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Project Overview

In 2013, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) completed the Multimodal Planning Studies. The goal of this planning effort was to identify and prioritize transportation needs for commuters, pedestrians, cyclists, and transit riders for the next five to ten years, and to develop a range of short and long-term improvements to support a more multimodal region.

The Multimodal Planning Studies consists of the following:

- Commuter Park & Ride Study
- Fixed Route Transit & Pedestrian Accessibility Study
- Countywide Bikeway System Plan

This report documents the evaluation process and recommendations to develop park & ride facilities within Douglas County.

Developing a Multimodal Transportation System

Multimodal refers to a wide range of mobility options – vehicular traffic, public transportation, walking, bicycling, and ridesharing (carpooling and vanpooling). To some degree, this planning effort addresses opportunities to enhance all of these modes but the primary focus of the Multimodal Planning Studies is to improve walking, bicycling, and transit riding conditions, as well as to develop ridesharing facilities within the Lawrence-Douglas County Region.

Developing a truly multimodal transportation system is consistent with the Complete Streets Policy adopted by the Lawrence City Commission on March 27, 2012 and the Complete Streets Resolution approved by the MPO on September 15, 2011. In addition to supporting this policy, a multimodal transportation system has several benefits including reducing travel costs, promoting an active and healthy lifestyle, expanding mobility options for all users, and providing environmental benefits by reducing traffic congestion and helping to improve air quality within the region. The desire to develop a multimodal transportation system is also consistent with the L-DC MPO’s Transportation 2040 (T2040) Metropolitan Transportation Plan (MTP). T2040 also serves as the Lawrence and Douglas County transportation chapter of their joint Comprehensive Plan which is currently called Horizon 2020.
Park & Ride Study Goals

Each element of the Multimodal Planning Studies has its own set of issues, project goals and evaluation methodology. However, this planning effort recognizes that a number of issues from the individual studies will overlap and impact the selection and prioritization of regional infrastructure improvements. In fact, efforts to incorporate projects from all three studies assist with coordinating planning efforts and leveraging financial resources.

For example, developing park & ride lots will require close coordination with the transit and pedestrian accessibility study as the project team will be looking for opportunities to expand current transit routes to the lots to provide seamless connections between modes. Along these same lines, the project team will also be looking for opportunities to connect countywide bicycle facilities to park & ride lots, and to major transit stops, in order to further promote a well-connected multimodal transportation network.

The Park & Ride Study goals include:

- Identifying possible locations to plan commuter park & ride lots to serve the needs of Douglas County residents who work in Topeka and Metro Kansas City;
- Assessing the feasibility of using the lots to serve shuttle bus needs for special event days in Lawrence;
- Identifying opportunities to encourage carpooling and coordination with regional bus services;
- Identifying opportunities to connect to local transit services and other modes including bicycle facilities.

Park & Ride Benefits

Air Quality Improvements

From a transportation system management perspective, highly-utilized park & ride lots facilitate a reduction in single-occupant vehicles, which makes for fewer cars on the road overall.

Besides saving money on fuel, maintenance, tolls, and other driving costs, drivers and passengers generate less carbon emissions, as well as other air pollutants such as particulate matter, nitrous oxide, and volatile organic compounds (VOCs). While each of these pollutants are generated by different operations of automobiles (i.e. more nitrous oxide is expelled from accelerating, while more VOCs are produced from engine starts), overall air pollution is significantly lower than if each person who carpools or takes transit from a park & ride location were to drive their own vehicle alone.

Traffic Congestion Reduction

Fewer cars on the road also leads to reduced traffic congestion. Decreased traffic volumes on arterial and collector streets not only improves travel times for motorists, but for bus transit vehicles as well.

Not coincidentally, traffic congestion also leads to greater air pollution since people operate their vehicles for greater amounts of time. As such, park & ride facilities that help reduce the number of cars on the road are an important means of positively impacting the entire transportation system of a metropolitan area and the travel corridors though and between metropolitan areas.
Definition of Park & Ride

Park & Ride lots are typically located near major transportation corridors, such as highways or arterial streets, and are designed to help commuters connect with local or regional bus service or to facilitate ride sharing such as carpools and vanpools. Park & Ride lots can be formal which means they are likely owned and maintained by a transit / transportation agency, or informal which means ride sharing activities are occurring in shared lots with existing businesses, churches or other institutions. Lots often vary in size depending on the size of the community and parking demand.

User Characteristics

Several studies have documented the general characteristics of park & ride users across the country which includes demographics, mobility and economic information. Characteristics of park & ride users include:

- **Choice:** These are commuters who have a car but choose to take public transit;
- **Geographic Proximity:** Most users live within 5 miles of the park & ride lot;
- **Gender:** The majority of users are female;
- **Income:** Higher average income than the median of all transit riders;
- **Work-Related:** Trips are most often work related;
- **Poor Transit Access:** Users typically live more than 5-miles from an existing transit stop;
- **Wide Age Range:** Users cover a broad range of ages from 18 to 55.

**FOR USERS,**

**PARK & RIDE REDUCES...**

- Vehicle maintenance costs by reducing annual miles traveled;
- Vehicle depreciation by reducing vehicle miles traveled;
- Fuel costs; and
- Tolls and parking fees.

**FOR SOCIETY,**

**PARK & RIDE REDUCES...**

- Single-occupant vehicles traveling and replaces that with more efficient high-occupancy vehicles;
- Demand on parking spaces in urban and central business districts;
- Air pollution generated from automobiles; and
- Traffic congestion.
Lot Characteristics

Successful park & ride lots have the following characteristics:

- **Location**: Should be relative to employment areas and located 10 or more miles from the central business district or work destination;
- **Safety**: Lots should be located on highly visible and high volume corridors with sufficient lighting;
- **Accessibility**: Lots should be located near major arterials and accessible to vehicles, pedestrians, and bicycles;
- **Land Use**: High-density land uses near the lot and businesses near the lot;
- **Transit Service**: Lot is served by frequent and/or multiple transit routes;
- **Amenities**: Includes amenities for the users and compatible land uses such as retail and services near or adjacent to the lot.

Lot Amenities

Park & ride lots can be designed with simply a parking lot and signage to more elaborate lots with connections to transit and amenities for the transit user. Depending on the needs of the commuters and community, amenities can vary at each lot. If security is a concern, lighting and security equipment and/or personnel should be considered.

Given that one of the primary objectives of the Multimodal Planning Studies is to strengthen and encourage the use of alternative transportation modes, it is important that the park & ride facilities which are developed in Douglas County, and in particular in Lawrence, should include multimodal elements. One such enhancement would be the development of bicycle storage facilities, in coordination with the development of park & ride facilities, to encourage true multimodal connections. This is something that the MPO staff is exploring throughout Lawrence.
Formal vs. Informal Park & Ride Typologies

Formal park & ride activities include a designated parking facility that accommodates the transfer of a motorist from their personal vehicle to a local or regional transit service, or to another person’s vehicle (i.e., carpooling or ridesharing). Formal park & ride facilities are also likely to include amenities such as enhanced shelters, bicycle parking and storage, and designated transit bays to separate bus and personal vehicle traffic.

Informal park & ride activities are most likely to support carpooling or ridesharing activities. In this situation, a motorist is likely to meet another motorist at an agreed upon location – which is likely a convenient location for each motorist to meet, and providing the opportunity for one motorist, or potentially multiple motorists, to park for an extended period of time. Identifying informal park & ride activities can sometimes be difficult as it may not occur on a regular basis. If it takes place in a large commercial area, it could be difficult to identify park & ride users versus other parking lot users.

It is important to identify existing park & ride locations, both formal and informal. If informal park & ride locations are experiencing significant use, then formalizing a park & ride location with the property owner, or developing a nearby dedicated facility, should be considered.

Existing Park & Ride Locations in Lawrence

Two formal park & ride facilities within Lawrence:
- Kansas University; and
- 19th Street and Haskell Avenue.

Other Douglas County lots provide informal uses:
- I-70 Business Center vicinity on North 2nd Street and the Holiday Inn on McDonald Drive;
- Commercial lots throughout Lawrence;
- Shoulder use along Church Street in Eudora; and
- KTA parking (informal commuter parking lots).
Shared Use vs. Dedicated Park & Ride Facilities

Besides facilities owned and operated by transit agencies for the exclusive purpose of park & ride (dedicated facilities), parking lots are often owned by large commercial establishments such as shopping centers, hotels, and others businesses. Smaller establishments such as churches and civic buildings (libraries, village halls, etc.) may also have parking lots that are underutilized at certain times of the day and week. In some locations, there may be an opportunity to designate some parking spaces for shared use park & ride activities. More extensive shared use parking could also include transit connections and enhanced amenities. Overall, shared use parking promotes a more efficient use of land, which also has several environmental benefits.

