, I-70 at 2nd



Property Ownership



Property Ownership



Property Ownership



Summary

- Rideshare vs. Park and Ride Facilities
- Site Analysis (evaluation criteria)
- Level Two Analysis (site selection; property ownership)
- Formal vs. Informal Facilities

Upcoming Tasks

- Finalize Evaluation Criteria
- Develop Improvement Concepts
- Identification of Sites for Further Analysis
- On-Going Steering Committee Input and Feedback