

**Park and Ride Study
Steering Committee Meeting Notes
September 18, 2013
10:00 a.m. to 11:00 a.m.**

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Following introductions J. Meyer covered the project schedule. The online survey started in early September and will be active through October 15th. So far 60 responses have been received. The project team will continue to promote the survey and do outreach over the next month. The committee members were encouraged to spread the word about the survey and flyers were made available. The open house is scheduled for Wednesday, October 9th. There will also be a combined steering committee meeting earlier that day. The project team is looking at early November to have a draft report ready.

J. Meyer presented some of the early survey results. He cautioned about the small sample size at this time but indicated the early results provide some insight into the regional travel demand. Approximately 22% of respondents travel outside of Douglas County for work or other activities at least a couple times per week but only 2% of all respondents currently carpool with someone who is not a member of your immediate family. The top three locations respondents would be most likely to use if a formal park and ride facility existed include (in order), 19th and Haskell (existing K-10 Connector route bus stop), I-70 at McDonald Drive interchange area, and I-70 at K-10 interchange area. 31% indicated convenient access to/from home is the most important factor in developing a park and ride facility. A close second was access to I-70 and K-10. Finally, a question was asked about using existing large surface parking lots (for example, commercial shopping centers) that are often underutilized for significant parts of the work day for park and ride facilities. Nearly 98% of respondents indicated this was a good idea. J. Meyer concluded the discussion of survey by again reminding the committee members that this is a small sample size and the project team will provide an update of the results to the committee in October.

J. Meyer then reviewed the potential regional (Douglas County) and Lawrence area park and ride locations. He briefly summarized the evaluation and scoring of the potential sites and showed the scores on a map. A question was asked about the color coding of some of the potential sites. The red numbers referenced what the project team felt were the top locations for developing park and ride facilities. The four locations covered the east, west, north and south areas of Lawrence, and the region.

J. Meyer indicated that based on previous steering committee meetings that he believes the project team had taken the park and ride analysis as far as possible. He asked if the potential sites that were displayed captured the primary areas. The committee followed with a discussion of the map and potential sites and it was agreed that these are the general locations that should be identified. There was further discussion regarding how to display the locations on the map. Specifically the committee wanted the project team to use circles to identify the general locations of the potential sites. The project team will update this map and will email out a revised version.

J. Meyer showed a photo of 19th and Haskell park and ride facility (K-10 Connector Route). He noted the heavy usage of this area, especially now that KU is back in session. The committee members indicated there is a lease agreement in place to use this location for park and ride activities. There was some discussion of maintenance issues and who does the snow removal (the property owner). J. Meyer indicated that this location could be a good opportunity to combine improvements with the fixed-route and pedestrian access study recommendations (perhaps adding a shelter and bicycle improvements could be explored). It was mentioned that the owner of this site did at one point add bike racks. A comment was also made that from an operational standpoint the ideal location for this park and ride facility would be in a different location that would provide a more direct connection.

J. Meyer then discussed the area for a park and facility in the N. 2nd and I-70 location. The project team sees this general area as a good opportunity to look at developing a permanent park and ride facility. There was some discussion about new development and growth in the area and this location is also an ideal spot for a connection to potential regional transit service in the I-70 corridor. A question was asked about using the I-70 business center for shared use park and ride. This was previously discussed at earlier committee meetings and there were concerns that given the recent increased activity at this location that there were concerns that the parking lot would not adequately accommodate future demand (especially if the business center were to see additional growth). After further discussion, the committee agreed that this general location should be identified as a top priority in the report.

J. Meyer then discussed the Baldwin City area and potential park and ride options. While this site didn't score well in terms of access to I-70 and K-10, it does provide access to other regional roadways located closer to southern Douglas County. Based on the last steering committee meeting, this was an area that should be included for a potential park and ride facility. J. Meyer asked the committee members if this area might warrant two potential locations (one in the Baldwin City and one near the interchange of US-59 and US-56). The committee discussed this and felt that continued growth and new development in, and around, this area could justify multiple park and ride locations. For the purpose of the report, the committee determined that the Baldwin City area would be the location to show but there will be text included that talks about a possible future location near US-59 and US-56.

J. Meyer then showed two general park and ride site concepts. The site layout is intended to be a general example of what a dedicated park and ride facility might look like. He indicated that the site layouts would need to be tailored to each site. The concepts included a shelter, bike accommodations,

sidewalks, and potential multimodal (non-motorized) connections. The concept also showed the potential to accommodate developments or additional parking spaces. It was mentioned that the graphics should include an on-street bus stop as only end of the line local buses would likely enter the park and ride facility. The project team will make this revision. J. Meyer indicated that the project team is also developing similar graphics for the shared use park and ride facility.

J. Meyer indicated that the study recommendations will include the development of a shared-use park and ride facility in the Lawrence area. He indicated that the general vicinity of US-59 (South Iowa) and K-10 is the most likely area for the first shared use park and ride facility. He indicated this had been discussed at previous meetings. The committee discussed some of the issues (private roads vs. public roads, maintenance, snow removal, etc.) and indicated that there would need to have a formal agreement with the property owner. Additional discussion indicated that this type of study will be important to have if air quality becomes an issue in the region. It was mentioned that this study could help the area pursue potential funding.

J. Meyer asked the steering committee members what would be appropriate to show at the upcoming open house. After a brief discussion it was determined that the potential park and ride locations (revised with the circle locations) and the conceptual graphics would be best.

Adjournment

The meeting ended shortly after 11:00 a.m. The next Steering Committee meeting will be a combined meeting that occurs on October 9th at 1:00 p.m.