



# Agenda Item Report

## City Commission - Aug 17 2021

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Department	Staff Contact
Municipal Services & Operations (MSO), Transit	Adam Weigel, Gary Reinheimer,

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### Recommendations

Consider advancing design concept Option 4 for the Multimodal Transfer Facility, consider advancing design concept Option 1A for Downtown transfer improvements, and consider authorizing the City Manager to execute Supplemental Agreement No. 1 in the amount of \$1,026,000 with Wendel Companies for the final design and construction administration services for the Multimodal Transfer Facility and Downtown Transfer Improvement project, CIP# TR-21-01.

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### Executive Summary

As part of the continued development of the Multimodal Transfer Facility project, Lawrence Transit is seeking final design and construction management services for a Multimodal Transfer Facility and Downtown transfer improvements. Lawrence Transit is in need of a dedicated bus transfer facility as transfers currently occur on street in front of the Lawrence Public Library (707 Vermont St.). It has been a subject of study for many years including a [2014 Lawrence Transit Center Location Analysis](#) and a [2016 TIGER Application](#). The [2018 Bus Transfer Location Analysis](#) identified the southeast corner of Bob Billings Parkway and Crestline Drive as a potential location. In July 2020, KU and the City of Lawrence signed an agreement to develop a Multimodal Transfer Facility at that location. This will be a city-owned project, and KU is not expected to participate in the costs of construction. KU's contribution will instead be the donation of land to be used for this activity. The City and KU have a joint coordinating committee that has met monthly since July 2020 to coordinate the development of the project and work towards a land use agreement as the project is further developed.

The Multimodal Transfer Facility will be the primary transfer location for transit and would have the following elements:

- 4,000 square foot administrative building
- Sawtooth transit bus bays for 8 City/KU buses and 2 regional commuter buses
- Outdoor passenger waiting area with canopy
- Minimal parking
- Short- and long-term bicycle parking

In addition to the primary transfer facility, Lawrence will have a need for a limited number of bus routes to continue to transfer in the Downtown area. The Downtown transfer improvements would include the following elements:

- Sawtooth transit bus bays for 5 City/KU buses
- Outdoor passenger waiting area with canopy

- Short- and long-term bicycle parking

The City executed an engineering and design services agreement with Wendel Companies on March 22, 2021. The consultant has nearly completed the Phase 1 preliminary design scope of services.

The Phase 2-8 scope of services includes:

- Phase 2) 30% Schematic Design
- Phase 3) 60/90/100% Design Development
- Phase 4) Construction Documents
- Phase 5) Bidding
- Phase 6) Construction Administration (design team)
- Phase 7) Pre-Construction & Procurement Services
- Phase 8) Enhanced Construction Administration (site representation)
- Coordination of Public Art

The Phase 2-8 fee breakdown is as follows:

<b>Task</b>	<b>Maximum Fee</b>
Miscellaneous Services (Geotech, Survey, Traffic)	\$ 80,000
Phase 2 – 30% Schematic Design & Cost Estimating*	\$ 225,000
Phase 3 – 60%, 90%, 100% Design Development*	\$ 200,500
Phase 4 – Construction Documents*	\$ 75,000
Phase 5 – Bidding	\$ 75,000
Phase 6 – Construction Administration	\$187,500
Phase 7 – Pre-Construction & Procurement Services	\$ 75,000
Phase 8 – Optional Enhanced Construction Administration	\$ TBD
Reimbursable Expenses – Design & CA	\$108,000
<b>Total Maximum Fee</b>	<b>\$1,026,000</b>

\*Basic A/E Design Services per City's A/E Design Fee Guidelines

The total project design fee and basic A/E design services are shown in the table below:

	<b>Maximum Fee</b>	<b>Basic A/E Design Services</b>
Original Contract	\$143,220	\$34,997
Supplement 1	\$1,026,000	\$500,500
<b>Total</b>	<b>\$1,169,220</b>	<b>\$535,497</b>

Comparing the design fee to the City's design fee guidelines indicates the recommended fee is appropriate given the size of the project and the complexity of the work. Basic engineering (A/E) design services total \$535,497, which is 7.65% of the \$7,000,000 estimated construction costs and close to the design fee guideline of 7%.

The anticipated schedule for Phase 2-8 final design and construction administration services is September 2021 through July 2022. The proposed project schedule anticipates construction documents completed by December 2021, bid award in early 2022, and facility construction completed by August 2022.