Considerations for shared use park & ride lots include potentially altering the alignment of existing transit routes to stop at the location, developing cost-sharing agreements with host parking lot sites regarding snow removal and maintenance of any shelters or transit facilities, and addressing security needs.

Additionally, dedicated park & ride facilities can accommodate formal park & ride activities. Dedicated facilities may more easily accommodate linkages to other modes including local and regional transit services, as well as provide a safe and convenient location for bicyclists to park & ride.

Currently, one of the few “official” park and ride facilities that currently exists within the Lawrence Area is the KU Park and Ride lot located on West Campus near 23rd and Iowa (entrance off Clinton Parkway at Crestline Drive). This lot connects to local transit service Route 41. Students living off campus are able to purchase an annual parking pass for $180 to use this facility. This park and ride lot is also used for KU special events – primarily men’s basketball games.

Park & Ride facilities that feature bicycle trail and transit connections - like this one in Madison, WI - promote system-wide benefits to all users
Recent Studies Impacting Park & Ride Facilities in Douglas County

5-County Regional Transportation Study (KDOT)

This study was a joint effort led by the Kansas Department of Transportation (KDOT), the Mid-America Regional Council, and the Lawrence-Douglas County Metropolitan Planning Organization. The main focus was on quantifying the changing transportation needs in the area composed of Douglas, Johnson, Leavenworth, Miami, and Wyandotte Counties, which is the fastest growing region in the State of Kansas, then developing a set of strategies for prioritizing and addressing those needs.

The driving force behind growth in this region can be chiefly attributed to roughly twenty larger-scale land developments, which are heavily concentrated in the southwestern part of the Kansas City Metropolitan Area. These include the BNSF Intermodal Facility at Edgerton, and the Legends Mall and Kansas Speedway developments in western Wyandotte County.

The study was divided into two phases; the first centered on projecting future needs and gaining public involvement perspective, while the second tackled developing solutions and a strategic plan.

Phase 1 findings identified both deficiencies and opportunities within seven east-west corridors and six north-south corridors. Other recommendations included a regional vision that addresses the movement of people and freight, financial efficiency, environmental protection, improved public health, and the development of an integrated multi-modal system.

Phase 2 analyzed the specific goals, deficiencies, and opportunities, and then developed a matrix which summarized the findings and conclusions for the various desired outcomes. They are categorized into safety, regional prosperity, efficient use of financial resources, choice, environment, public health, social equity, and livability.
West of K-10 Plan

Focusing on managing and encouraging urban growth in the area west of K-10 in the northwest vicinity of Lawrence, KS, this study is an amendment to the Horizon 2020 Comprehensive Plan for Lawrence and Douglas County that was developed in conjunction with City and County departments. In 2009 the area was characterized primarily by single family, agricultural, and vacant parcels adjacent to the K-10 and US-40 highways, as well as several rural / county roads. The goal of the study was to find ways to foster a mix of neighborhood uses, housing types, traditional neighborhood design, large employment uses, and an integration of parks and open space. This is to be facilitated partially by increasing connectivity between neighborhoods, increasing the visibility of corridors, forging neighborhood identity, and linking trail systems to the regional network.

The future land use plan calls for various new urbanism approaches such as short blocks, pedestrian-oriented design, and viewsheds of both Lawrence and the rural eastern landscape of Douglas County. Additional recommendations include the use of gateways, thoroughfares, shortened setbacks, and increasing the overall identity of the emerging community.

Transportation improvements involve the expansion of shared-use paths along 6th Street, extension of the Bob Billings Parkway / 15th Street (as well as the construction of bikeways on either side of this road), and classifying E 902 Road as a collector street. Most significantly, the study calls for a grade separated interchange at K-10 and E 1500 Road / Bob Billings Parkway. That new interchange is now under development and is being financed with funding from KDOT, Lawrence, and Douglas County. This plan, and its proposed land use patterns, are critical items to be considered during the approval of any urban growth development west of K-10.
Rock Chalk Development

The Rock Chalk development is located in proximity to the US-40 and K-10 interchange. This interchange area has been previously discussed as an ideal location to construct a future park & ride facility and for the eventual extension of local transit service as the area develops. As such, the development of the Rock Chalk facility should consider the potential linkages to a future park & ride facility in this area.

This $25 million development project aims to build a large-scale outdoor and indoor athletic facility primarily to be used by the University of Kansas Athletic Department. The facility would include track and field, soccer and softball stadiums, and an 181,000-square-foot building with eight gyms and other amenities. The site for the development is located in the northeastern corner of the K-10 / US-40 interchange area. This development will sit on an existing 90-acre piece of land called Rock Chalk Park. An additional 72 acres adjacent to the park is owned by the City of Lawrence and is included in the area that will soon house a City recreation / sports facility complex.

Concept Site Design for Rock Chalk Development
**I-70 Corridor Study (Regional Transit Service)**

Interstate 70 is the major east-west roadway corridor that links the Lawrence and Topeka areas to the Kansas City Metropolitan Area, and several other freeways in the US Interstate System. I-70 is a toll road for a segment between Kansas City and Topeka, with a varying number of lanes. KDOT owns and operates the I-70 segment east of the 18th Street Expressway, while the KTA manages the roadway west of that point to Topeka where the toll road turns south to Wichita and I-70 is a toll-free road going westward.

I-70 is receiving state funding support for two major projects, including real-time traffic information and an interchange improvement with K-7. In regard to I-70 improvements near Lawrence, there is a planned interchange upgrade with K-10 following a future KTA / I-70 roadway widening to 6 lanes through the rest of Douglas County.

This study recommended possible future initiation of transit service along I-70 between Topeka, Lawrence, and Kansas City, KS and Kansas City, MO, in the form of an intercity / commuter bus service.

Although no areas in Lawrence were identified for new park & ride lots in this study, the use of park & ride lots is strongly advised, as well as the expansion of existing park & ride facilities elsewhere along the I-70 Corridor.
Public Outreach

Public involvement is a high priority in the transportation planning process and in the development of the Multimodal Planning Studies for the L-DC MPO. The MPO’s Public Participation efforts for transportation planning procedures and projects reflects the MPO’s rigorous approach to public involvement. It outlines a process that provides complete information, timely public notice, and full public access. The stakeholder and public participation process included opportunities for input via the following Multimodal Planning Studies public outreach tools:

- WikiMaps Online Mapping website
- Open House Events
- Steering Committee
- Mobile Meetings
- Project Website
- Online Surveys

The draft Commuter Park & Ride Study was made available for a 15-day public review period, and it was presented to the Lawrence-Douglas County MPO for review and approval. Comments that were received were discussed by the consultant team, MPO staff, and the Steering Committee and incorporated into the final document where appropriate.

Online Mapping

An online interactive WikiMap was available early in the planning process to gather public input about park & ride opportunities within Douglas County. WikiMaps allows users to draw specific types of points on a map and enter comments on those points. The WikiMap was available from April 10 through July 17, 2013. The WikiMaps were available for all Multimodal Planning Studies and the majority of responses were related to the Countywide Bikeway System Plan; however, several meaningful comments about Park & Ride were received. These comments are summarized in the Park & Ride WikiMap User Input Summary Memorandum that was submitted to the L-DC MPO on August 6, 2013 and is included in Appendix B of this report.

Open House Events

Two open house events were held, the first on Wednesday, June 5, 2013 from 4:30 to 7:30 p.m. at the Lawrence Visitor Center / Union Pacific Depot (402 N. 2nd Street) in North Lawrence, and the second on Wednesday, October 9th, 2013 from 4:30 to 7:30 p.m. at the Indoor Aquatic Center in West Lawrence. The June event was designed as an opportunity for people to receive general information on the project and to view poster boards with ongoing findings at that time. Presentations were also given on the topics of Transit-Pedestrian Connectivity and the Countywide Bikeway System Plan. The October event provided more extensive information that included existing conditions assessment and preliminary recommendations for each of the three studies.

Steering Committee

A Steering Committee was formed by the Lawrence-Douglas County Metropolitan Planning Organization to provide input and guidance for the development of this plan. The Steering Committee met regularly over the course of the plan’s development to provide local knowledge, identify local and regional park & ride issues, and to guide and review recommendations. Park & Ride Steering Committee members are listed in Table 1.

