



The **Park and Ride Study** identified general locations throughout Douglas County, and within Lawrence, that could potentially accommodate future park and ride facilities. The purpose of this study was 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.

Existing Park and Ride Lot at 19th and Haskell



Bus Stop for the K-10 Connector Route serving Johnson County, KS.

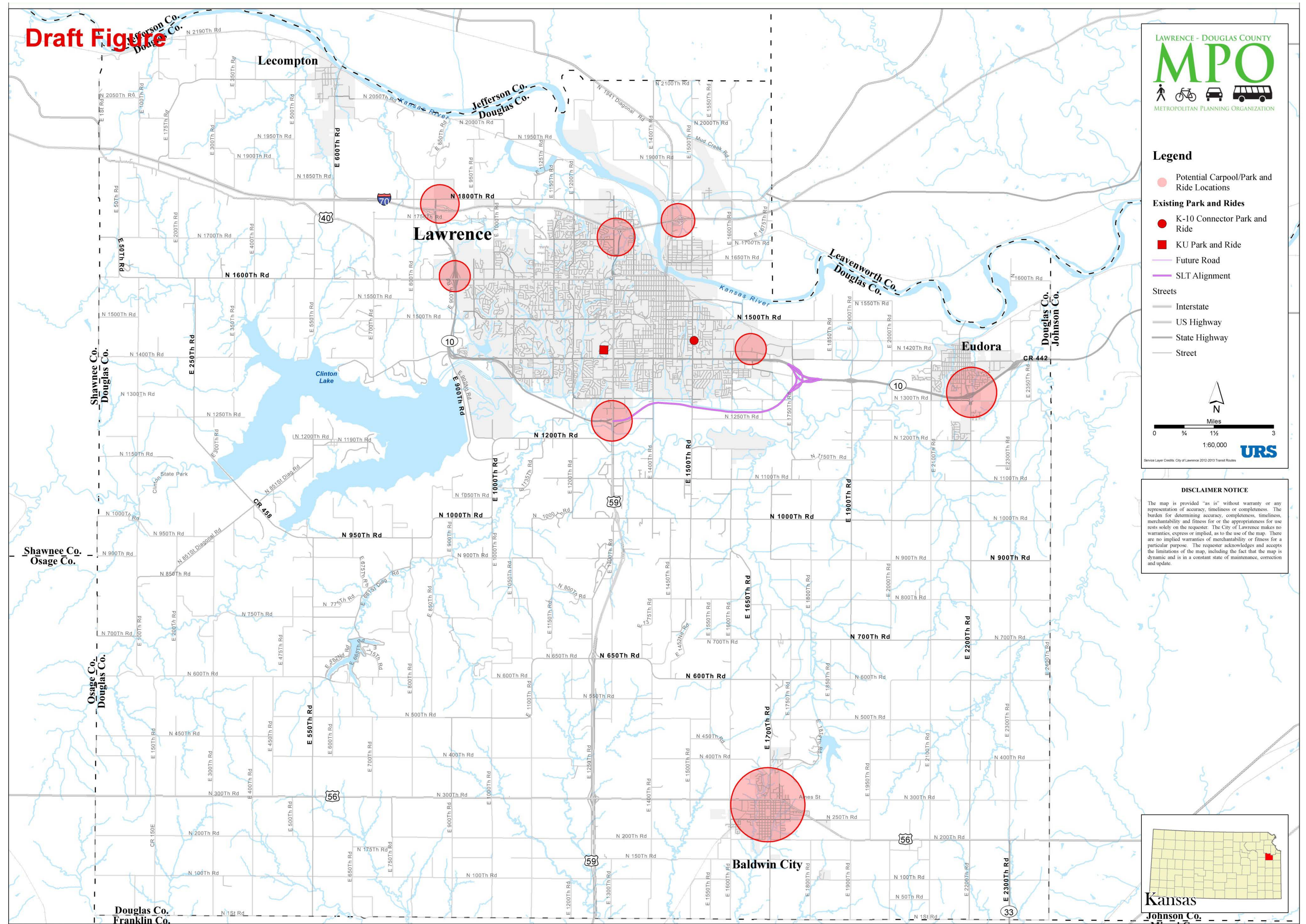
Existing KTA Commuter Parking Lot at I-70 and K-10



