

**Commuter Park and Ride
Steering Committee Meeting Notes
April 5, 2012
11:00 a.m. to 12:00 p.m.**

The project is split into three (3) steering committees: Fixed Route Transit and Pedestrian Accessibility; Commuter Park and Ride; and, Countywide Bikeway System Plan (Toole Design). Each committee will meet 3-4 times. The public involvement will be conducted by Vireo, Toole and URS. The draft study is slated for October 2013 with final project completion at the end of 2013.

Dan Meyers briefed overview of schedule with Jim Meyer presenting the Gantt chart schedule and a Powerpoint slideshow.

- Survey sent out last week to identify important issues. Key factors included:
 - Identifying key park-n-rides located along a major highway for regional use
 - Shuttling buses to events
 - Access to roadway
 - Locations at mixed-use sites; commercial developments
 - Locations in residential areas, walking to parking facilities, providing ample parking

Ideal locations:

- Along I-70 and K-10
- Near employment centers
- Eudora and other specific sites

Additional Comments:

- Formalizing unofficial park and rides, such as the one at 19th and Haskell near the KU Connector; other parking lots such as strip malls in Lawrence; and wide shoulders on Route 1061 (Church Street) south of K-10 in Eudora.
- Improving safety and security

Opened up for discussion on group's issues and the group discussed the following issues and made the following comments:

- Vanpool program – State operates one now out of the lot at 9th & Iowa
- Park-n-Ride at 19th & Haskell.
- Several unofficial sites (9th & Iowa, Dillons Stores on 23rd and at 6th & Wakarusa, and other commercial locations).
- Shoulder parking is an issue (safety and security), especially in Eudora. There is currently no enforcement to prohibit it around Eudora.

- Eudora's bike/pedestrian bridge slated to connect recreation (outdoor pool) and school complex north and south of the highway. That facility could impact future park and ride lot development.
- If you make the current unofficial park and ride lots official P&R lots, are there maintenance and other agreements that would be a concern.
- 23rd & Harper shopping center has banned informal P&R.
- Grocery stores, Wal-Mart, etc. welcome it.
- Former outlet mall is another informal location.
- KDOT initiating I-70 commuter study soon with meeting on 4/23.
- New recreational center being built out near K-10 and 6th – may require future shuttle service.
 - Constraints to shuttle: ADA requirements.
 - Need to coordinate future highway entrances with signalized intersections (access management exiting lot to head east).
- There will be a small (20 spaces) Park and Ride at the former Farmland site.
- Economic Development tie-in around the creation of new destinations and improving connectivity between park and rides and existing destinations to help attract users to these destination points, e.g. East Hills Business Park and the Farmland site.
- These Park and Ride facilities are also a good selling point to attract a labor pool from Kansas City and vice-versa. Could be attractive for businesses to locate in Lawrence if they know P&R facilities are available.
- Might be useful to have something along new SLT (possibly theater parking lot).
- The JO won't do anything different unless Lawrence gives them funding.
- Why would somebody want to build a P&R encouraging people to go somewhere else?
- Where are current facilities? MARC website. More public education is needed to encourage their use, as well as employers promoting carpooling. Lawrence not actively participating in Ride Share program anymore, but it can be used to find carpool partners.
- Our study should focus more on official P&R locations, not necessarily informal unless broad area. This is because informal facilities change constantly as agreements are fluid.
- Make good use of existing infrastructure like at LeCompton interchange.
- Wide spectrum of how well existing lots are used. Private one at Outlet Mall hardly used while LeCompton sometimes full.
- MPO: The study should identify locations based on existing and future demand, as well as methods for accomplishing the goals to add sites to the transportation system.
- Lawrence Public Works: What are the responsibilities for a formal facility? Need to outline requirements and maintenance agreements / scope of P&R facilities for a formal facility. Design engineers will provide detailed concept drawings with specifications that can be applied to formal P&R facilities.
- Need to ensure that all motorized transportation forms, e.g. mopeds and motorcycles, and nonmotorized forms, e.g. bicycles, wheelchairs, are accommodated into P&R design.
- Expanded concept of a "Commuter facility" rather than a "park and ride facility" to incorporate nonmotorized transportation users.
- P&R facilities need to be true P&R facilities with all the amenities. Group recommends incorporating ancillary uses to make P&R facilities multi-use destination centers, such as farmer's markets to make full use of facility as community amenity.

- Will we be coordinating input from all three studies? Yes. Project team demonstrated online mapping tool.

Dan Meyers informed the committee that the next meeting will be around June 4.

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