



Lawrence Multimodal & Downtown Transfer Immersion Stakeholder and Public Meetings

Executive Summary of Stakeholder Conversations and Public Input April 19 – 22, 2021

Multimodal Facility

There were many concerns over the flow of traffic on both Bob Billings and Crestline at this location and how busses as well as pedestrians will enter, exit, and cross safely. Peak traffic times including rush hour, game days, and Lied Center events can create backups. Many participants asked about a traffic study for the Crestline intersection. Amenities desired included WiFi and charging stations for phones and possibly wheelchairs, water fountains, bike facilities, canopies, and windscreens. Other concerns brought up included the houseless population and CPTED. Child friendly and public art discussion brought up interesting ideas for innovative design.

Transit staff and drivers expressed a strong desire for nice restrooms. The drivers do not have time or the opportunity to use facilities throughout their route, so it is a priority. Drivers further mentioned nice private bathrooms not to be shared with the public. Drivers' main desires involve improving accessibility to items they may need on the job such as grab-and-go lunch options that could be provided in upscale vending machines, microwave, ice, water, coffee, convenience store-like items like Tylenol, allergy medicine, feminine hygiene products etc. and all bus service-related needs such as transfer slips and a locked maintenance closet with small repair items like windshield wipers, headlights, and flashlights. The drivers expressed concern over making the facility a destination creating loitering and pointed out riders cannot board a bus with coffee (unless it's in a non-spill thermos) so offering coffee or other amenities to riders could cause issues. The lost and found system was also mentioned a few times in regard to improving and evaluating services.

Sustainability and environmental concerns included mitigating air pollution and idling, incorporating solar panels, and green infrastructure. The City is striving for carbon neutrality and electric busses are coming.

The main concerns from surrounding neighborhoods include the increase in activity, light, noise, and the potential houseless population.

Other functionality discussions included e-ticketing as well as paper tickets counters particularly for greyhound, creating the space for potential airport shuttles, ridesharing services, local apartment shuttles and other multimodal services as well as creating a flexible future-adaptive site. Additional conference room and flex space

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

for meetings and weather protection are also important to consider, as well as diverse and inclusive signage including arrival/departure information.

Downtown Transfer

Discussions around the downtown transfer revolved around parking loss and type of parking replaced (short-term/long-term) and creating a safe and welcoming space that fits into the downtown flow and character of Lawrence as a creative vibrant town. Amenities desired include restrooms, good seating, room for ramps, charging stations, information kiosks, weather protection, and bicycle facilities and connectivity. Crossings will be important for safety as well as CPTED. Currently, 7th and Vermont has a concentration of houseless panhandling. Regarding the discussion around location and parking, people preferred the station to be on the street rather than in the lots because of the opinion there isn't enough parking downtown.

Air quality mitigation was brought up as a concern along with the potential to add solar panels in shade structures similar to the local grocery store, the Merc. Other functionality topics brought up included ticket access similarly to the multimodal facility needing print tickets for greyhound. Currently the library can print tickets but increasing ease and access would be beneficial.

Other things to consider were office space for social services providers and amenities for downtown shoppers as well as bus riders. One of the strategic plan strategies is to provide accessible, diverse, and inclusive amenities to encourage utilization by all ages and abilities with a specific focus in historically marginalized communities. There was conversation on how to best incorporate the facility into downtown. Wrap around transit and a natural area/park walkway to Massachusetts street were some ideas. Similar to the Multimodal facility, creating a welcoming space for children and incorporating art is important.

**Lawrence Multimodal Facility & Downtown Transfer – Meetings
Location/Stakeholders/Time/Attendance**

Monday, April 19th, 2021

KickOff

9:00a – 10:00a Kansas Union
Lawrence Transit (LTS), University of Kansas (KU)
Attendees: 19

Stakeholder #1

1:00p - 2:00p 1260 Timberedge Road
Lawrence Transit (LTS) staff, University of Kansas (KU) staff, First Transit staff – Admin,
Operations, Planning, Customer Service, Bus Operators
Attendees: 11