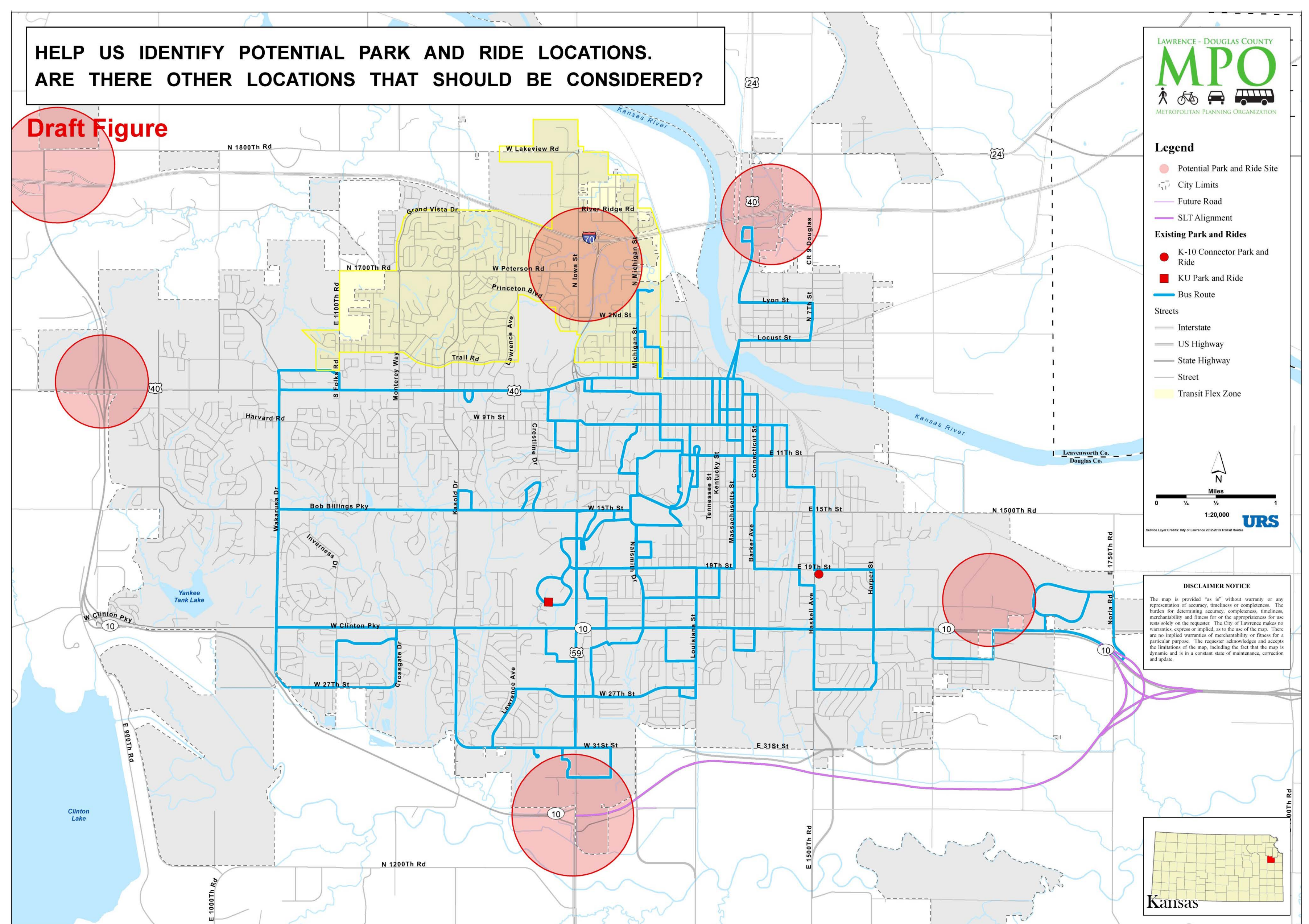
This commuter parking lot typical has up to 50 vehicles per day.