<table>
<thead>
<tr>
<th>Table 1: Park &amp; Ride Steering Committee</th>
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<tbody>
<tr>
<td><strong>Member</strong></td>
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<tr>
<td>Allison Smith</td>
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<tr>
<td>Bob Nugent</td>
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<tr>
<td>Britt Crum-Cano</td>
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<tr>
<td>Chris Tilden</td>
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<td>Chuck Soules</td>
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<td>Eileen Horn</td>
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<td>Keith Browning</td>
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<td>Peg Livingood</td>
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Mobile Meetings

Mobile meetings were held following each public open house. The mobile meetings included the same general information presented at the open houses, but the project team conducted informal meetings with the public throughout Douglas County. Four mobile meetings were held following the first open house, and three mobile meetings were held following the second open house. The meetings were held at the following locations / dates:

- Family Fun Night in Laws Field, Eudora (7-12)
- Downtown Lawrence Farmers’ Market (7-13)
- Douglas County Fair Grounds - Family Day (8-2)
- Baldwin City Art Walk (8-16)
- Downtown Lawrence Farmers’ Market (10-19)
- Baker University Football Game (10-19)
- Eudora High School Football Game (10-25)

In addition, the mobile meetings aided in:

- Building awareness about the Multimodal Planning Studies planning effort and increasing understanding of its goals for the region;
- Driving traffic to the web page for the Multimodal Planning Studies;
- Sharing initial feedback gathered for the Multimodal Planning Studies thus far;
- Gathering comments on existing conditions and concerns connected to the transportation system, such as obstacles to carpooling, riding the bus and riding a bicycle for trips to work, school, and other practical trips in the region.

Online Survey

The online survey contained 32 multiple choice and fill-in-the-blank / box questions and was active from September 3, 2013 to October 15, 2013. Anyone could access the website and complete the survey, which received 113 respondents. Although some questions were skipped by some respondents, the majority of questions were answered by all respondents.

Questions identified the issues present in each of the three Multimodal Planning Studies. Questions pertaining to park & ride yielded the following information:

- Respondents prefer the locations of the Lecompton I-70 / K-10 Interchange, the K-10 at US-59 / South Iowa Street Interchange area, and K-10 / 23rd Street near the Lawrence Venture Park (Farmland Redevelopment sites) for possible new park & ride site locations (Question 4);
- Access to one’s home was selected as the most important reason for a preferred location (65.6% or 59 out of 90 responses), followed by convenient access to I-70 and K-10 (38.9% and 32.2% respectively) (Questions 5 and 6); and
- The following locations were selected by more than one respondent as potential park & ride lots: Tanger Mall (6), 6th Street Walmart (3), Target at 33rd / Iowa (2), and Hallmark (2). (Question 7).

Multimodal Planning Studies Project Website (November, 2013)
Evaluation Methodology

The project team scored each of the potential site locations. An ordinal ranking system was used where “1” represented the lowest score and “5” represented the highest score. Evaluation criteria included the following:

- 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

Evaluation scores have been “translated” into pie charts where “1” equals an empty pie, “2” equals one quarter pie, and so on.

Site Overview

In order to organize and effectively compare park & ride site locations, each potential site identified in Table 2 as well as Figures 1 and 2 contains a concise summary, which includes discussion of geographic location; current conditions / issues; preliminary recommendations; and possible short-term, mid-term, and long-term strategies for each site (where applicable).
### Site Scoring

Table 2 summarizes each location’s scores and Figures 1 and 2 display the approximate location of park & ride facilities being considered; site locations are numbered and discussed in further detail on the following pages.

#### Table 2: Park & Ride Site Location Scores

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Lecompton</th>
<th>Baldwin City</th>
<th>Eudora</th>
<th>I-70 / K-10</th>
<th>I-70 / McDonald</th>
<th>I-70 / 2nd Street</th>
<th>K-10 / US 40</th>
<th>K-10 / US 59</th>
<th>Venture Park (Farmland)</th>
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<tbody>
<tr>
<td>Access to / from I-70</td>
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<td>Ability to accommodate bikeway connections/trail heads</td>
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<tr>
<td>General feasibility of site / area to accommodate amenities (i.e., shelters/waiting areas, bicycle parking, circulation, convenient site access, etc.)</td>
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**Key**

- ● = 5
- ● = 4
- ● = 3
- ● = 2
- ○ = 1

*Note: Empty cells indicate criteria does not apply.*
Figure 1: Potential Park & Ride Site Locations

1. Lecompton Area
2. Baldwin City Area
3. Eudora Area
4. K-10 at I-70 Interchange Area
5. McDonald Drive at I-70 Interchange Area
6. North 2nd Street at I-70 Interchange Area
7. K-10 at US-40 Interchange Area
8. K-10 at US-59 Interchange Area
9. Lawrence Venture Park Redevelopment (Farmland)
Figure 2:
Potential Park & Ride Site Locations (City of Lawrence)

1. Lecompton Area (shown on Figure 1)
2. Baldwin City Area (shown on Figure 1)
3. Eudora Area (shown on Figure 1)
4. K-10 at I-70 Interchange Area
5. McDonald Drive at I-70 Interchange Area
6. North 2nd St. at I-70 Interchange Area
7. K-10 at US-40 Interchange Area
8. K-10 at US-59 Interchange Area
9. Lawrence Venture Park Redevelopment

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Lecompton Area

Current Conditions / Issues:
Lecompton is within proximity to the existing KTA commuter parking lot at I-70 and K-10. Current park & ride demand in the Lecompton area has not been identified but there is a high likelihood that most of the rideshare activities originating in Lecompton are using the I-70 and K-10 lot. Compared to other potential park & ride locations, the Lecompton area scored relatively low and is currently not viewed as a high priority for developing park & ride facilities in the region.

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

**Preliminary Recommendations:**
- Identify a park & ride facility to encourage ridesharing (no transit connections).
- Explore feasibility of accommodating special event parking.

**Current Conditions / Issues:**
Baldwin City is located the farthest distance from Lawrence (approximately 15 miles via US-59 and US-56). In many respects, this location is much different from the other potential park & ride sites that were considered. Compared to other sites, Baldwin City scored the lowest in terms of addressing the evaluation criteria; however, this location offers other possible rideshare opportunities not considered in the evaluation criteria. Baldwin City is only 25 miles away from Olathe, KS via US-56, and 45 miles to Topeka, KS via US-56 and US-75. Baldwin City also has close access to I-35 which the other potential park & ride sites in Douglas County do not. Given these unique characteristics, Baldwin City definitely has the potential to develop a rideshare focused park & ride facility in the future.
Eudora Area

Current Conditions / Issues:
The project team has identified demand for a park & ride lot in Eudora. Currently, informal park & ride activities are occurring along Church Street, including on the shoulders, near the K-10 interchange. However, there are a number of safety concerns associated with informal parking of this nature, which may be addressed via the implementation of a formal park & ride facility. Eudora is also along the K-10 Connector regional transit service route operated by Johnson County Transit. As such, the potential exists to explore adding a Eudora stop. The Eudora area appears to offer a high potential for developing a formal park & ride facility to serve both ridesharing and potential future regional transit connections.

Preliminary Recommendations:
- Develop formal park & ride facility that would connect to K-10 and complement future demand for regional transit service.
- Evaluate the possibility of accommodating KU special event parking.
**K-10 at I-70 Interchange Area**

**Current Conditions / Issues:**
The I-70 at K-10 Interchange Area features an existing KTA commuter parking lot which can accommodate approximately 70 vehicles. While KTA does not have a formal park & ride program, they allow commuters to utilize the lot for ridesharing and have observed generally very high utilization rates at this site. Current utilization rates observed during several days of fieldwork showed upwards of 50 parked vehicles. Additional benefits associated with this site location include direct access to the I-70 corridor. Given the direct connection to I-70, this site could potentially be considered to accommodate future regional transit service. However, given the distance from Downtown Lawrence, this location is likely not as desirable for the regional transit stop as the other two I-70 Lawrence exits.

**Preliminary Recommendations:**
- Evaluate this location further in coordination with a possible US-40 and K-10 park and ride facility.
- Support efforts to have KTA formalize park & ride facilities
- Support site enhancements including paving the current gravel overflow area.