The engineering services agreement for the Multimodal Transfer Facility and Downtown transfer improvements advances the Strategic Plan Connected City Outcome area by improving the safety, comfort, and practicality of using transit in Lawrence and sustainably and safely moving people throughout our community.

## **Alignment to Strategic Plan**

Connected City

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## **Fiscal Impact**

The fiscal impact to the City is \$1,026,000 for final design and construction administration services. This project is funded by the Public Transit Fund. This item is included in the 2021 Transit Division budget and in the [2021 Capital Improvement Plan](#) (CIP# TR-21-01). The project budget has since been updated in the [2022 Capital Improvement Plan](#).

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## **Action Requested**

Advance design concept Option 4 for the Multimodal Transfer Facility, advance design concept Option 1A for Downtown transfer improvements, and authorize the City Manager to execute Supplemental Agreement No. 1 in the amount of \$1,026,000 with Wendel Companies for the final design and construction administration services for the Multimodal Transfer Facility and Downtown Transfer Improvement project, CIP# TR-21-01.

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## **Previous Agenda Reports:**

### [March 16, 2021 Consent Agenda D.5 c\)](#)

Award RFQ# Q2101 to Wendel Companies and authorize the City Manager to execute an Engineering Services Agreement in the amount of \$143,220 for community engagement and preliminary design services for the Multimodal Transfer Facility and Downtown Transfer Improvements project, CIP# TR-21-01.

[Agenda Item Report 21-191 - Pdf](#)

### [April 6, 2021 City Manager's Report 1.](#)

Receive update on upcoming Phase 1 Immersion stakeholder and public engagement activities and high-level concept design development for the Multimodal Transfer Facility Project.

[Agenda Item Report 21-234 - Pdf](#)

### [June 15, 2021 Consent Agenda C.8 I\)](#)

Authorize the City Manager to sign the grant application for the 2021 Access, Innovation and Collaboration program for the Lawrence Transit Multimodal Transfer Facility Elements Project; and adopt Resolution No. 7380.

[Agenda Item Report 21-439 - Pdf](#)

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## **Attachments**

[Multimodal Transfer Facility Project Concepts Memo](#)

[Multimodal Transfer Facility Project Public Engagement Process](#)  
[Multimodal Transfer Facility Project Survey Results Summary](#)  
[Multimodal Transfer Facility - Downtown Parking Impact Evaluation](#)  
[Multimodal Transfer Facility - Q&A 5 bus bays](#)  
[Multimodal Transfer Facility - Bob Billings Concepts Cost Estimates](#)  
[Multimodal Transfer Facility Project - Downtown Concepts Cost Estimates](#)  
[2022-2026 CIP Project Sheet](#)  
[Supplement Agreement No. 1](#)  
[Multimodal Transfer Facility Project Concepts - presentation](#)  
[Communications - Updated 08/17/21](#)

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# Memorandum

## City of Lawrence

### Public Transit

TO: City Commissioners  
CC: Craig Owens, Brandon McGuire, Diane Stoddard, Casey Toomay  
FROM: Adam Weigel, Transit and Parking Manager  
DATE: August 5, 2021  
RE: Multimodal Transfer Facility project concept recommendations

#### **Background**

Lawrence is in need of a dedicated bus transfer facility as transfers currently occur on street in front of the Lawrence Public Library (707 Vermont St.). It has been a subject of study for many years including a [2014 Lawrence Transit Center Location Analysis](#) and a [2016 TIGER Application](#). In the [2018 Bus Transfer Location Analysis](#), the community identified the southeast corner of Bob Billings Parkway and Crestline Drive as a potential location and recommended improvements at a secondary downtown location. In July 2020, KU and the City of Lawrence signed an agreement to develop a Multimodal Transfer Facility at Bob Billings & Crestline. These prior studies and current transit operations also show the need for a continued transit presence Downtown.

This is a city-owned project, and KU is not expected to participate in the costs of construction. KU's contribution will instead be the donation of land to be used for the Bob Billings & Crestline site. The City and KU have a joint coordinating committee that has met monthly since July 2020 to coordinate the development of the project and work towards a land use agreement as the project is further developed.