The following locations throughout Douglas County, and within Lawrence, were identified as potential candidates for future park and ride facilities. Are there other locations that are not identified below that should be considered?

Douglas County Potential Park and Ride Locations



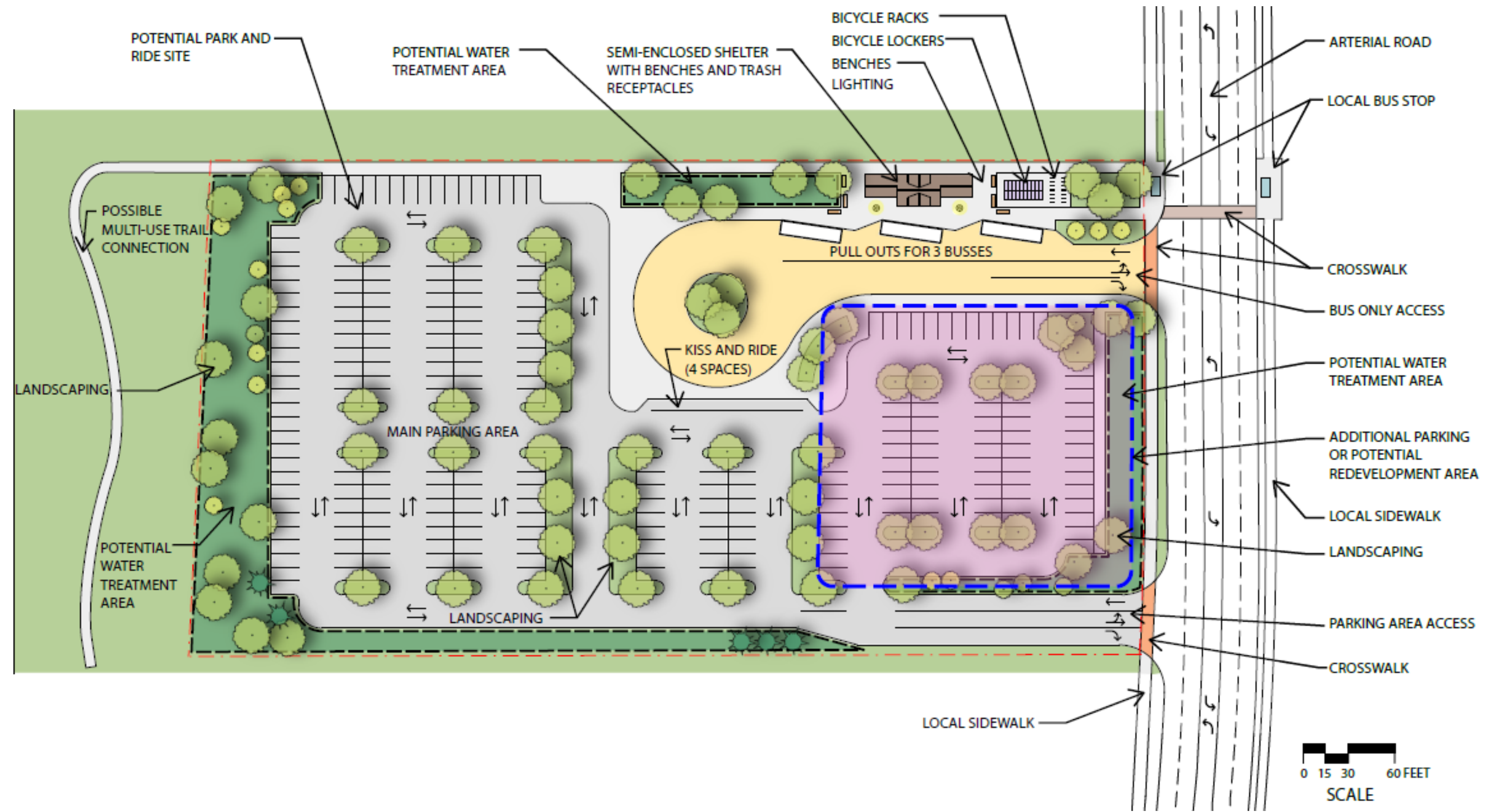
Lawrence Area Potential Park and Ride Locations



The **Park and Ride Study** includes conceptual park and ride facilities that could be developed within the region. These include both permanent and shared use facilities which are described below.