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**Figure: 3-1**
Potential Park and Ride Locations (Douglas County)
McDonald Drive at I-70 Interchange Area

Current Conditions / Issues:
This area features an existing KTA toll facility which contains a small parking lot for ridesharing purposes. While KTA does not have a formal park & ride program, they allow commuters to utilize the lot for ridesharing. Given the relatively small parking lot at this location, the rideshare activities are generally low. Given the proximity to the I-70 corridor, this site does have potential to accommodate a future park & ride facility. However, limited space and the current I-70 access configuration may make this location difficult to fully utilize.

Preliminary Recommendations:
- Continue to utilize the KTA parking lot for informal ridesharing.
- Monitor informal park & ride utilization in the area.
- Evaluate potential for this location to be used for future I-70 regional transit service. Coordinate evaluation with the N. 2nd Street at I-70 location.
North 2nd Street at I-70 Interchange Area

Current Conditions / Issues:
The I-70 Business Center is located in the vicinity of the N. 2nd Street and I-70 Interchange. This location has been identified through the study process as having informal ridesharing activity given the convenient access to I-70. Additionally, there is existing fixed-route bus service in the area that provides connections to Downtown Lawrence. Recent redevelopment of the I-70 Business Center, and potential new development being discussed in the area, makes this location a strong candidate for the development of a future park & ride facility in the near future. This location has strong potential as the site for a Lawrence stop along any future I-70 regional commuter bus route.

Preliminary Recommendations:
- Evaluate in more detail potential connections to I-70 regional transit service.
- Explore the opportunity to develop a transit transfer hub that would serve future I-70 Corridor commuter bus service, accommodate park & ride connections to local fixed-route transit, and serve ridesharing needs.
- Identify a specific site for a future park & ride facility.
- Prioritize multimodal connections (bicycles and public transit) in evaluating potential sites.
Current Conditions / Issues:
This site location demarcates the western edge of current urban development in Lawrence. As such, the land is not yet developed in the vicinity of this interchange. However, the University of Kansas Rock Chalk development that is currently being constructed at this location may provide a large influx of activity and demand for parking. While it would be ideal from a land use and transportation perspective to develop a shared use parking facility with the Rock Chalk development, there is uncertainty that spaces would be available for daily park & ride activities. Recent planning studies in this area have identified a desire to construct a park & ride facility that would also connect to local transit service (when development warrants extension of the transit service to the west). Significant reconstruction of this interchange to a Diverging Diamond Interchange (DDI) is expected to begin in 2016.

Preliminary Recommendations:
- Evaluate this location further in coordination with the I-70 and K-10 KTA commuter parking facility.
- Coordinate with KU regarding the Rock Chalk development to identify potential shared use park & ride opportunities.
- Ensure development plans that extend west provide appropriate transit accommodations to facilitate efficient future transit operations.
Preliminary Recommendations:

- Identify a location for a shared use park & ride facility.
- Evaluate the short-term usage and determine the long-term feasibility of continuing with an informal shared use park & ride facility vs. the need to identify a dedicated facility in the vicinity.
- Use lessons learned from a shared use demonstration project to possibly incorporate into other areas of Lawrence, or into newly developing areas.

Current Conditions / Issues:
The K-10 at US-59 Interchange Area includes several existing commercial developments with significant parking accommodations. These parking lots, such as the movie theater, are underutilized during the day. Moreover, this general location provides convenient access to US-59 and K-10, with access to K-10 expected to improve significantly pending the construction of the South Lawrence Trafficway (SLT). This location is on the south edge of Lawrence and will continue to see new development, especially with the construction of the SLT.
Current Conditions / Issues:
The Lawrence Venture Park Redevelopment (former Farmland site) includes a limited park & ride facility, which exists primarily to provide access to the trail head. The K-10 Connector currently runs near this area, which is also served by existing fixed-route transit service. The construction of the South Lawrence Trafficway (SLT) will dramatically impact development and traffic patterns in the east-southeast portion of Lawrence. K-10 will be rerouted from the current alignment along 23rd Street. New north-south local and collector roadways will be constructed to provide connectivity to the SLT. As development occurs in this area there could be opportunities to incorporate park & ride accommodations near the SLT (new K-10 alignment).

Preliminary Recommendations:
- Identify possible opportunities for smaller scale park & ride accommodations in the Lawrence Venture Park Redevelopment area.
- Evaluate the potential to develop a dedicated park & ride facility in conjunction with the development of the SLT. Possibly explore incorporating shared use park & ride facilities into future developments in this area.
Figure 3: Final Park & Ride Location Recommendations

Note: Recommendations 7 and 8 are policy related and are not included in the figure.
Recommendations

This section outlines recommendations to develop a range of park & ride facilities within Douglas County and Lawrence. A number of potential locations were evaluated to determine how well they address the overall Park & Ride Study goals. Generally speaking, a case could be made to develop some form of park & ride facilities (shared use, dedicated, or even very informal accommodations) in any of the locations discussed in Chapter 3. With that said, some locations provide better opportunities to serve the park & ride and rideshare needs of the region, and the following recommendations outline actions that will help advance the development of additional park & ride facilities within Douglas County.

When considering the following recommendations, it should be noted that the order of these does not reflect prioritization. The County, City, KDOT, and other organizations should take advantage of opportunities to incorporate park & ride accommodations into other transportation projects and regional development. The adjacent graphic summarizes the Park & Ride recommendations while Figure 3 (page 30) displays the general location of the improvements. Recommendations one through six are related to potential park & ride locations within Douglas County and Lawrence. Recommendations seven and eight are policy related, and are not applicable for inclusion in Figure 3.

Recommendations Summary

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<td><strong>1</strong> Develop a Shared Use Park &amp; Ride Facility in South Lawrence.</td>
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<td><strong>2</strong> Identify a Dedicated Park &amp; Ride Facility along the I-70 Corridor.</td>
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<td><strong>3</strong> Develop a Park &amp; Ride Facility with a Regional Transit Service Connection in Eudora.</td>
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<td><strong>4</strong> Develop a Park &amp; Ride Facility with Local Transit Service Connections in West Lawrence.</td>
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<td><strong>5</strong> Develop a Park &amp; Ride Facility in Baldwin City.</td>
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<td><strong>6</strong> Explore the Potential for a Park &amp; Ride Facility in East Lawrence.</td>
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<td><strong>7</strong> Coordinate the Park &amp; Ride Development Plans to Enhance Multimodal Connections.</td>
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<tr>
<td><strong>8</strong> Foster Safe and Accessible Pedestrian Circulation to and from the Park &amp; Ride sites.</td>
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As the Park & Ride Study progressed, it became apparent in the issues identification phase that there is a general agreement among Steering Committee members, and the general public, that informal park & ride activities are occurring throughout Lawrence, Eudora, and other parts of Douglas County. While this study did not attempt to quantify informal use, or the overall regional park & ride demand, it is clear that informal ridesharing is scattered throughout the County. The overall regional demand for park & ride services is further supported by the “informal” KTA park & ride lot at I-70 and K-10 which has upwards of 50 vehicles parked for rideshare activities on a daily basis. The two formal park & ride facilities in Lawrence – KU and 19th and Haskell – are also heavily used during the school year and further support overall park & ride demand in the region.

In terms of specific informal park & ride use, the I-70 corridor near the interchanges of N. 2nd Street and McDonald Drive were identified as areas having frequent rideshare activities. The I-70 Business Center on N. 2nd Street accommodates informal park & ride activities while the Holiday Inn parking lot at McDonald Drive has also experienced informal park & ride use. Less specific informal park & ride activities have also been observed at various commercial parking lots throughout Lawrence. As stated earlier in this report, it is important to understand that the observed heavy demand for informal park & ride spaces in the region could indicate a need to formalize park & ride facilities.

Given the current conditions, and anticipated regional growth, the development of a shared use park & ride facility is a good starting point to begin expanding park & ride options within the region. A shared use facility provides local officials an opportunity to further assess the demand for regional park & ride services without the significant financial investment associated with a permanent, or dedicated, park & ride facility.

If successful, shared use facilities could be incorporated into other developments within Lawrence or other parts of Douglas County. If the shared use facilities are extremely successful and have high utilization rates, this could warrant consideration for developing dedicated park & ride facilities that provide enhanced amenities to the traveling public.