Stakeholder #2

1:00p - 2:00p Kansas Union
City and University Advisory Committees – Public Transit Advisory Committee (PTAC),
Multimodal Transportation Commission (MMTC), KU Transit Commission (KUTC), Planning
Commission, Cultural Arts Commission, Sustainability Advisory Board (SAB)
Attendees: 12

Stakeholder #3

2:30p - 3:30p Peaslee Tech
City of Lawrence Staff – Admin, Engineering, Planning, Parks & Rec, Sustainability, Finance,
Equity, Communications, City Manager’s Office, Economic Development, Fire/PD
Attendees: 23

Stakeholder #4

2:30p - 3:30p Kansas Union
University and geographic neighbors to primary transfer site – KU students/faculty/staff, Sunset
Hills Neighborhood Association (SHNA), Haskell students/faculty/staff)
Attendees: 12

Stakeholder #5

4:00p - 5:00p Peaslee Tech
Social Service Providers & Community Resources – Human Services Coalition, Lawrence
Public Library, Lawrence Public Schools
Attendees: 15

Stakeholder #6

4:00p - 5:00p Kansas Union
Neighborhoods
Attendees: 7

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Tuesday, April 20th, 2021

Stakeholder #7

9:00a - 10:00a Peaslee Tech

Transportation and Government Partners – Kansas Department of Transportation (KDOT), Federal Transit Administration (FTA), Regional Transit Advisory Committee (RTAC) providers, K-10 Connector, Greyhound, Topeka Metro, KU Transportation Center)

Attendees: 15

Stakeholder #8

10:00a - 11:00a Peaslee Tech

Downtown Businesses & Tourism – Downtown Lawrence Inc (DLI), Explore Lawrence, Chamber)

Attendees: 16

Program Confirmations | Intermodal / Transfer Ctr

11:00a - 12:00p Peaslee Tech

Attendees: 20

Wendel Sustainability Presentation

1:00p - 3:00p Kansas Union

City of Lawrence, LT & KU Staff

Attendees: 25

Wednesday, April 21st, 2021

Preliminary Findings, Client Comments

9:00a – 11:00a Kansas Union

Attendees: 25

Public Input Session #1

12:00p – 1:30p Peaslee Tech

Attendees: 29

Public Input Session #2

6:00p – 8:00p Lawrence Parks & Recreation Admin Office-Conference Rm

Attendees: 17

Thursday, April 22nd, 2021

Final Wrap-up Presentations

9:00a – 11:00a Lawrence, KS

Attendees: 24

WHITEBOARD NOTES

PUBLIC INPUT SESSIONS

Multimodal Facility

- want facilities to complement and add to the neighborhoods - facilities are separate but work together as part of the network
- interior space facility
- greyhound bus as part of the site
- greyhound - for international students is important
- route redesign will consider both facilities as key in their development
- K10 connector is also being considered as part of the facility
- sawtooth design - so no backing out - buses move independently
- concerns about flow at Bob Billings and Crestline - safety at peak times
- greyhound is important to Haskell
- traffic study needs to look at the Crestline intersection
- noise pollution for neighborhoods close to the facility is a concern - electric buses is where the city is going for sustainability and noise is a long-term plan
- Other features suggested at other meetings included details like phone and device charging and water fountains... feel free to suggest or request small details, too
- student run buses at KU are funded by fees and KU parking
- KU is also looking to going to electric buses
- what about light pollution - key is to light the area - directional - not the whole world
- current bus structures at Haskell - and along the routes will remain and also enhance the current stops
- ADA/benches/shelters
- want to understand staffing with regard to facility - for greyhound access, printing, etc
- WiFi would be a great amenity for the facility
- Service to Haskell and access to and from KU is important
- Evergy and Sustainability
 - priorities -- water/solar...
- lighting temperature - 3000 k lights
- Main Facility - at Bob Billings and Crestline 12 bus slots and some passenger amenities
- art buildings currently exist at the location - need to talk with them about considerations
- canopies, bike amenities,
- Gregory Thomas - engage
- connecting the west campus with multimodal trails - and bike trails
- Douglas County Sustainability Office community health and development - health food initiative - art
- <https://www.douglascountyks.org/sites/default/files/media/groups/fpc/pdf/ethnic-food-retail-study-douglas-county-kansas-2019.pdf>
- coordination on a regional level - with Topeka Metro? looking at the I-70 corridor - KC-Lawrence-Topeka
- art can be incorporated into elements at little additional cost

