

Date: August 2, 2013

To: Commuter Park and Ride Steering Committee Members

From: Jim Meyer, AICP – URS Corporation

Subject: **Park and Ride Potential Site Issues/Considerations**

**Introduction**

This memo summarizes the potential park and ride site issues/considerations within the Lawrence Area and Douglas County. We would like to discuss this evaluation with the steering committee on August 7, 2013. Based upon committee members input, we will revise the analysis accordingly and then move forward to provide additional details for the priority sites.

**Site Analysis**

The project team scored (0 – lowest to 5 – highest) each of the potential sites using the following criteria.

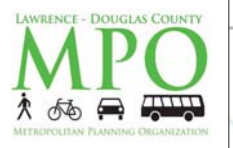
- ✓ Access to/from I-70
- ✓ Access to/from K-10
- ✓ Access to/from US-59
- ✓ Connections to existing local transit service
- ✓ Possible future connections (i.e., extended routes, new routes, etc.) to local transit service
- ✓ Connections to potential future regional transit service
- ✓ Proximity to major activity centers (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 to accommodate amenities (i.e., shelters/waiting areas, bicycle parking, adequate internal circulation, convenient site access, etc.)
- ✓ General feasibility of land acquisition

Table 1 summarizes the scores for each location. Figure 1 displays the approximate location of park and ride facilities being considered.

**Table 1. Potential Park and Ride Location Summary**

				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>

Draft Figure



**Legend**

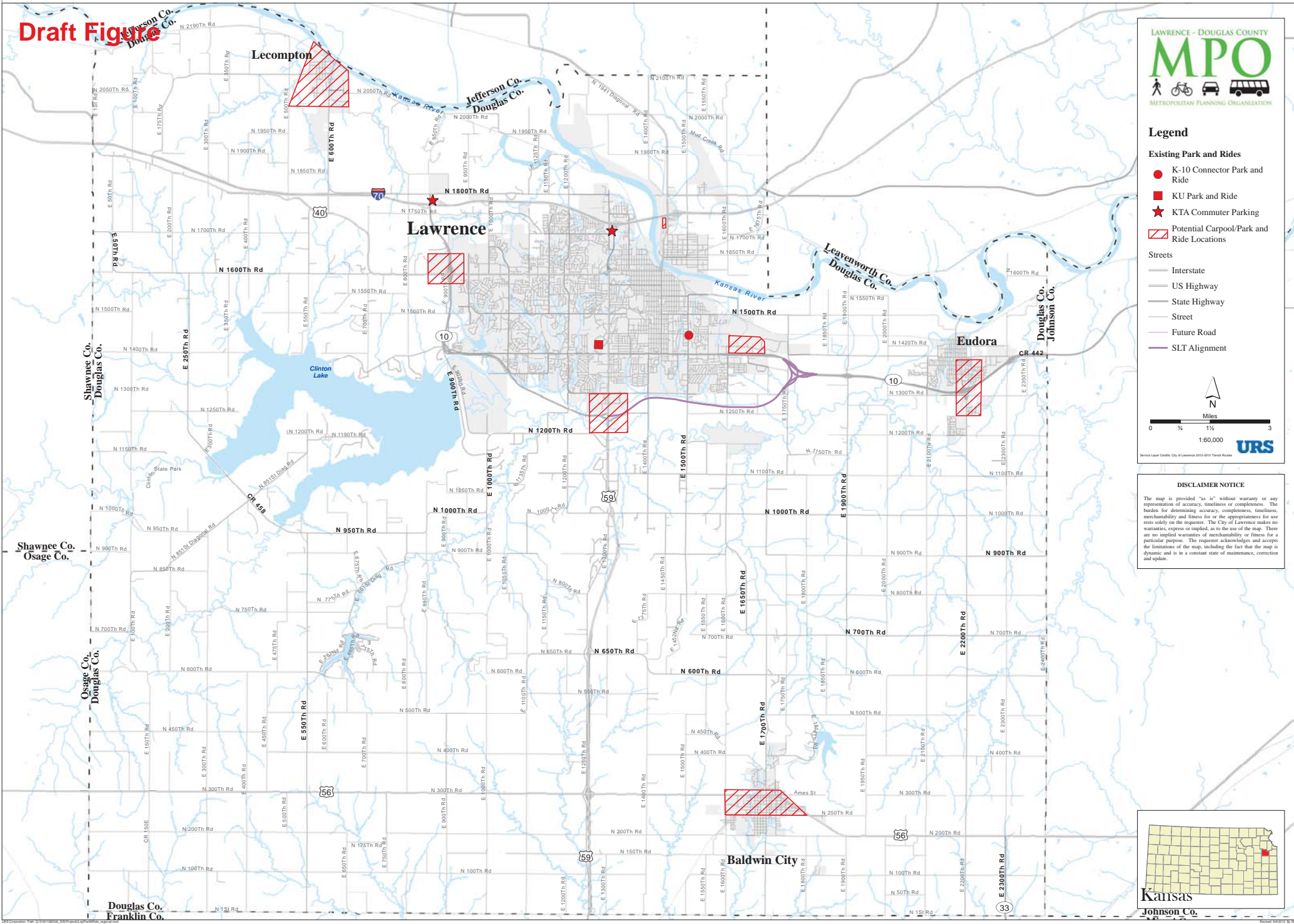
- Existing Park and Rides
  - K-10 Connector Park and Ride
  - KU Park and Ride
  - KU Commuter Parking
  - Potential Carpool/Park and Ride Locations
- Streets
  - Interstate
  - US Highway
  - State Highway
  - Street
  - Future Road
  - SLT Alignment