This study recommends the identification and development of a shared use park & ride facility within Lawrence. In considering potential locations, the southern portion of Lawrence, near US-59 and K-10, has a considerable amount of underutilized surface parking available (during the typical work day and work hours) within commercial areas. The I-70 Corridor was also considered for a potential shared use facility but existing options are limited. In past years, the I-70 Business Center may have been considered but recent redevelopment of that center has reduced the availability of parking that could be set aside for shared use park & ride activities. The McDonald Drive area is another possibility but it too has limited opportunities within the immediate vicinity of the I-70 Corridor that could be set aside to accommodate shared use parking. Supporting information for implementing a shared use park & ride facility is provided later in this chapter, and Figure 4 on page 39 shows a conceptual layout of this type of facility.

The Regal Southwind Stadium 12 theater is an example of a commercial parking lot that is underutilized during a typical work day.
Identify a Dedicated Park & Ride Facility along the I-70 Corridor.

As previously discussed as part of the shared use park & ride recommendation (recommendation #1), the I-70 Corridor currently has a documented demand for ridesharing. The “informal” KTA lot at I-70 and K-10 has upwards of 50 vehicles per day. Concerns regarding informal park & ride activity have been identified in both the McDonald Drive and N. 2nd Street locations. These two locations are currently served by local transit and could connect to future regional bus service in the I-70 Corridor. The N. 2nd Street and McDonald Drive sites offer the most potential for connecting to local and regional transit service. The I-70 and K-10 site is likely too far west of Downtown Lawrence and the KU Campus to be considered a feasible option to accommodate regional transit. However, that location still plays a vital role in the regional transportation system as a park & ride facility that would accommodate ridesharing activities (discussed further in recommendation #5).

It is recommended that a dedicated park & ride facility be identified in the McDonald Drive or N. 2nd Street location. An initial analysis suggests that a N. 2nd Street location would provide the best regional transfer point to local transit service.

The I-70 Business Center currently has fixed-route transit service and it might be possible to incorporate that route into a dedicated park & ride facility.

The timing for construction of a park & ride facility depends heavily on the implementation, and success, of commuter / regional bus service along the I-70 Corridor. Local officials should monitor the implementation of the I-70 regional bus service and factor this into the planning, site selection, and design process for park & ride facilities. One possible approach would be to identify an existing, or future, development that could accommodate a shared use park & ride facility near I-70. As rideshare demand warrants, the facility could potentially be expanded to include the development of a dedicated park & ride facility. Figure 5 (page 41) displays two conceptual designs that would accommodate three buses and five buses. It should be noted that these are general concepts to show the potential features of a typical dedicated park & ride facility.

The KTA currently provides informal rideshare parking facilities that could be converted to formal park & ride with connections to local and regional transit.
Informal park & ride activity has been documented in Eudora. In particular, the Church Street Corridor near K-10 has been identified as a location that has informal park & ride activity – including some ridesharing activities that occur on the roadway shoulder raising potential safety concerns for the traveling public.

Given these current conditions, it is recommended that a park & ride facility be identified in Eudora. This location also provides the potential opportunity to connect to existing regional transit service (K-10 Connector) between Johnson County and Lawrence if an Eudora stop is added to the route. Eudora officials should work to identify a site near the K-10 Corridor. This will allow for convenient access for motorists and also accommodate potential regional transit service. It is possible that a park & ride site could start out relatively small and eventually be expanded to include additional parking and enhanced amenities if utilization rates are high.

The West Lawrence area is a rapidly developing growth area that provides the opportunity to enhance/expand existing park & ride activities at the I-70 and K-10 interchange area while developing an additional park & ride facility near the US 40 and K-10 interchange. While these locations are relatively close, each location serves, or may serve, a different rideshare function. The I-70 at K-10 site currently serves a regional rideshare function with the majority of users traveling along the I-70 corridor to Topeka or Kansas City. This location is likely located too far away to be efficiently served by local fixed-route transit service. As such, this I-70 and K-10 park & ride lot will most likely continue to serve only rideshare functions.

The interchange area of US 40 at K-10 is mostly undeveloped and no specific park & ride site has been identified. However, development plans in this area have indicated the desire to construct a park & ride facility and to connect to local transit service.

This connection would require extending existing fixed-route transit service. If this were to occur, it would be important to design efficient transit stops between the current service which ends at Wakarusa Drive and the US 40 and K-10 interchange area. This park & ride facility could also possibly serve KU shuttle buses operating between the KU campus and/or the new Rock Chalk development.
Develop a Park & Ride Facility in Baldwin City.

Baldwin City represents a unique park & ride opportunity unlike the other locations considered in this study. While the general location scored relatively low in terms of the evaluation criteria, Baldwin City has nearby access to the US-56 and I-35 corridors which the other locations do not. Baldwin City is also located just far enough away that there is likely some ridesharing occurring to/from Lawrence. Developing a park & ride facility in the Baldwin City area could potentially encourage additional ridesharing activity between these two communities.

Continued job growth in the southern part of Johnson County and Baldwin City’s nearby connections to major roadways in the Kansas City Metropolitan Area are other reasons to recommend that Baldwin City explore the possibility of developing a park & ride facility.

Initially, a shared use park & ride concept could be explored. Depending on demand, it might be possible to expand the shared use facility, or potentially explore the option of constructing a dedicated park & ride facility. Unlike some other locations being considered, urban transit connections to the Baldwin City park & ride facility are not considered feasible. Also, while there could be some potential for a KU shuttle bus service for special events, this is viewed as a relatively low priority.

Explore the Potential for a Park & Ride Facility in East Lawrence.

The existing 19th and Haskell park & ride lot is well utilized and has taken advantage of a mostly vacant commercial development to accommodate extended parking and transit connections to the K-10 Connector. From a transit operational perspective, this park & ride facility is not located in the most convenient location. Ideally, this park & ride facility would be located along the 23rd Street corridor thus providing a more direct route and more efficient service. A facility along the 23rd Street corridor would also provide more direct access for motorists accessing the park & ride site.

The construction of the SLT will dramatically impact development and traffic patterns in the east-southeast portion of Lawrence. K-10 will be rerouted from the current alignment along 23rd Street and new north-south local and collector roadways will be constructed to provide connectivity to and crossing of the SLT. As development occurs in this area, the City should explore the possibility of constructing park & ride accommodations near the SLT.

Ultimately, the recommendation for this area is to continue to explore future park & ride opportunities. It might be possible that a shared use park & ride facility might be appropriate for this area, especially if a dedicated park & ride facility is constructed in Eudora. The East Lawrence area could also potentially be an ideal location to accommodate KU special event shuttle services.

The recent Lawrence Venture Park Redevelopment has a limited park & ride facility, and in reality the parking spaces are not intended to accommodate the typical park & ride activities addressed in this plan. That parking lot functions more as a trailhead and provides linkages to the regional bikeway network.

New development in East Lawrence could provide opportunities to develop new park & ride facilities...
Connections to local and regional bikeway facilities should also be accommodated, and bicycle amenities should be included in the park & ride site design process.

As part of good holistic site design, all of the park & ride facilities should have well-planned and designed pedestrian ways to, from, and through the park & ride sites. It is possible that residents living near these sites may walk to the park & ride lot to carpool with a friend; therefore, good pedestrian connections and circulation are crucial to designing these park & ride facilities.

Prioritizing these bike, walking, and transit connections early in the planning and design phases for park & ride facilities will benefit all transportation users and help develop a truly multimodal regional transportation system.
A key theme that has come out of the Multimodal Planning Studies is the need to better accommodate alternative transportation modes – in particular pedestrians. The Fixed Route Transit and Pedestrian Accessibility Study identified the lack of direct pedestrian connections between a bus stop and development as the biggest obstacle to increasing fixed-route transit ridership. When a transit rider exits a bus, becoming a pedestrian, there is often no direct sidewalk connection present to allow a person to conveniently complete their trip. This situation is often much more pronounced for individuals with disabilities.

The same accessibility, safety, and connectivity concerns should be considered when developing shared use or dedicated park & ride facilities within the region. In the site design process, efforts should be made to incorporate safe and accessible paths for pedestrians to make connections from their parked vehicle to another person’s vehicle, or to a local or regional bus. The site design should also prevent conflicts between modes while at the same time not restricting the transfer between modes. As shown in the conceptual park & ride graphics (pages 39 and 41), the transit operations and non-transit operations are separated to enhance safety.

During the study process, the Park & Ride Steering Committee members identified a recent KU parking lot design as a good example of promoting safe and accessible paths for pedestrians from the sidewalk, through the parking lot, to the front of the building. The photo to the right displays an example of the improvements made at the Lied Center parking lot on the KU campus. This type of design creates a much more protected, and clearly designated, route for pedestrian traffic and is accessible to a wide range of users including individuals with disabilities. In developing park & ride facilities, and for that matter any parking facilities, it would be beneficial to incorporate these design principles.