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- needs or wants of ridership from a regional perspective
- maybe on demand in addition to fixed routes
- public art is part of the plan- through the cultural arts commission - get in after the concept phase- pedestal art or art incorporated into design/materials
- central point of Lawrence - around 19th and Iowa
- looking at security or health at stops for safety and emergency connections
- not all the routes will go through the facility, but those that make sense will be for connectivity
- make sure that the facility is not an isolated space but incorporated into the city flow
- Very cool to match art colors with route colors! Makes it integral to the space
- looking at charging at station, but a lot to consider
- energy - charge overnight is cheaper and then plan is to have buses run all day
- conference rooms, weather protection, restrooms
- will the structure be energy efficient with regards to its footprint? Making it sustainable is a priority.
- concern is traffic flow at intersection - and along crestline - complaints already about traffic going too fast - a traffic study will be done
- looking to include greyhound and K10 Connector to KC
- considering traffic flow and calming techniques
 - safety is important and a priority
- activating site so constant traffic and people reduce crime
- Has anyone considered or acknowledge that there should be strategic design solutions to mitigate an increased homeless population which tend to gather around bus hubs (ie. current downtown) - this is being considered for security and policing
- gathering downtown is due to amenities and services downtown
- are we looking ahead far enough - looking to the future and changes - want the plan to be flexible and adaptable - anticipating future ways that are not part of what is happening now
- bus service ending early has made people getting back to sites for the night
- looking at scooter share and bike share as well as micro transit as part of the plan
- single mothers with children - part of the homeless population are bus users and need space to rest
- partner with KU on exploring creative solutions - smart cars etc
- looking to other areas - Europe for some solutions and new tested methods- autonomous vehicles?

Downtown Transfer

- closer to more public uses - library, pool outside access and cover - no interior space
- location on Vermont seems like a better fit
- greyhound and Amtrak are convenient to downtown Lawrence and hope we don't lose that convenience
- if using existing parking lots - how many spaces lost?
 - looking to minimize that
- options: eliminate the center turn lane, diagonal parking USE THE WHOLE STREET as part of the solution

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- layout to reduce the amount of parking loss
- design a safe environment, site lines, lighting, landscaping - all designed to reduce crime/keep safe
- East Lawrence to medical facilities - with the addition of the multimodal facility will routes become harder - more extensive
- more people - more safety
- adding signage downtown - as well as dedicated slips so now where the buses will be
- maybe add park space
 - natural area walkway to lead to Mass.
- like proximity to Library - nice
- parking on streets from
- a neighborhood perspective - so people don't move cars into the neighborhoods and
- keep them downtown
- farmers market is a concern if site is on New Hampshire
- commute by bike, bus and k10 - is there a consideration for bicycle parking? multimodal does call for bike parking
- fare free would be great for East Lawrence
- parking is key and a top consideration
 - long term as well as short term
 - how do we maximize space
- accessibility with sawtooth
- raised platform and curb?
- will have clear paths and meet ADA requirements
- eliminating the fare box? this is part of the discussion and part of the route redesign
- looking at 5 locations - 3 on Vermont and 2 on New Hampshire
- long overdue! needs enough space, and accessible
- regular service, central, easy in- out, accessible
- high level of comfort for bikes along Vermont and New Hampshire would require the reduction in parking
- long term bike planning along Vermont and New Hampshire needs consideration
- long term bicycle parking will need to be considered - more secure downtown workers bike to work and bring bikes into buildings
- expand access for people if there are good bike connections
- what is a high comfort bike route: bike lane, bicycling level of comfort for all ages
 - speed and volume of traffic on street
 - as speed and volume increases a more protected path is needed for comfort
- level
- access to food concern will play into route redesign
 - biking and walking access
- traveling with carts with food in order to have access to food
- Mona Cliff - public art at bus stops
- amenities: who are they for?
- charging stations for phones and computers,