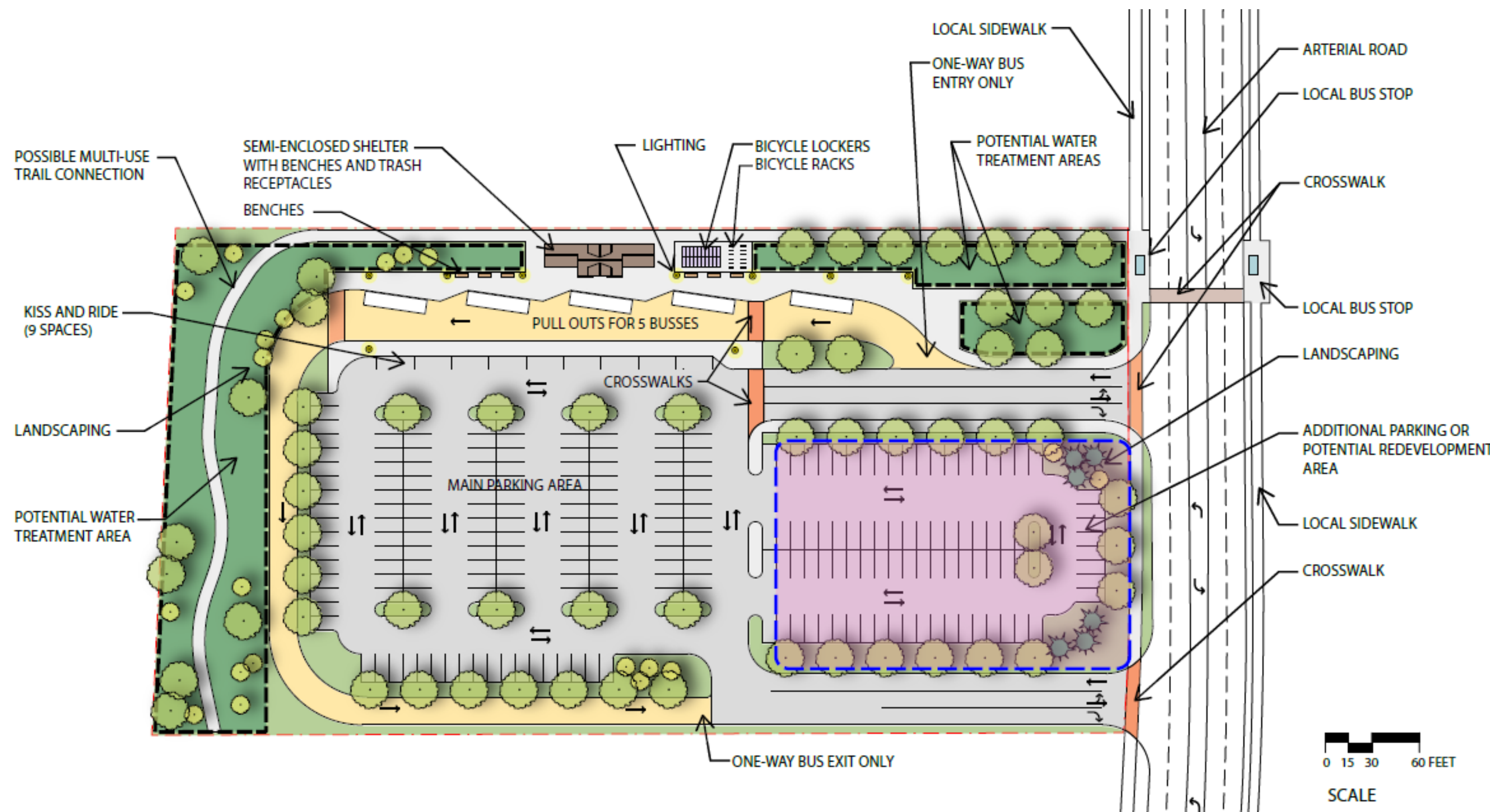
Conceptual Design for Permanent Facility