At a minimum, the design of any park & ride facility, and connections to local bus facilities and/or adjacent sidewalks, must meet current ADA Standards.

Additional actions that might be considered during the review process include having a person working with a disability organization(s) to review the site concept design. For example, when seeking the disability community’s input on a parking lot design, issues to consider could include:

- Prioritize site accommodations or infrastructure improvements that increase the safety of all users as they traverse the park & ride lots.
- Prioritize opportunities to minimize the length of the path of travel for people with mobility disabilities.
- Identify where the best locations for accessible parking stalls are located and how these stalls are connected to other transportation modes.

Foster Safe and Accessible Pedestrian Circulation.

Safe and attractive pedestrian access to bus stops and park & ride facilities is a critical means of enticing usage. This example shows the University of Kansas Lied Center parking lot and pedestrian way.
Shared Use Park & Ride Demonstration Project

This Commuter Park & Ride Study has identified the desire for the region to explore the development of a shared use park & ride facility within Lawrence. Informal ridesharing has been identified as occurring at various commercial parking lots throughout the area. Formalizing a shared use facility has several benefits which include the possibility of attracting new rideshare users and opportunities to link with other transportation modes. Figure 4 identifies a conceptual layout of the elements that should be considered in the site development process for a shared use park & ride facility.
Figure 4: Conceptual Shared Use Park & Ride Design Option

Bus circulation pattern to be identified based on site conditions. Bus shelter to be located to maximize safe passenger loading/unloading and efficient transit operations.
Regional Park & Ride Facility

This Commuter Park & Ride Study has identified an existing park & ride demand in the I-70 Corridor. Currently, the park & ride functions are rideshare only but given the potential to develop I-70 regional / commuter bus service the possibility exists to develop a permanent park & ride facility that would accommodate expanded ridesharing and connections to local and regional bus service.

Figure 5 (top) provides a conceptual layout of a park & ride facility that would accommodate up to three buses. Figure 5 (bottom) provides a conceptual layout of a park & ride facility that would accommodate up to five buses. Both graphics are intended to demonstrate the typical features of a park & ride facility while also showing alternative internal site circulation patterns. The graphics also show the possibility of incorporating commercial development into the site design.

Finally, both graphics reinforce the importance of providing multimodal connections including connections to regional bikeway facilities, sidewalks, linkages to local buses on arterial roadways, and accommodating mid-block crossings. Ultimately, these elements, along with other traffic and pedestrian safety concerns, should be considered as more specific park & ride sites are identified and evaluated.
Figure 5: Conceptual Dedicated Park & Ride Facility Options

Three Bus Bay Design with Segregated Passenger / Bus Traffic Ingress / Egress and Lanes

Five Bus Bay Design with Shared Passenger / Bus Traffic Ingress / Egress
Examples of Shared-Use Agreements to Model After

To assist the City of Lawrence and other local governments with executing shared use parking facility arrangements, the project team has identified two existing contract documents which are currently used by South Carolina Department of Health and Environmental Control and the City of Scappoose, Oregon (see Appendix A for template documents).

The South Carolina template document provides concise but thorough language that lists clauses for which both parties agree, including use of facilities, maintenance, utilities and taxes, signage, enforcement, cooperation, insurance, indemnification, and termination.

The Oregon lease agreement template document provides greater detail and more formal language that is generally more consistent with a legislative act, though it covers all of the same issues as presented in the South Carolina agreement.

If properly edited / completed, either agreement may suffice for the purposes of engaging in a formalized shared-use agreement for providing park & ride facilities in the Lawrence-Douglas County Region.
The Lawrence-Douglas County Metropolitan Planning Organization conducted the Multimodal Planning Studies with the goal of prioritizing short-term and long-term regional transportation improvements to support the development of a more multimodal transportation system. The Multimodal Planning Studies consisted of a Commuter Park & Ride Study, a Fixed-Route Transit and Pedestrian Accessibility Study, and a Countywide Bikeway System Plan. While each study had its own set of issues, project goals and evaluation methodology, the overall objective of all of these studies was to prioritize infrastructure improvements to enhance alternative transportation modes within Douglas County.

Developing a truly multimodal transportation system is consistent with the Complete Streets Policy adopted by the Lawrence City Commission on March 27, 2012. In addition to supporting this policy, a multimodal transportation system has several benefits including reducing travel costs, promoting an active and healthy lifestyle, expanding mobility options for all users, and providing environmental benefits by reducing traffic congestion and helping to improve air quality within the region.

There are several actions steps that can be taken in the near-term future to aid in the enhancement of park & ride options in Douglas County. First, a specific site location should be identified in North Lawrence near the I-70 / KTA interchange for possibly constructing a formal park & ride lot. Second, a specific site location in the South Iowa Street Corridor should be examined to possibly develop a future shared use park & ride lot. Lastly, park & ride options should be evaluated in Eudora, as well as the removal of existing parking along the shoulders of Church Street.

The implementation of the recommendations set forth in this Commuter Park & Ride Study and the other two Multimodal Planning Studies will help all of the local governments in the Lawrence-Douglas County Region and the Kansas Department of Transportation to work together in a cooperative fashion to develop a truly multimodal transportation system that will benefit all users.
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Samples of Shared-Use Agreements for Park & Ride Facilities

South Carolina Department of Health and Environmental Control

Model - Shared Use Agreement for Parking Facilities

This Shared Use Agreement for Parking Facilities, entered into this ___ day of __________, ______, between _________________, hereinafter called lessor and _________________, hereinafter called lessee. In consideration of the covenants herein, lessor agrees to share with lessee certain parking facilities, as is situated in the City of ______________, County of ________________ and State of ______________, hereinafter called the facilities, described as: [Include legal description of location and spaces to be shared here, and as shown on attachment 1.]

The facilities shall be shared commencing with the ___ day of __________, ______, and ending at 11:59 PM on the ___ day of __________, ______, for [insert negotiated compensation figures, as appropriate]. [The lessee agrees to pay at [insert payment address] to lessor by the _____ day of each month [or other payment arrangements].]

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.

-SAMPLE CLAUSE-[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]

2. MAINTENANCE

This section should describe responsibility for aspects of maintenance of the facilities.

This could include cleaning, striping, seal coating, asphalt repair and more.

-SAMPLE CLAUSE-[Lessor shall provide, as reasonably necessary asphalt repair work. Lessee and Lessor agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]

3. UTILITIES and TAXES

This section should describe responsibility for utilities and taxes. This could include
electrical, water, sewage, and more.

-SAMPLE CLAUSE-[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]

4. SIGNAGE

This section should describe signage allowances and restrictions.

-SAMPLE CLAUSE-

[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

-SAMPLE CLAUSE-[Lessee may provide a surveillance officer(s) for parking safety and usage only for the period of its exclusive use. Lessee and lessor reserve the right to tow, at owners expense, vehicles improperly parked or abandoned. All towing shall be with the approval of the lessor.]

6. COOPERATION

This section should describe communication relationship.

-SAMPLE CLAUSE-[Lessor and lessee agree to cooperate to the best of their abilities to mutually use the facilities without disrupting the other party. The parties agree to meet on occasion to work out any problems that may arise to the shared use.]

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-[At their own expense, lessor and lessee agree to maintain liability insurance for the facilities as is standard for their own business usage.]

8. INDEMNIFICATION

This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.

-NOSAMPLE CLAUSE PROVIDED-

9. TERMINATION

This section should describe how to or if this agreement can be terminated and post termination responsibilities.

-SAMPLE CLAUSE-[If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice. Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.]

10. SUPPLEMENTAL COVENANTS

This section should contain any additional covenants, rights, responsibilities and/or agreements.

-NOSAMPLE CLAUSE PROVIDED-

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]
This section should describe how to or if this agreement can be terminated and post termination responsibilities.

**SAMPLE CLAUSE**-If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice. Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.

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This section should contain any additional covenants, rights, responsibilities and/or agreements.