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- way finding for the city, restrooms, asset to the university with routes for bikes and walking, connecting with the Lied Center, ice and snacks for drivers,
- create a transportation system that increases ridership
- - use budget to capture ridership - the more frequent and better the more people ride - circular
- is there a role in transit for those that miss the bus
 - extreme weather
 - emergency assistance?
- ride out of necessity or choice - amenities for those that need to ride and also amenities that make people chose to ride
- the facility can set a standard of service that increases the ridership
- Lawrence Transit is the lead agency on emergencies - to deal with services (ie
- a warming or cooling bus to deal with issues...)
- route flexibility for drivers to deal with last mile or other issues?
- route, policy, etc are part of the solution, not just the facilities
- are you working with anyone from KU or otherwise regarding the environmental impact of the area, specifically the wildlife and water management? We still have deer and coyotes on Stratford. These animals mostly live in the wooded areas along west campus. This development will certainly disturb if not displace the wildlife that we enjoy having around our neighborhood. Is there any consideration for this, not just long-term sustainable design solutions?
- We are looking at those impacts and how to mitigate them important to include racial equity in the plan
 - security and safety for all

STAKEHOLDER MEETINGS

Multimodal Facility

- bathroom facilities for drivers with security access
- busses need to get in and out so not congested
- Multimodal - bus, car, bike
 - different modes
- history of transit in Lawrence - street cars etc
- existing buildings on site may or may not be included
- sawtooth configuration will make for maneuverability
- curbside entry and exit on the south - due to winter sun- wind screens
- all 10 slips - enter and exit independently
- space for parking supervisors (3) dedicated spaces can be shared
- sawtooth an elongated V...
- area for supplies / masks/ maps etc
- greyhound or JoCo
 - access is a goal -meeting with RideKC and Greyhound to review

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- small maintenance area/closet, wiper blades, headlight - short 5-minute change - locked and secure
- microwave - coffee pot Ice machine water
- food truck - food area - more than just a vending machine
- greyhound likes access to library where tickets can be printed out - depends upon what the site includes
- kiosk for tickets or bus pass
- possible extended loading zone area for multiple purposes
- lost and found
- change machine
- security - police at location
- How will busses get in and out safely? Lights turn lanes?
- mitigate air pollution
- green roofs
- park and ride
- Demolish buildings?
- Traffic calming
- connections to existing park and ride
- green infrastructure
- bike ped access North of 15th
- Safety with incline especially during bad weather
- crossing designs
- solar panels?
- No idling
- Electric busses are coming
- ped paths and crossings
- traffic on 15th but also turning on to and away from Crestline Kiss and ride
- parking - long term vs short term
- functionality
- center away from downtown
- design and layout with plants important
- looking at it from a sky level view - bigger vision and placemaking
- what if? what else could the site be in addition to a multimodal facility - commercial? Retail? coffee shop? plans include slips for greyhound as a transfer site
- storage lockers for people who come in for a couple of days
- print tickets for greyhound at the hub
- air quality - mitigate it with trees,
- downtown will be different (smaller) as the main center will be at bob billings
- how this is wrapped around by a different building, adds to the area - what it looks like in the future - adjacent facilities
- will it be one level? if other levels additional parking? or other space? affordable housing?
- Farmers Market Scan: Key Lessons from Other Markets (2018)

