



## CHAPTER IV

# Recommendations

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This chapter provides some recommendations for improvements to the park-and-ride lots. This information is provided as a basis for discussion and potential funding.

### PAVING

Paving is a key first step in improving the quality of the park-and-ride lots. The varied surface types of the lots are uncomfortable to drive on and do not allow for clear definition to be made regarding where it is and is not acceptable to park. It is estimated that Lot 1 is approximately 55,000 square feet and Lot 2 is 40,000 square feet. If \$5 per square foot is used as a standard, it will cost \$275,000 to pave Lot 1 and \$200,000 to pave Lot 2.

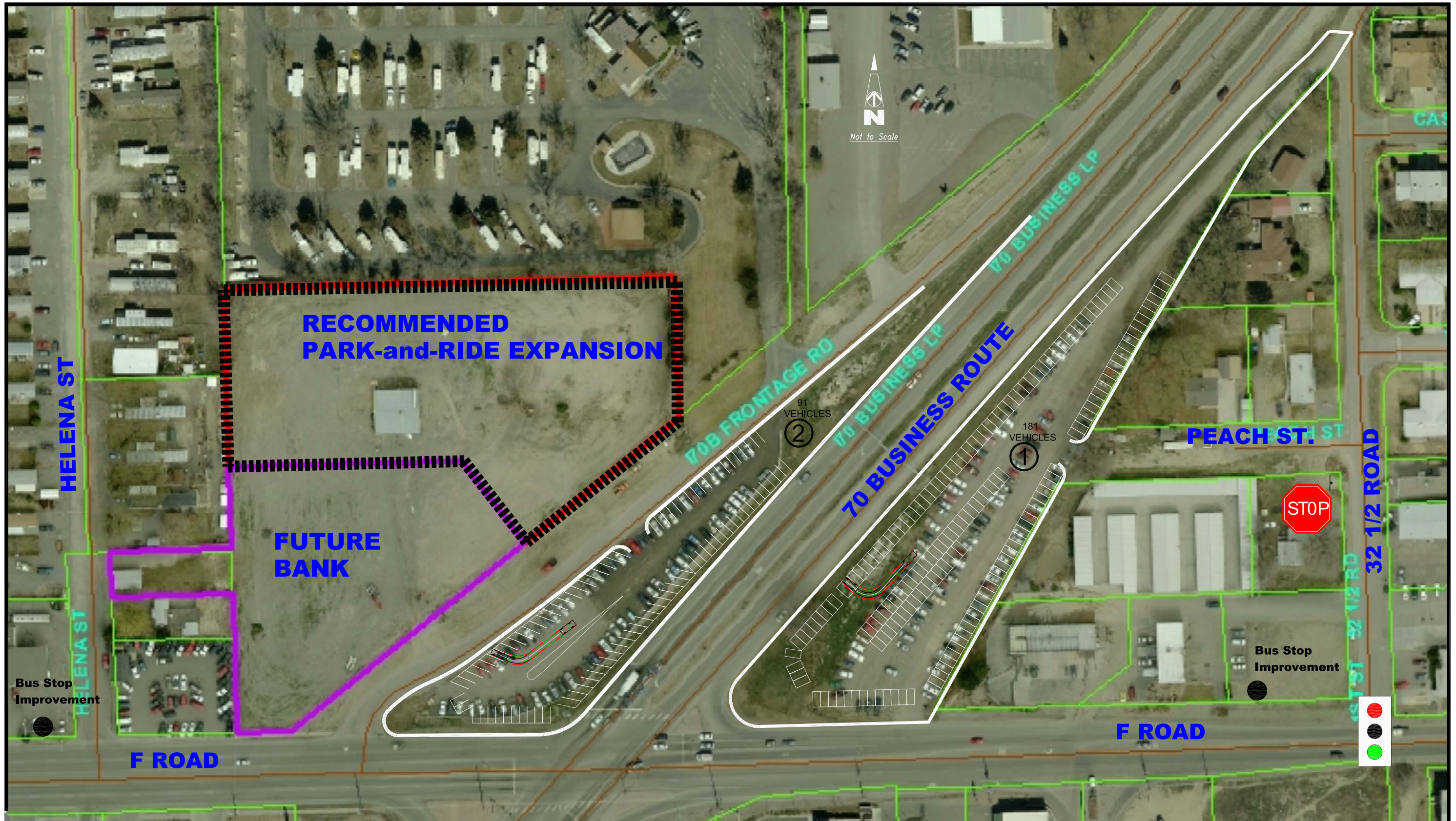
### STRIPING PLAN

The current alignment of cars within the two park-and-ride lots can be described as ad hoc at best. Developing a striping plan will create defined spaces for vehicle parking. This will not only make a more organized parking situation within the lots, but will also create a better flow for vehicles while traversing the lots.

In addition to striping the actual parking spaces, directional arrows can be an effective way of controlling traffic and creating a safer environment. These arrows create better circulation through the lot, as they control which direction cars are allowed to travel. Figure IV-1 illustrates a conceptual vehicle stall site layout for both parking lots. As shown, by paving and striping the lot, there are approximately 181 parking spaces in Lot 1, and 91 in Lot 2 for a total of 272 parking spaces. According to the most recent parking counts, this seems to be adequate to address existing demand of approximately 200 to 250 vehicles per day. However, it is likely that demand for these lots will increase over time and that spill-

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over will occur in the tertiary lot south of Patterson Road. This lot could potentially handle approximately 50 vehicles if designed properly.



Parking Lot Configuration Detail  
 Clifton Parking Enhancement Study

Figure IV-1  
 LSC # 084960

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## **ACCESS IMPROVEMENTS**

Issues were observed during the study that arose from the placement of the various access points into the lots. While Lot 2 seems to create fewer problems for drivers because drivers are making a left turn into the lot before the main intersection, the entrance to Lot 1 presents a greater problem. Lot 1 has a main entrance from F Road and another access point that is less defined from BL-70. The proximity of