**NO SAMPLE CLAUSE PROVIDED**

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]
City of Scappoose, OR

PARK AND RIDE FACILITY
LEASE AGREEMENT

THIS LEASE, dated the 1st day of June 2006, is entered into by and between the Presbytery of the Cascades and Emmanuel Presbyterian Church each a non-profit organized and existing under the laws of the State of Oregon (hereinafter referred to as the “Presbytery” and “EPC”), and the Rural Transit District, a mass transportation district of the State of Oregon (hereinafter referred to as “RTD”),

RECITALS
WHEREAS, RTD desires to use property owned by Presbytery and maintained by EPC as a Park and Ride Lot for transit patrons, carpooling and other transit purposes; and

WHEREAS, Presbytery and EPC are willing to grant RTD a lease to use its property for Park and Ride and Carpooling purposes;

WHEREAS, RTD and EPC have maintained a successful community partnership in past agreements and desire to continue such agreements,

NOW, Therefore, the parties intending to be legally bound by the terms and conditions contained in this document, in consideration of the mutual promises and the terms and conditions set forth in this agreement, the parties hereby agree as follows:

ARTICLE I – PREMISES

Section 1.1 - Description of Premises: Presbytery leases to RTD, and RTD leases from Presbytery, on the terms and conditions stated below, the parking lot area shown in attached Exhibit A, (hereinafter referred to as the “Premises”) located at 400 River Drive, Townville, Oregon 97999

Section 1.2 - Use of Premises:

1.2.1 RTD shall use the Premises only for the following purpose(s): A Park and Ride lot for RTD, RTD’s patrons, private carpools, and any similar or related uses. RTD will own all improvements it places on the Premises, but will obtain EPC’s prior written consent and comply with applicable laws and regulations prior to placing improvements on the Premises. Presbytery and EPC shall continue to have the use of the Premises, but may not grant the use of the Premises to any third party, which would materially interfere with RTD’s use of the parking facilities.

1.2.2 No other use may be made of the Premises without the prior written approval of Presbytery and EPC.

ARTICLE II – TERM

Section 2.1 - Term: The term of this Lease shall commence as of July 1, 2005 and shall continue for 6 years through June 30, 2011 (“Lease Term”), with two additional three-year options through June 30, 2017.
ARTICLE III – RENT

Section 3.1 - Rent: As of the execution of this Lease, RTD shall pay EPC rent for the full term in a lump sum in the amount of $6,000. Rent for the option years shall be at a rate to be mutually negotiated by the parties, with the understanding that rent is reflective of maintenance and repair costs to the Premises. RTD, and EPC agree to share the reasonable maintenance costs of the Premises with RTD contributing 50 percent based on the usage by RTD’s patrons and private carpools.

Section 3.2 Governmental Charges: RTD shall have no obligation to pay any taxes, assessments, property taxes or other governmental charges against the Premises.

ARTICLE IV - RTD’S OTHER OBLIGATIONS

Section 4.1 - RTD’s Improvements to Property

4.1.1 Subject to Section 4.2, RTD may construct, at its cost, and with EPC’s prior approval, related improvements and all necessary fixtures, equipment, and signage and accessories to maintain the RTD Park and Ride

Section 4.2 - Improvements/Alterations: RTD shall make no construction, alteration, or changes on or to the Premises without the prior written consent of EPC.

4.2.1 No such work shall be undertaken until RTD has procured and paid for, so far as the same may be required from time to time, all municipal and other governmental permits and authorizations required with respect to the work. Procurement of such permits and authorizations shall be subsequent to RTD’s obtaining EPC’s approval pursuant to Section 4.2.

4.2.2 All work shall be performed in a good and workmanlike manner and to all laws and regulations. All work shall be prosecuted with reasonable dispatch.

Section 4.3 - Maintenance: EPC shall keep and maintain the Premises in good and substantial repair and condition. EPC shall notify RTD of any need for repairs and alterations to RTD signage on the Premises.

Section 4.4 - Advertisement Signs: Subject to the provisions hereof, RTD may install or cause to be installed appropriate signs on the Premises to advertise the nature of its operations. The cost of such installations and operation thereof shall be borne by RTD. RTD shall not erect, install, nor permit to be erected, installed or operated upon the Premises herein any sign or other advertising device without first having obtained EPC’s written consent thereto, which shall not be unreasonably withheld, as to size, construction, location, and general appearance.

ARTICLE V - The Presbytery OBLIGATIONS AND WARRANTIES

Section 5.1 - Delivery of Premises: RTD shall have the right to possession of the Premises as of the date of the term hereof.

Section 5.2 - The Presbytery’s Warranty of Ownership: Presbytery warrants that it is the owner of the Premises and has the right to lease said Premises under the terms of this Lease. RTD’s possession of the Premises will not be disturbed by Presbytery or anyone claiming by, through or
under Presbytery and Presbytery will defend RTD's right to quiet enjoyment of the Premises from disturbance by anyone claiming by, through or under Presbytery.

Section 5.3 - Condition of Premises: EPC warrants and represents that the Premises are in good condition, free from potholes or other hazards to RTD's patrons using the Premises. EPC shall be responsible for all normal wear and tear maintenance, cleaning and lighting during the hours between 5:30 AM and 10:30 PM. EPC shall notify RTD promptly of any defects in the Premises or in Presbytery's other property used for ingress to, or egress from, the Premises that could cause injury or damage to RTD, RTD's patrons or private carpools.

Section 5.4 – Access to Premises: RTD, RTD’s patrons and private carpools may use other walkways and roadways belonging to Presbytery for reasonable vehicle (except buses and large trucks) and pedestrian ingress to, and egress from, the Premises. RTD’s patrons and drivers may not have access to Presbytery’s buildings on the Premises.

ARTICLE VI - INDEMNITY, INSURANCE, AND DAMAGE AND DESTRUCTION

Section 6.1 - General Indemnity: To the extent provided by the Oregon Statutes and Constitutional law, RTD covenants and agrees to indemnify, save and hold harmless, Presbytery and its Board of Trustees, EPC and its Ruling Elders; their directors, officers, agents, and employees from and against any and all actual or potential liability claims, demands, damages, expenses, fees (including attorneys’, and accountants’ fees), fines, penalties, suits, proceedings, actions, and causes of action (collectively "Costs") which may be imposed upon or incurred by Presbytery or EPC to the extent caused by the negligence of RTD, its employees, or contractors.

6.1.1 "Costs” shall include, but not be limited to: (i) all claims of third parties, including governmental agencies, for damages, response costs, or other relief; (ii) the cost, expense or loss to Presbytery of any injunctive relief, including preliminary or temporary injunctive relief, applicable to Presbytery or the Premises; (iii) any and all expenses or obligations, including attorneys' and paralegal fees, incurred at, before, and after any trial or appeal therefrom or any administrative proceeding or appeal therefrom whether or not taxable as costs, including, without limitation, attorneys' fees, witness fees (expert and otherwise), deposition costs, copying and telephone charges and other expenses; and (iv) any damages, costs, liabilities and expenses which are claimed to be owed by any federal or state regulating and administering agency.

6.1.2 RTD shall, at its sole expense, defend any and all actions, suits, and proceedings relating to matters covered by the indemnity set forth in Section 6.1 which may be brought against Presbytery or EPC or in which Presbytery or EPC may be impleaded, and shall satisfy, pay, and discharge any and all judgments, orders, and decrees that may be entered against Presbytery in any such action or proceeding.

6.1.3 Presbytery and EPC shall indemnify, hold harmless, and defend RTD and its representatives, officers, directors, and employees from any loss or claim made by third parties including legal fees and costs of defending actions or suits, resulting directly or indirectly from
Presbytery’s performance or nonperformance of this lease, where the loss or claim is attributable to the negligence or intentional fault of Presbytery or EPC, their employees, representatives, patrons or agents.

6.1.4 If the loss or claim is caused by the joint or concurrent negligence or other fault of RTD and Presbytery and EPC, the loss or claim shall be borne by each in proportion to the degree of negligence or other fault attributable to each.

ARTICLE VII – TERMINATION

Section 7.1 - Termination by EPC: EPC shall be entitled to terminate this Lease, with 6 months written notification.

Section 7.2 - Termination by RTD: RTD shall be entitled to terminate this Lease with 6 months written notification.

Section 7.3 - Duties on Termination: Upon termination of the Lease or termination of possession, for any reason, RTD shall deliver to EPC the Premises and Improvements in good condition. Signs constructed by RTD with permission from EPC shall be removed. Depreciation and wear from ordinary use for the purpose for which the Premises were let need not be restored.

Section 7.5 - Holding Over: If RTD shall hold over after the expiration or termination of the Lease Term or any extension thereof, and shall not have agreed in writing with Presbytery and EPC upon the terms and provisions of a new lease prior to such expiration, at Presbytery's and EPC's discretion, RTD shall be deemed a year to year holdover tenant or a tenant at sufferance. In the event Presbytery and EPC deem RTD as a holdover tenant, RTD shall remain bound by all terms, covenants, and agreements hereof. RTD, Presbytery and EPC agree to negotiate in good faith an appropriate compensation and/or a new Lease Agreement.