As part of the planning and analysis required for the development of the Multimodal Transfer Facility project, Lawrence Transit entered into a [Phase 1 engineering and design services agreement](#) with Wendel Co. for the Multimodal Transfer Facility and Downtown transfer improvements project. This design work has led to the development of four unique concepts for the primary transfer facility at Bob Billings and Crestline and four concepts for Downtown transit improvements. Each concept contains advantages and disadvantages for transit operations, pedestrian movements, safety, cost, and impacts to adjacent land uses.

More information and prior public meeting recordings can be found on the project website: <https://lawrencetransit.org/transfer-facility/>

## **Consultant-Recommended Concepts**

Consultant-recommended concepts were selected based on operational needs, passenger comfort and convenience, safety, and budget feasibility.

### **Bob Billings and Crestline (primary site)**

Option 4 is the consultant-recommended concept for the primary site. Option 4 was developed after evaluating cost challenges and public and administrative feedback on options 1-3. Option 4 is the only primary site concept that remains within the project budget, as earth moving, paving, and construction of a new facility drove higher costs for options 1-3. Key differences with option 4 as compared to the other three options include:

- Repurposing of existing KU building on property.
- Placement of regional transit (K-10 Connector, Greyhound) along parallel curb, not on central island with local services.
- The bid alternate for extension of the canopy to the west would allow the regional transit services to join the local buses on the central platform, which would be preferable for passenger transfers. This alternate could occur if actual bid costs come in lower than current estimates.

### **Downtown (secondary site)**

Option 1A is the consultant-recommended concept for the secondary site. Both options 1A and 1B are the safest for bus and pedestrian movements, create a functional public park space near 9th & Vermont, provide the first fully protected bikeway in the Downtown area, and maintain the possibility of future mixed use development of Lot 3. Option 1A is preferred by staff over 1B due to two primary differences:

- The bus platform & sidewalk area on option 1A is five feet wider than option 1B, creating more space for comfortable pedestrian movements.
- Maintains center turn lane for deliveries for nearby businesses.
- Maintaining parallel parking on the west side of Vermont St. is safer for southbound bicyclists than angled parking.

Options 2 and 3 create additional safety concerns due to bus movements in and out of the sites, impact parking to a higher degree, limit redevelopment opportunities, and present budget challenges.

For additional information on balancing the competing priorities Downtown, please see this [explainer video](#).

## **Equity Statement**

The Multimodal Transfer Facility project advances equity and inclusion in Lawrence by improving the quality and convenience of using affordable transportation options, like transit, to move throughout the community. Transit serves passengers of all demographics, including people who are [transportation-disadvantaged](#), which include low-moderate income households, minorities, individuals with mobility disabilities, individuals with less than a high school education, single parent households, zero vehicle households, youth, and senior citizens.

**Next Steps**

After receiving guidance on advancing concepts at the 8/17/21 City Commission meeting, the engineering consultant will work toward 30%/60%/90%/final design before the end of 2021, with construction beginning in early 2022. Design documents for each stage will be presented to the Public Transit Advisory Committee (PTAC) for review and guidance, and staff will work to implement supplemental engagement strategies to make it easy for the public to work with us on design and aesthetic components of each site.

Selection of preferred concepts for the Multimodal Transfer Facility and Downtown transfer improvements advances the Strategic Plan Connected City Outcome area by improving the safety, comfort, and practicality of using transit in Lawrence and sustainably and safely moving people throughout our community.



# Transit facility project public engagement process

The following information summarizes the public engagement process for the Multimodal Transfer Facility Project, organized chronologically.

