How We Arrived at These Recommendations...

Process of Park & Ride Location Identification / Evaluation

Potential park & ride site locations were identified by the project consultant team, in coordination with the L-DC MPO staff and Steering Committee. After identifying these locations, each was evaluated and scored according to a number of criteria. These criteria include:

- Access to / from I-70
- Access to / from K-10
- Access to / from US-59
- Connections to existing local transit service
- Possible future connections (extended routes, new routes) to local transit service
- Connections to potential future regional transit service

Public Outreach and Community Participation

Public involvement is a high priority in the transportation planning process and in the development of the Multimodal Planning Studies for the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO). The MPO’s public participation procedures for transportation planning activities and projects reflects the MPO’s rigorous approach to public involvement, which upholds providing complete information, timely public notice, and full public access.

The draft Commuter Park & Ride Study was made available for a 15-day review period and was presented to the L-DC MPO for review and approval. Comments that were received while this plan was being developed and drafted were discussed by the consultant team, MPO staff, and the Steering Committee, then incorporated into the final document where appropriate.

Public Outreach effort for this study utilized several tools to engage community members:

- Steering Committee Meetings
  Comprised of representatives of public agencies and civic institutions.
- WikiMaps Online Mapping Website
  Allowed members of the public to tag issues and ideas to specific locations.
- Open House Events
  Two events provided detailed information on each of the three studies.
- Mobile Meetings
  Informal informational sessions held at various places throughout Douglas County.
- Online Surveys
  Asked questions on a variety of topics relating to each of the three studies.
- Project Website
  Hosted by the City of Lawrence, the site had meeting and general information.

Definition of Park & Ride

Park & Ride lots are typically located near major transportation corridors such as highways or arterials and are designed to help commuters connect with local or regional bus service and / 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.
Generally speaking, a case could be made to develop some form of park & ride facilities in many locations around Douglas County. The six selected sites/areas displayed on the map below were developed and evaluated to address the overall Park & Ride Study goals:

- 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; and
- Identifying opportunities to connect to local transit services and other modes including bicycle facilities.

**Recommendations Summary**

**Location-Based**

1. **Develop a Shared Use Park & Ride Facility in South Lawrence.**
2. **Identify a Dedicated Park & Ride Facility along the I-70 Corridor.**
3. **Develop a Park & Ride Facility with a Regional Transit Service Connection in Eudora.**
4. **Develop a Park & Ride Facility with Local Transit Service Connections in West Lawrence.**
5. **Develop a Park & Ride Facility in Baldwin City.**
6. **Explore the Potential for a Park & Ride Facility in East Lawrence.**

**Policy-Based**

7. **Coordinate the Park & Ride Development Plans to Enhance Multimodal Connections.**
8. **Foster Safe and Accessible Pedestrian Circulation to and from the Park & Ride sites.**

**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 intercity/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.

The figure at the top right provides a conceptual layout of a park & ride facility that would accommodate up to three buses. The figure at the middle-right 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, and linkages to local buses on arterial streets.

**Shared Use Park & Ride Facilities 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. The figure at the bottom right shows a conceptual layout of elements that should be considered in the site review process for developing one of these shared use facilities which use existing parking lots.