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- The Farmers Market Scan is intended to inform members of the Lawrence community and City staff about conditions that create a space conducive to a permanent farmers market. Key themes, findings, and case studies were picked to help explain how the information included in the scan can be used in a local context.
<https://www.douglascountyks.org/sites/default/files/media/groups/fpc/pdf/farmers-market-scan-key-lessons-other-markets-2018.pdf>
- canopy covers, wind protection, lighting, safe, inviting, transparency (see around the corner)
- historical reference- vision?
- looking at a sawtooth design which allows buses to enter and leave independently - up to 5 buses at one time
- traffic coming in and out of lots - separate the flows of traffic between cars, buses, people - safety
- downtown will be more of a secondary transfer center - main center at bob Billings
- what concerns does the library have?
- City is striving for carbon neutral and environmental efficiency
- solar panels?
- concern for houseless population to gather with restrooms and wooded area
- need for bicycle parking and bike rack s on busses
- can the maintenance warehouse co-exist
- the neighborhood supports the location but:
 - the neighborhood supports the location but: do we have accident data?
 - when is the traffic study?
 - Have we considered the Lied Center event and sports traffic? Backs up to Iowa St
 - sometimes heavy pedestrian use on all corners
 - flooding issues in the past
 - what can we expect for noise changes?
 - where are busses coming from? How will traffic increase on Crestline?
 - There is increased travel during rush hours and for events will this affect their travel time? future density of the area?
 - will Meadowbrook ask for retail/commercial developments?
- health equity: accessibility, proximity to services
- route redesign will also help with accessibility
- loop childcare and work/jobs at the beginning and end of the day
- what can be the bigger vision - not just a multimodal site - what other uses? more of a destination - Childcare?
- minimize layovers and transfers
- child friendly and safe – well-lit and comfortable where kids can play and be in site
- VanGo - art
- device charging capacity (phone, computers)
- reroutes cross over with access to food
- signage - clear and accessible - simple and also for non-English speaking
- restrooms and water
- addressing wind with screens design
- realtime signage - when it is going to be there etc
- sustainability - water 1.8 cubic feet per second

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- wind generation for electricity
- For more information about this project and the route redesign study please visit: <https://lawrencetransit.org/transfer-facility/>
- neighborhood associations main concerns are the welfare of their neighborhood and others
- KU police station nearby
- public art like custom benches, bike racks or other
- how to leverage this location
- a more centralized transfer/hub is needed in the community than just downtown
- what do people do while they wait?
- shade
- not a destination, but a transfer station
- Lawrence Bike Plan
- heavy traffic from people coming in from the West
- perception the population out here doesn't really use the busses
- how can bikes get to facility and to other bike routes/
- houseless population concerns
- shared use path along Bob Billings
- greyhound likes library location but would like to be a part of the multimodal facility - work out contracts
- greyhound - interested in a dedicated slot and would work with ticketing system
- wayfinding signage - board for information and access to eticketing if volume goes up would consider how to grow in Lawrence and ticketing
- ticketing? reduced ticket counters during covid and not in Lawrence for some years - have been doing e- tickets
- bus slips? like pull through - sawtooth
- services for disabilities and seniors
- greyhound- easily accessible to students
- provide services for first mile last mile from the intermodal? Possibly - SRC is flexible and will address as needed
- SRC - own their own buses and provide other services for Senior
- van accessibility for transfers
- how many van spot are needed? 1 flexibility
- add or flex one of the slips for micro transit - other providers?
- K10/JoCo/Ride KC concerns timing
- separation of cars and busses, escooters, bicycles, and pedestrians
- Airport shuttles; apartment vans; Ubers; etc
 - security and safety concerns
- scooters in with long term and short-term bikes
- scooter program with KU on hold due to pandemic and other priorities - program space for the future
- currently have routes that service the vaccine sites - space in site in the future?
- 640 am and 11:40 pm is the current bookend of service for 4 routes
- display realtime information for greyhound as well

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- downtown - print outs at library - exploring customer staff at the site for printing out and cash for fare
- make sure ADA if a second floor
- activating the site with additional people - looked at bike plan - looking at Bob Billings - university and bike trail - more activity reduces crime
- area adjacent to the library - was it considered
 - current challenge right in front of businesses makes it hard for any amenities such as canopies, and a lot of jay walking
- looking at parking lots but with the minimum reduction of parking spaces
- public restrooms? challenges with them not being staffed
- area adjacent to the library - was it considered - current challenge right in front of businesses makes it hard for any amenities such as canopies, and a lot of jay walking restrooms - looking at ones for drivers and what possibilities for surrounding amenities
- resources have not been committed by the city yet to staffing a restroom facility
- downtown master plan - potential development sites, wrap around transit? interact with parking lot
- has there been any precovid parking info/studies - will share 2018 parking study
- users utilizing buses to get to work - connections are considerations and accessibility
- parking lots not eliminated - but using the street and part of the parking lots
- is there a demand? mobility and safe transit is important -demand will also increase as service improves
- DLI - consider both sides of street when planning and working out parking
- Is it better to be on the street than the lots? yes - people prefer to be on the street- current opinion that there is not enough parking downtown
- currently have 8 buses that layover in front of library
- frequent concerns by businesses, safety and other amenities
- no consistency