(Accommodates 3 Buses – Local and Regional Transit Service)



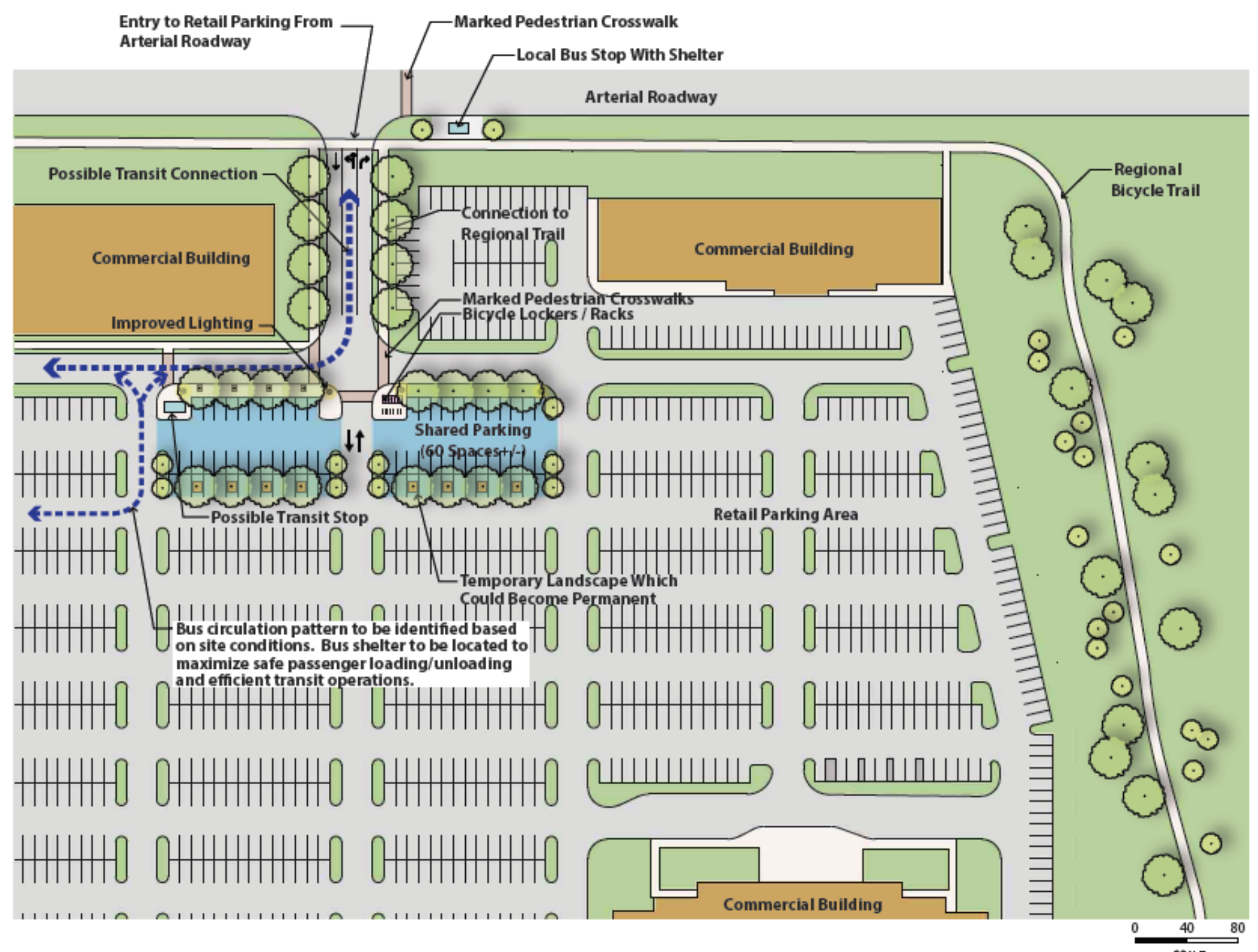
Conceptual Design for Permanent Facility