Section 7.6 – Refund of Rent: If EPC terminates this lease prior to the term end date, and RTD is not in default; EPC agrees to refund to RTD a pro-rata amount of the Rent.

ARTICLE VIII - GENERAL PROVISIONS

Section 8.1 - Assignment and Sublease:

8.1.1 Except as provided herein, no part of the Premises nor any interest in this Lease may be assigned, mortgaged, or subleased, nor may a right of use of any portion of the Premises be conveyed or conferred on any third person by any other means, without the prior written consent of Presbytery and EPC. Any assignment or attempted assignment without Presbytery's and EPC's prior written consent shall be void. This provision shall apply to all transfers by operation of law. RTD shall have the right to transfer or assign this Lease to any successor governmental agency, provided that such agency agrees to assume the obligation under this Lease.

8.1.2 Consent in one instance shall not prevent this provision from applying to a subsequent instance.
Section 8.2 - Nonwaiver: Waiver by either party of strict performance of any provision of this Lease shall not be a waiver of or prejudice the party's right to require strict performance of the same provision in the future or of any other provision.

Section 8.3 - Law of Oregon: This Lease shall be governed by the laws of the State of Oregon. To the extent applicable, the contract provisions required by ORS Chapter 279 to be included in public contracts are hereby incorporated by reference and shall become a part of this Lease as if fully set forth herein verbatim.

Section 8.4 - No Benefit to Third Parties: Presbytery, EPC and RTD are the only parties to this Lease and as such are the only parties entitled to enforce its terms. Nothing in this Lease shall be construed to give or provide any benefit, direct, indirect, or otherwise to third persons unless third persons are expressly described as intended to be beneficiaries of its terms.

Section 8.5 - Notices: All notices required under this Lease shall be deemed to be properly served if sent by certified mail to the last address previously furnished by the parties heretofore changed by the parties by notice in writing, notices shall be sent to Presbytery at 400 River Drive, Townville, Oregon 97999, and to RTD at Real Property Department, 123 NE Main Street, Townville, Oregon 97999. Date of service of such notice is deposited in a post office of the United States Post Office Department, Multnomah County, Oregon. Time of service shall be deemed to be the receipt by the party served if not delivered in accordance with the requirements of the laws of Oregon.

Section 8.6 - Survival: All covenants and conditions (including but not limited to indemnity agreements), set forth in this Lease, the full performance of which are not required prior to expiration or earlier termination of this Lease, and all covenants and conditions which terms are to survive, shall survive the expiration or earlier termination of this Lease and be enforceable thereafter.

Section 8.7 - Partial Invalidity: If any provision of this Lease or the application thereof to any person or circumstance is at any time or to any extent, held to be invalid or unenforceable, the remainder of this Lease, or the application of such provision to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected thereby, and provision of this Lease shall be valid and enforceable to the fullest extent permitted by law.

Section 8.8 - No Partnership: This Lease is not intended to create a partnership or joint venture between the Presbytery, EPC and RTD, or to create a principal/agent relationship between them.

Section 8.9 - Headings: The article and section headings contained herein are for convenience of reference and are not intended to define or limit the scope of any provisions of this Lease.

Section 8.10 - Modification: Any modification of the Lease shall be mutually agreed upon in writing and shall not be effective until signed by the parties hereto.

Section 8.11 - Warranty of Authority: The individuals executing this Agreement warrant that they have full authority to execute this Lease on behalf of the entity for whom they are acting hereto.
Section 8.12 - Entire Agreement: It is understood and agreed that this instrument contains the entire Agreement between the parties hereto. It is further understood and agreed by RTD, EPC and Presbytery that no party's agents have made representations or promises with respect to this Agreement or the making or entry into this Agreement, except as in this Agreement expressly set forth, and that no claim or liability or cause for termination shall be asserted by either party against the other for, and shall not be liable by reason of, the breach of any representations or promises not expressly stated in this Agreement.

Section 8.13 - Mediation: Should any dispute arise between the parties to this Lease other than a dispute regarding (1) the failure to pay rent or other payments as required by this Lease, or (2) possession, it is agreed that such dispute will be submitted to a mediator prior to any arbitration or litigation. The parties shall exercise good faith efforts to select a mediator who shall be compensated equally by both parties. Mediation will be conducted in Portland, Oregon, unless both parties agree otherwise. The parties agree to exercise good faith efforts to resolve disputes covered by this section through this mediation process. If a party requests mediation and the other party fails to respond within ten days, or if the parties fail to agree on a mediator within ten days, a mediator shall be appointed by the presiding judge of the Multnomah County Circuit Court upon the request of either party. The parties shall have any rights at law or in equity with respect to any dispute not covered by this Section.

IN WITNESS HEREOF, the parties have subscribed their names hereto the year and date first written above.

THE PRESBYTERY

________________________________________
(Signature)
Name:______________________________
Title:______________________________

EPC

________________________________________
(Signature)
Name:______________________________
Title: Clerk of Session

RURAL TRANSIT DISTRICT
OF OREGON

________________________________________
(Signature)
Name:______________________________
Title: Executive Director

Approved as to Form:

______________________________
C. Kalei L. Taylor
Contracts Administrator III
Procurement & Contracts Department
MEMORANDUM

Date: August 6, 2013
To: Lawrence & Douglas County MPO Multimodal Studies Park and Ride Steering Committee
From: Tom Huber & Kevin Luecke
Re: Park and Ride WikiMap user input summary

This memo provides an overview of the user input from the Park and Ride WikiMap interactive mapping tool for Lawrence and Douglas County. WikiMaps allows users to draw specific types of points or lines on a map and then enter comments on those points or lines if they choose. Following is a breakdown of the entries received:

- 14 points
  - 6 carpool/rideshare parking
  - 7 needs rideshare parking
  - 1 other
- 14 total entries from 11 unique users
- Comments collected from April 10 to July 17, 2013

Approximately half of the comments were about locations within the Lawrence city limits, with the other half being further afield. Because of the limited number of comments, all of the comments are listed below. Comment numbers correspond to numbered points on the attached map.

Carpool/rideshare parking
1. Either side of the Turnpike entrance for commuters. This area is already a parking spot for commuters.
2. This area is rapidly developing and a location on the east side of town for the K10 connector or carpool vehicle parking would be feasible in this area.
3. K10 Connector Park and Ride here but parking lot super bad and shady. Don’t want to be there after dark!
4. Light rail from Lawrence to 435 & 69 with bus connections on both ends
5. I have seen a designated rideshare van parked in north lot of Checker’s for several months
6. 15 passenger van that goes to Topeka daily

Needs rideshare parking
7. Work out something with Dillon’s to condone using little-used side lots for commuter parking?
8. Another K10 stop. Street parking only, with posted signs in private lots about towing. Streets poorly lit at night and probably not the safest.
9. Have heard retirees mention this is a place to meet friends and then carpool to destinations.
10. Many people park near this highway access point for purposes of carpooling.
11. Any one corner of this intersection would be an ideal place to locate park and ride accommodations - a hawk stop can even be included to generate revenue, perhaps even a gas station.
12. My carpool group drives to Olathe on K-10, it would be great to have a rideshare parking somewhere on the east side of 23rd Street. Thanks!
13. Transportation to Lawrence and KC

The map that is attached and the specific comments that users provided will inform the final recommendations of the Park and Ride report.
Multimodal Planning Studies

Data provided by the Lawrence-Douglas County MPO and the U.S. Census Bureau. This map is provided "as-is" for informational purposes and no guarantee is made as to the accuracy of the map or data. Plot date 07/29/2013.

WikiMaps are online interactive maps that allow users to enter routes or points on a map and add comments about their entry. The map displays points where people would like to see parking areas established and comments collected April 10 to July 17, 2013.

Description

Other Symbols
Street / Highway
Railroad
City Limits
County Limits
School / University
Other Symbols

The following comments fall outside of the mapped area:
#4: Located at U.S. Highway 69 and I-435 interchange in Overland Park.
#10: Located at K-10 and E 2200 Rd/Church Street Interchange in Eudora.
#11: Located at K-10 and K-7 interchange in Johnson County.
#13: Located at K-10 and E 2200 Rd/Church Street Interchange in Eudora.

08/28/2013.