Downtown Transfer

- prioritize locations and access
- bathroom - drivers
- space is important for people to access
- will the Bob Billings hub reduce the traffic downtown - answer is most likely depending upon routes
- designated smoking area - can't because of insurance etc
- room for ramps for people
- different orientation from sawtooth
- signage electronic for locating buses - designated slips
- routes in neighborhoods - as neighborhoods change
- design details will be different between the two facilities
 - lighting around facilities
 - covered walkways
- a place for event notification- billboard (like lied center)

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- security for a lockdown - shut all of the doors at once
- kiosk for bus pass - kiosk - pay at location
- lost and found
- on site security - at night in particular
- access from both lines
 - ku and city
 - also joco?
- functionality with downtown - historic resources in downtown
- like the hub at the library - crossing at the middle of the street
- keeping key lines in downtown
- how to make it more than just a transfer station - incubator space? tied into downtown?
- new construction has been on New Hampshire street location is tight for crossing but good location and good to have it downtown
- sitting areas, not sitting on plants
- looking at traffic engineering
- sustainability - leverage to support
- greyhound is confusing right now - if it was integrated into the hub that would be great, Also confusing with the tickets for printing - right now it is good at the library as they can print
- bus bays in downtown are not as big
- farmers market permanent location?
- unique Lawrence- diversity
- mix of ideas materials artwork/public sustainability (lights etc)
- safe amenities
 - restrooms and for drivers (need an attendant?)
- Unmistakable Identity: Lawrence is a welcoming community, synonymous with arts, diverse culture, fun, and a quintessential downtown. City parks and community events contribute to the vibrancy experienced by all people in Lawrence.
- economic development - add to space in the future
- one of the strategic plan strategies that is applicable: Provide accessible, diverse, and inclusive...amenities to encourage utilization by all ages and abilities with a specific focus in historically marginalized communities
- more inclusive - feels part of the fabric of the downtown
 - incorporated into the street and safe - and preserving as much parking as possible
- what is the physical manifestation of the vision
 - design and vision <https://lawrenceks.org/strategic-plan/>
- looking at the whole location from both sides of the street, sidewalk, and parking lot
- character of Lawrence – unique
- biking and multimodal transit is growing in Lawrence
- route redesign still in progress
- some concerns about time of bus trips and routes for downtown and Walmart for students
- looking at 3 sites on Vermont and 2 sites on New Hampshire
- minimize layovers and transfers
- cultural hub and transportation
- place for live music!

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- free state history
- heating in the winter
- information kiosks and signage - events and what is happening
- close to courthouse - riverfront and courthouse
- child friendly and safe - well lit and comfortable where kids can play and be in site
- crime prevention through environmental design - utilizing design - lighting, activity, increase visibility - safety
- device charging capacity (phone, computers)
- downtown circulator?
- office space for social service providers
- look for opportunities - and also for future use and wrap around facilities/buildings
- build the facility and provide the plan for new or other facilities to be adjacent
 - connections and economic development
- restrooms and water - may not be included but looking at options but staffing is an challenge
- reduce the waiting time - make it easier and more convenient (10 or 15 minutes)
- on the bus and on the individual spots show which bus is parking and where
- - signage and communication - more of a fixed slip assignment
- signage - clear and accessible - simple and also for non- English speaking
- realtime signage - when it is going to be there etc
- maybe there is a space downtown for shoppers as well as bus riders for amenities – bathrooms
- public art
- crosswalks
- seating
- houseless population
- combining solar and shade - the Merc example
- ped facilities - safety
- 7th and Vermont currently has houseless gathering, panhandling downtown
- Water
- parking for a mobile library bus
- looking at sites that are near the library but not directly across from it
- Any contact with anti- human trafficking groups as part of your outreach efforts? This group could provide some insight into design layout and security measures that could minimize opportunities for human trafficking activities to take place.
- Not sure when the right time to plug this would be, but I've long heard concerns from
- people who use power wheelchairs that they need places to plug in/ charge up their chair when they are out and about/ using public transportation.
- greyhound - space / lockboxes for drivers for storage shipping for greyhound - would need to have a ticketing counter in Lawrence - would prefer to work with the city on an existing
- service rather than bringing in own services
- traffic calming etc at the site - work with KDOT and the city
- FTA: multipurpose space are good for public involvement, public meetings
- Multipurpose spaces? many places currently are using their sites for vaccination or for
- moving to other sites

