



Commuter Park and Ride Study Information and Comment Card



This study will identify possible locations to plan and develop future commuter park & ride lots to serve the needs of Douglas County residents who work in Topeka and Metro Kansas City. The ultimate goal of this study is to identify strategic locations for developing park and ride lots that could serve a number of different purposes including providing parking for:

- ✓ Ridesharing, such as carpooling and vanpooling (for example, the KTA Commuter lot at I-70 and K-10.)
- ✓ Connections to local transit services (identifying opportunities to extend local bus routes to park and ride facilities)
- ✓ Connections to possible future regional transit services (exploring the possibility of connecting to future regional transit services along I-70)
- ✓ Shuttle bus needs for special event days in Lawrence (for example, providing shuttle services to KU games to avoid traffic congestion and finding on-campus parking)

Please take a moment to answer the questions (on the back side of this sheet) related to the development of commuter park & ride lots within Douglas County. Your input will help the project team better understand your mobility needs and will help identify possible park and ride locations throughout the County.

**Turn page over to fill out comments related
to the Commuter Park and Ride Study...**

Questions on back side 

1) How often do you travel outside of Douglas County for work or other activities? For example, day trips to the Kansas City metropolitan area, Topeka, or other locations.

- More than 5 times per week
- 2-3 times per week
- 4-5 times per month
- 1-4 times per month
- A few times per year
- Never

2) When traveling to areas outside Douglas County, how often do you carpool with someone who is not a member of your immediate family?

- More than 5 times per week
- 2-3 times per week
- 4-5 times per month
- 1-4 times per month
- A few times per year
- Never

3) If you currently carpool, or park and ride the bus, please describe the location where you typically park your car, or meet your passenger?

4) Lawrence has some existing large surface parking lots (for example, commercial shopping centers) that are often underutilized for significant parts of the work day. Are there any locations within Lawrence that you think would be good opportunities to designate a few parking spaces to accommodate daily rideshare activities (without negatively impacting existing businesses)?

- Yes, I've identified a location(s) below
- Yes, this is a good idea but I can't think of any specific locations
- No, commercial parking lots should not be used for rideshare parking passenger

Thank you for your input! Please return your completed form to one of the project team members. Or, email your comments to Todd Girdler (tgirdler@lawrenceks.org) or Jim Meyer (jim.meyer@urs.com).