Scale: 0 1/4 1/2 1 3 Miles  
1:60,000

URS

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**Potential Site Analysis**

The following provides a summary of:

- Current conditions/issues
- Preliminary Recommendation
- Possible short-term, mid-term, and long-term strategies for each site (if appropriate).

Lecompton Area

Current Conditions/Issues:

- Current park and ride demand has not been identified.
- Close proximity to existing KTA commuter park lot at I-70 and K-10.

Preliminary Recommendation:

- Relatively low priority given the close proximity to the KTA commuter parking lot and/or possible future park and ride facility in the K-10 and US-40 interchange area.
- Distribute information to area residents regarding possible park and ride options along K-10 at I-70 and/or US-40 (based upon further analysis and recommendations for these locations).
- Monitor informal park and ride activity in the area.

Baldwin City Area

Current Conditions/Issues:

- Possible rideshare opportunities within the region
  - Approximately 15 to 20 miles from destinations in Lawrence.
  - Approximately 25 miles to Olathe, KS via US-56.
  - Approximately 45 miles to Topeka, KS via US-56.

Preliminary Recommendation:

- Identify a park and ride facility to encourage ridesharing (no transit connections).
- Explore feasibility of accommodating special event parking.

Short-term priorities:

- Identify location to accommodate existing ridesharing activities. Could be within Baldwin City or possibly located closer to the intersection of US-59 and US-56.
- Install signage for users of the system. Designate parking facilities and wayfinding signage. Install carpool information signage.
- Address security and maintenance of the lot.

Mid-term priorities:

- Explore feasibility of accommodating special event parking (may be relatively low given distance)

### Eudora Area

#### Current Conditions/Issues:

- Current demand for a Park and Ride lot.
- Informal park and ride activities occurring along Church Street, near K-10 interchange.
- Safety concerns associated with informal parking.

#### Preliminary Recommendation:

- Develop formal park and ride facility that would connect to regional (K-10 Connector) transit service.
- Evaluate for possibility of accommodating KU special event parking.

#### Short-term priorities:

- Identify location to accommodate existing ridesharing activities.
- Move commuters currently parking along Church Street to designated rideshare facility (enhance safety).
- Install signage for users of the system. Designate parking facilities and wayfinding signage. Install carpool information signage.
- Address security and maintenance of the lot.
- Prohibit shoulder parking and strict enforcement of violators (begin with warnings and information regarding a formal park and ride facility).

#### Mid-term priorities:

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

#### Long-term priorities:

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

### K-10 at I-70 Interchange Area

#### Current Conditions/Issues:

- Existing KTA commuter parking lot able to accommodate approximately 50 vehicles.
- While KTA does not have a formal park and ride program, they allow commuters to utilize the lot for ridesharing.
- Generally very high utilization rates.
- Access to the I-70 corridor, and possible future regional transit service, is a plus.
- Could be just far enough away to make the extension of fixed-route transit service difficult/costly.