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- more shared spaces and truly multi purpose
- greyhound has been reducing its footprint - current issues are storage space and shipping space are needed
- ticketing systems have been moved into the electronic round and now riders can add riders by id
 - ticket sales at location must balance cost
 - will provide addresses of cash ticket locations
- public restrooms? challenges with them not being staffed
- looking at parking lots but with the minimum reduction of parking spaces
- restrooms - looking at ones for drivers and what possibilities for surrounding amenities
- has there been any precovid parking info/studies - will share 2018 parking study
- resources have not been committed by the city yet to staffing a restroom facility
- downtown master plan - potential development sites, wrap around transit? interact with parking lot
- users utilizing buses to get to work - connections are considerations and accessibility
- parking lots not eliminated - but using the street and part of the parking lots
- Is it better to be on the street than the lots?
- yes - people prefer to be on the street
- current opinion that there is not enough parking downtown
- is there a demand? mobility and safe transit is important - demand will also increase as service improves
- DLI - consider both sides of street when planning and working out parking
- currently have 8 buses that layover in front of library - frequent concerns by businesses, safety and other amenities - no consistency different challenges from Vermont to New Hampshire
- other things that have been brought up: charging spots; connectivity and route info; loading and unloading area for traffic and pedestrians and ADA, wind screening, weather cover,
- long term parking vs short term - what is the balance - need for long-term for employees and business owners
- restrooms - have been really high use this year (library) - how long will the passengers be waiting between trips and need for bathrooms
- safe solutions - restrooms, lighting, crime prevention, clear site path, safe landscaping techniques - visibility and shading, use of cameras and security systems
- a lot of variables with regard to how long the layovers are downtown but aiming for 5 to 10 minutes
- football weekends - will this location replace the current locations shuttle
 - this would make sense
- eyes on the street - ie the downtown ambassador program, other staff - deter activity before it happens; off duty police department personnel at site to provide security;
- need to see how much shuttle traffic after covid (previously had 2 locations) - want to spread out parking downtown for football visitors
- Surface parking is the first choice for retail consumers. If buses use diagonal parking or parts of existing surface lots, how can we replace the lost surface spaces for consumers?
- center turn aisle on Vermont that could be shortened- site between 8-9 - that is long enough to accommodate everything along the street so not losing other parking and then diagonal on the other side of the street
 - making street safer and maybe improving parking
 - know this is a priority so will definitely

Lawrence Multimodal Facility & Downtown Transfer – Summary/Notes

- look at it in the planning

TOP 120 WORDS USED:

parking, downtown, looking, space, bus, site, traffic, facility, greyhound, street, bike, people, Lawrence, part, buses, access, amenities, library, long, area, location, also, design, term, plan, public, facilities, safety, need, restrooms, route, city, routes, would, art, sites, security, lots, safe, multimodal, concerns, current, service, transit, new, use, work, important, like, KU, around, center, signage, water, food, make, future, transfer, Vermont, drivers, ride, key, development, considered, sawtooth, bob, billings, study, along, lot, services, well, spaces, busses, provide, redesign, crestline, sustainability, charging, lighting, currently, level, get, connections, population, slips, neighborhood, farmers, market, accessibility, accessible, different, hub, add, neighborhoods, consider, concern, going, buildings, community, demand, reduce, crime, solutions, enough, cars, using, existing, short, locations, bikes, good, needed, wind, tickets, vision, information, time, ticketing, right, want, k10