- 2018: The community helped set goals and site selection criteria through the public process of the [Lawrence Bus Transfer Location Analysis](#) that aided in site selection for the current process. 500 people participated in the public engagement process that included a variety of in person and survey opportunities.
- 8/10/20: [PTAC meeting](#) included update presentation on facility project. (Item begins at 1:03:00)
- 9/16/20: Lawrence Transit staff attended [LAN meeting](#) to provide update on upcoming public engagement for the Route Redesign Study and talked about its relationship to the transit facility project.
- 1/20: Lawrence Transit staff attended [LAN meeting](#) to solicit nominee for Route Redesign Study steering committee and talked about its relationship to the facility project.
- 3/8: [PTAC meeting](#) included transit facility RFQ selection recommendation and discussion, which included scope of work of the project.
- 3/30-4/1 Lawrence Transit update meetings for Downtown businesses.
  - o 3/30: Downtown meeting #1: 8:30a-9:30a
  - o 3/30: Downtown meeting #2: 3:00p-4:00p
  - o 4/1: Downtown meeting #3: 9:00a-10:00a
  - o 4/1: Downtown meeting #4: 3:00p-4:00p
  - o 4/1: Sent DLI and Lawrence Restaurant Association presentation from these meetings that included potential Downtown locations likely to be evaluated during the 4/19-4/22 Immersion week.
- 4/12: [PTAC meeting](#) included update on transit facility project and upcoming public engagement.
- 4/13: Lawrence Transit develops [video](#) to communicate expectations for the project and how to get involved.
- 4/19 – 4/22: [Immersion week](#) (157 participants combined in 8 stakeholder and 2 public meetings)
  - o 4/19: Stakeholder meeting #1: First Transit staff + bus operators
  - o 4/19: Stakeholder meeting #2: City and University advisory committees (PTAC, MMTC, KU Transit Commission, Planning Commission, Cultural Arts Commission, Sustainability Advisory Board)
  - o 4/19: Stakeholder meeting #3: City of Lawrence staff (MSO, Planning, Parks & Rec, Sustainability, Finance, Equity, Communications, CMO, Economic Development, Fire/PD)



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- 4/19: Stakeholder meeting #4: University and geographic neighbors to primary site (KU students/faculty/staff, Sunset Hills Neighborhood Association, Haskell students/faculty/staff)
- 4/19: Stakeholder meeting #5: Social Service Providers & Community Resources (Human Services Coalition, Lawrence Public Library, USD 497)
- 4/19: Stakeholder meeting #6: Lawrence Association of Neighborhoods
- 4/20: Stakeholder meeting #7: Transportation and Government Partners (KDOT, FTA, RTAC, K-10 Connector, Greyhound, Topeka Metro, KU Transportation Center)
- 4/20: Stakeholder meeting #8: Downtown Businesses and Tourism (DLI, Explore Lawrence, The Chamber, Lawrence Restaurant Association)
- 4/21: Public meeting #1: [12:30p-1:30p](#)
- 4/21: Public meeting #2: [6:00p-8:00p](#)
- 5/25: Lawrence Transit sent DLI, Explore Lawrence, The Chamber, and LRA info about upcoming engagement opportunities to join.
- 6/3-6/4: Four Lawrence Transit staff walked to every business on NH, VT, and Mass St. between 6<sup>th</sup> & South Park to hand-deliver postcards encouraging participation in 6/9 public meetings. This was approximately 60 hours of combined staff time, and we successfully reached 192 businesses in person.
- 6/3-7/1: Lawrence Listens survey gathered 120 responses with feedback on concepts for both Bob Billings and Downtown sites.
- 6/7: [Joint MMTC/PTAC study session](#) to discuss concepts for Bob Billings and Downtown sites.
- 6/9 facility concept [public meetings](#)
  - 6/9: Public meeting #1: [12:30p-1:30p](#)
  - 6/9: Public meeting #2: [6:00p-8:00p](#)
- 6/15: [Library tabling events in the lobby for facility project](#)
  - 6/15: 10:00a-12:00p tabling
  - 6/15: 1:00p-3:00p tabling
  - 6/15: 4:00p-6:00p tabling
- 6/16: Attended [LAN meeting](#) to talk about AIC projects letter of support, which included Downtown transit center improvements.
- 6/19: [Library tabling and walking/bus tour for facility project](#)
  - 6/19: 10:00a-1:00p tabling
  - 6/19: 10:00a-1:00p walking tour of all Downtown sites and bus ride out to Bob Billings site (9 participants)

*Figure 1: Lawrence Transit staff 6/3-6/4 Downtown outreach*



*Figure 2: 6/19 walking tour*





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- 7/12: [PTAC meeting](#) included update on transit facility project.
- 7/27: Lawrence Transit shares [educational video](#) for Downtown proposals to reflect what was heard through public engagement and explain what can be mitigated to accomplish project goals for community.
- 8/2: [MMTC meeting](#) to present concepts and advance recommendation from MMTC to City Commission.
- 8/9: [PTAC meeting](#) to present concepts and advance recommendation from PTAC to City Commission.
- 8/12-8/16: First Transit engages passengers who may lack the time or technology to join traditional public process by gathering written public comment.