the access to Lot 1 from F Road creates problems when users traveling eastbound on F Road attempt to make a left turn. The opposing volume of cars makes it difficult to make the turn, a fact that is compounded by the presence of a non-signalized westbound right-turn lane on F Road. A traffic study may be necessary to determine the proper location of the access points to the larger of the two lots.

Field observations have indicated that several employers use buses to transport employees to and from work sites. These buses currently drive through the lot. A designated bus area could be designed to accommodate these vehicles just east of the entrance to Lot 1 and deny them from driving through the site. This is an observation; however, buses getting through the lot may be more difficult due to the striping plans.

## **EXPANSION**

Due to the two current park-and-ride lots operating at full capacity, it may become necessary to procure additional space for vehicles. If additional land is purchased for expansion of the park-and-ride facilities, it should be close to the existing lots to ensure optimal functionality between the lots, including bus access, etc.

## **BUS SERVICE IMPROVEMENTS**

Bus service does not currently access the park-and-ride lots; however, there is bus access close by. Adding bus stops to the actual lots will allow them to become a multimodal transit hub. Bus stop amenities, such as benches or shelters and signage, increase riders' comfort and shield them from the elements.

## **LIGHTING**

Having adequate lighting is an essential part of creating a safe environment for park-and-ride lots. The use of proper lighting adds to the safety of the lot, which in turn will increase the likelihood of usage for potential patrons.

## **SAFETY AND SECURITY**

As mentioned in the previous section, safety is an important issue relating to the effectiveness of park-and-ride lots. Installing cameras, which can be affixed to light or utility poles, not only helps to catch criminals, but deters potential crime as well. Another important safety feature is an emergency phone. An emergency phone connected to city emergency services would allow users of the lot to feel a greater sense of safety, especially those who are in the lot during the night.

## **BIKE LOCKERS**

Bicycle racks or lockers are a way to encourage users to use alternate forms of transportation in getting to and from the park-and-ride lots. A bike rack can be installed for a relatively low cost, while bike lockers cost much more. The advantage of bike lockers is that they are more secure and protect bikes from the weather.