(Accommodates 5 Buses – Local and Regional Transit Service)



Conceptual Design for Shared Use Facility

Designated Parking Spaces Used on Fringe Areas of Large, Commercial Parking Lots





The **Fixed-Route Transit and Pedestrian Study** includes all Lawrence Transit and KU routes that are part of the coordinated transit system. The study will identify:

- ✓ Obstacles transit riders face in accessing the fixed-route system.
- ✓ Locations where improvements to the pedestrian environment can be made to improve and/or enable people to access fixed-route transit services.
- ✓ Issues with streets/sidewalks that prevent people from accessing the fixed-route system and force them to rely on paratransit.
- ✓ Possible locations for bus turnouts that could make the bus boarding and exiting process more convenient and enhance traffic operations.

Examples of Current Transit – Pedestrian Accessibility Issues

Lack of Connectivity Between Bus Stop and Developments



Bus Stop in Front of Dillion's on 23rd Street

Lack of Concrete Pads and Shelters at Major Bus Stops



Bus Stop on Naismith, just south of 23rd Street

Mid-Block Pedestrian Crossings



Mid-Block Crossing on 6th Street

Pedestrian Crossings Near Bus Stops

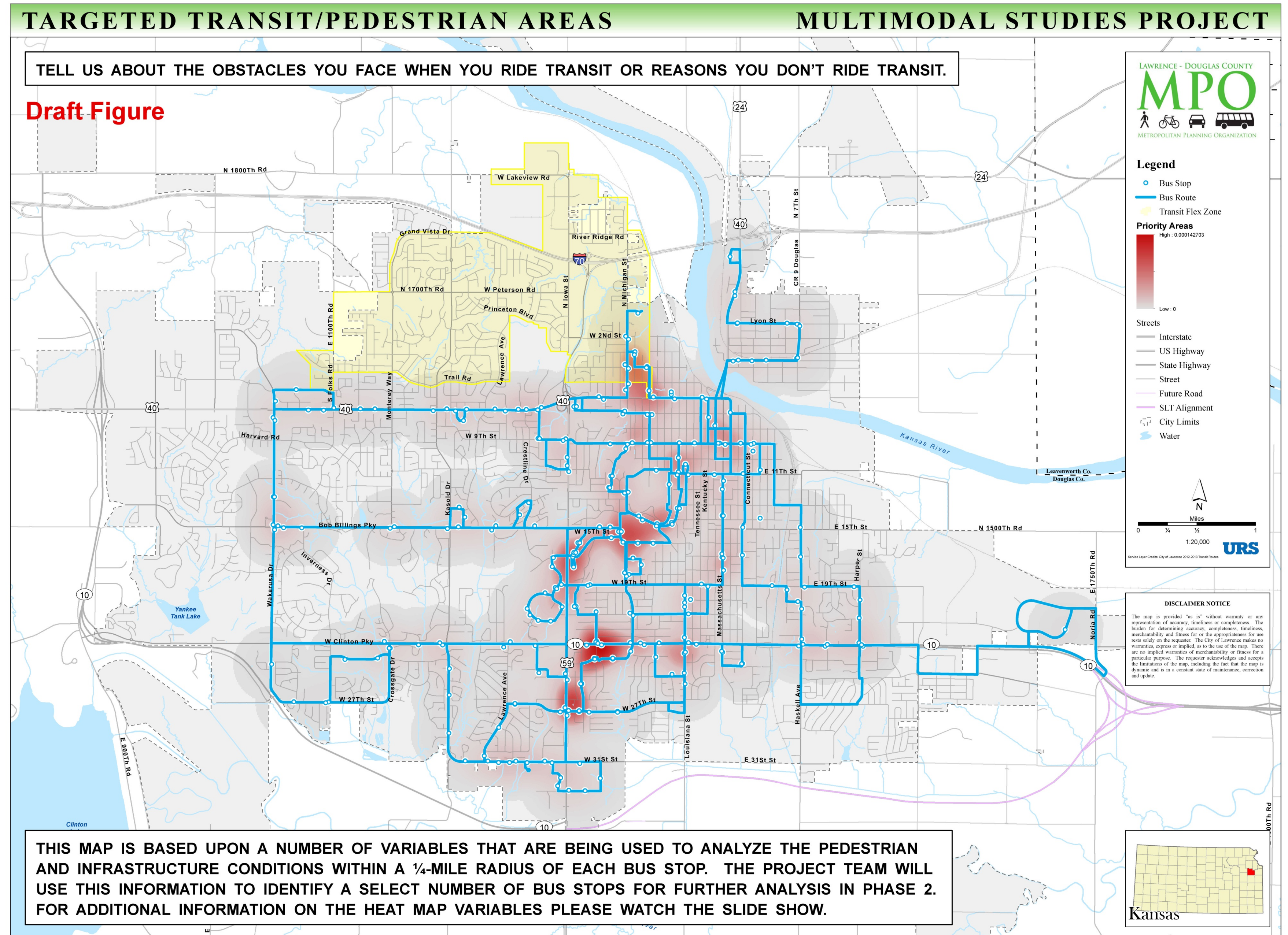


Pedestrian Crossing Near Bus Stop on 33rd Street

The **Fixed-Route Transit and Pedestrian Study** included a two-phase analysis. Phase 1 involved the development of a “heat map” to identify corridors for further analysis. Phase 2 included a detailed analysis of corridors to identify specific infrastructure improvements.

Phase 1 – Evaluation of all Lawrence Bus Stops

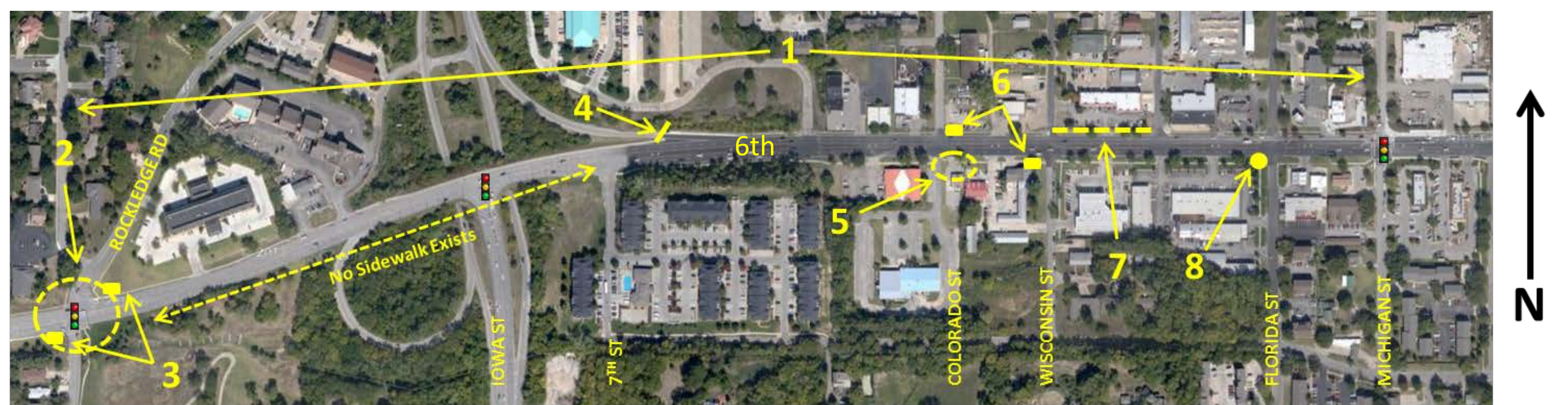
“Heat Map” to identify targeted corridors for further analysis.



Phase 2 – Targeted Corridors

Example of detailed evaluation.