#### Preliminary Recommendation:

- Evaluate this location further in coordination with a possible US-40 park and ride facility.
- Possible that one location could be recommended, or both could exist.

### MacDonald at I-70 Interchange Area

#### Current Conditions/Issues:

- Existing toll facility has small parking lot for ridesharing.
- While KTA does not have a formal park and ride program, they allow commuters to utilize the lot for ridesharing.
- Close access to I-70 is a plus.
- Limited space and access is a negative.

#### Preliminary Recommendation:

- Not considered a high priority location. K-10 and 2<sup>nd</sup> Street locations along I-70 have stronger potential.
- Continue to utilize the KTA parking lot for informal ridesharing.
- Monitor park and ride utilization to identify any potential increase in ridesharing demand.

### 2nd Street at I-70 Interchange Area

#### Current Conditions/Issues:

- I-70 Business Center is located in the area and currently accommodates some informal ridesharing.
- Close access to I-70 is a plus.
- There is existing fixed-route bus service in the area.

#### Preliminary Recommendation:

- This location is a strong candidate for regional transit service that could operate along the I-70 corridor.
- Explore opportunity to develop a transit hub that would accommodate park and ride connections to local fixed-route transit and ridesharing.
- Identify specific site for park and ride facility.

#### Short-term priorities:

- Develop conceptual site plan for park and ride facility.
- Continue to follow I-70 commuter study for possible regional transit service.
- Evaluate possible land acquisition for future site.

#### Mid-term priorities:

- Enhance connections for pedestrians and bicycles.
- Provide amenities for commuters such as shelters, restrooms and bicycle facilities.

#### Long-term priorities:

- Increase/enhance multimodal access including bicycles and public transit.

### K-10 at US-59 Interchange Area

#### Current Conditions/Issues:

- The K-10 at US-59 interchange area includes several existing commercial developments with significant parking accommodations.
- Parking lots, such as the movie theater, are underutilized during the day.
- Convenient access to US-59 and K-10. K-10 access will be even greater with the construction of the SLT.
- The location is on the south edge of Lawrence and will continue to see new development, especially with the construction of the SLT.

#### Preliminary Recommendation:

- Establish a mixed-use park and ride facility.
- Evaluate the short-term usage and determine the long-term feasibility of continuing with an informal shared use park and ride facility vs. the need to identify a dedicated facility in the vicinity.

#### Short-term priorities:

- Explore a temporary lease/or memorandum of understanding with the movie theater owners regarding the use of certain spaces for park and ride operations.
- Explore potential transit route modifications to determine the feasibility of providing fixed-route service to the park and ride facility.
- Install signage for users of the system. Designate parking facilities and wayfinding signage. Install carpool information signage.
- Address safety/security issues.
- Evaluate short-term effectiveness of the park and ride facility. Consider potential mid-term priorities.
- Modify connections with local fixed route transit.

#### Mid-term Priorities:

- Based on the success of the temporary facility, consider a permanent agreement for facility or explore a new dedicated park and ride facility closer to K-10 interchange.
- Consider possible additional fixed route transit enhancements.

#### Long-term priorities:

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

### K-10 @ US-40 Interchange Area

#### Current Conditions/Issues:

- K-10 @ US-40 location is currently on the western edge of development in Lawrence.
- The land is not yet developed in the vicinity of the interchange area.
- Rock Chalk development is being discussed in the vicinity of K-10 and US-40.

Preliminary Recommendation:

- Evaluate this location further in coordination with the I-70 and K-10 KTA commuter parking facility.
- Possible that one location could be recommended, or both could exist.

Short-term Priorities:

- Develop land use plan and zoning that will support transit, car sharing and vanpooling.
- Opportunity to help guide land uses and promote car sharing and vanpooling at this location.
- As development occurs, ensure that plans accommodate direct and convenient access to future fixed-route transit service.

Mid-term Priorities:

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

Long-term priorities:

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

Farmland Redevelopment

Current Conditions/Issues:

- Farmland redevelopment includes limited park and ride facility. Primarily to access trail head.
- K-10 Connector currently runs near this area.
- Served by existing fixed-route transit service.

Preliminary Recommendation:

- Relatively low priority given close proximity to Eudora facility and K-10 Connector stop at 19<sup>th</sup> and Haskell.
- Identify possible opportunities for smaller scale park and ride accommodations.