(6th Street)

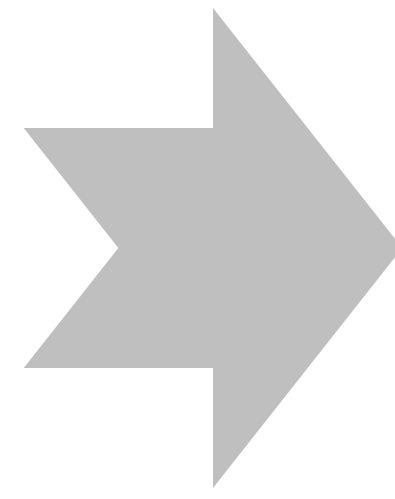


6th Street Transit/Ped Issues

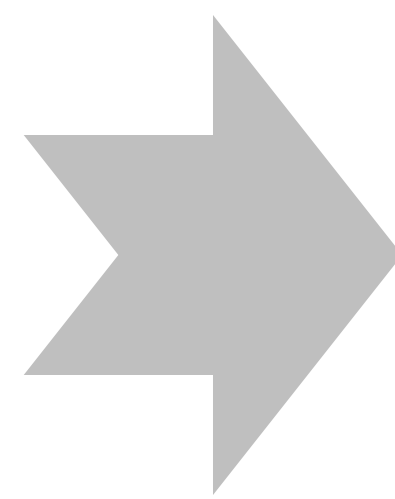
#	ISSUE	#	ISSUE	#	ISSUE
1	.75 Miles with no N/S crossing	8	Courtesy walk on south side but not north side	14	Missing crosswalk paint near school
2	Curb ramps and ped push buttons need improvement	9	Good example of sidewalk connection to commerce	15	Bus stops with no amenities
3	Bus stops with no amenities	10	Severe grade at curb ramp	16	NW corner curb ramp needs improvement
4	Missing crosswalk paint on high speed crossing	11	Sidewalk deficiencies - site presently in redevelopment	17	Curb ramps in severe disrepair and steep grades
5	Access management issue and sidewalk in disrepair	12	Bus stop on Maine Street with no amenities	18	Bus stops with no amenities
6	Bus stops with no amenities	13	Big lip at curb ramp - SE corner	19	No N/S crosswalks to Robinson Park
7	Sidewalk in disrepair				

The **Fixed-Route Transit and Pedestrian Accessibility Study** is identifying opportunities to improve the pedestrian environment to enable people to more easily access fixed-route transit services. Examples of major improvements throughout Lawrence are displayed in the following photos.

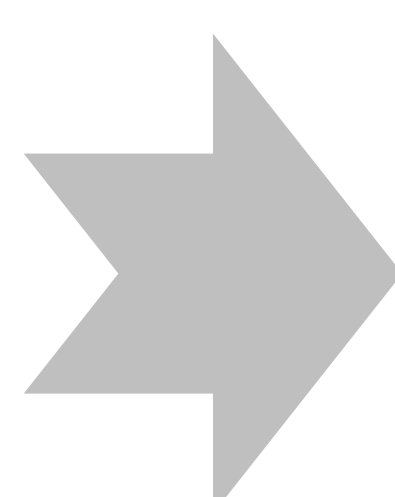
- ***Construct Sidewalks on Both Sides of Major Arterials***



- ***Enhance Mid-Block and Intersection Crossings***



- ***Construct ADA Accessible Sidewalks near Major Transit Stops***





The **Countywide Bikeway Plan** expands upon the existing bikeway system planning efforts within Douglas County and Lawrence to identify:

- ✓ Opportunities to expand the existing bikeway system network to cover all of Douglas County.
- ✓ Potential on-road and off-road bikeway improvements.
- ✓ Possible bikeway connections from Douglas County to other areas including Metro Kansas City and the Topeka Area.
- ✓ Improvements at key locations including:
 - 6th and Iowa Interchange Area in Lawrence
 - Burroughs Creek Trail/Hobbs Park to Riverfront/Constant Park Connector in Lawrence
 - Eudora Elementary and Middle Schools
 - Baldwin City Elementary

Examples of Potential Countywide Bikeway Improvements

Church Street in Eudora (example of wide paved shoulders with marked bike route)



Kasold Drive in Lawrence (example of a marked bicycle climbing lane)