August 1, 2021



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CITY OF LAWRENCE



# Multimodal Transfer Facility Project

Concept Survey Results

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# Background

As part of the Multimodal Transfer Facility Project public engagement process, Lawrence Transit requested public input on concepts for the primary facility site at Bob Billings and Crestline and Downtown transfer improvements.

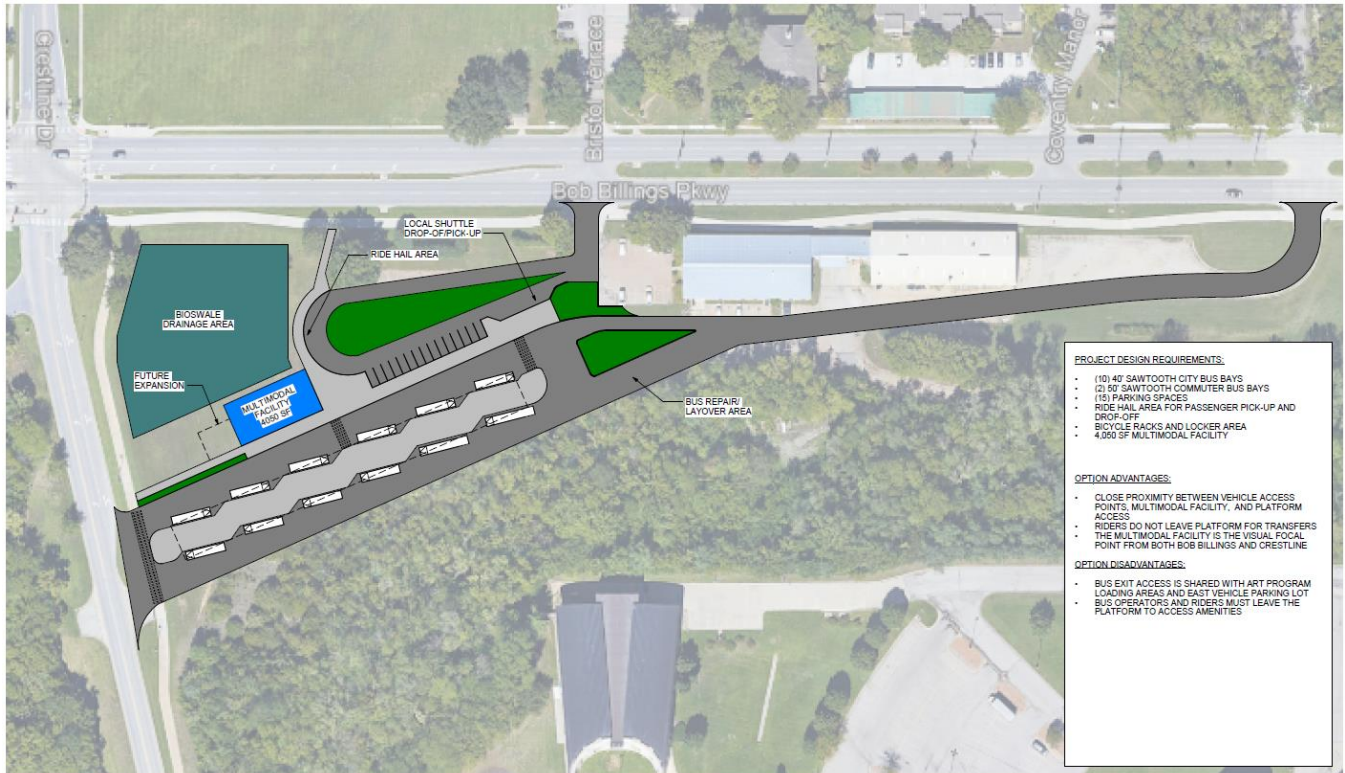
The survey was made available on Lawrence Listens from 6/3/21 – 7/1/21. Notification for how to provide public input were sent in the following ways:

- Hand-delivered postcards to 192 Downtown businesses
- Press release
- Link posted to [www.lawrencetransit.org](http://www.lawrencetransit.org)
- Twitter posts
- Facebook posts

The following document summarizes the feedback received by the public for three concepts at Bob Billings and Crestline and four concepts Downtown. Option 4 at Bob Billings and Crestline was developed in response to public feedback and higher than expected cost estimates for options 1-3.

# Multimodal Transfer Facility

## Option 1



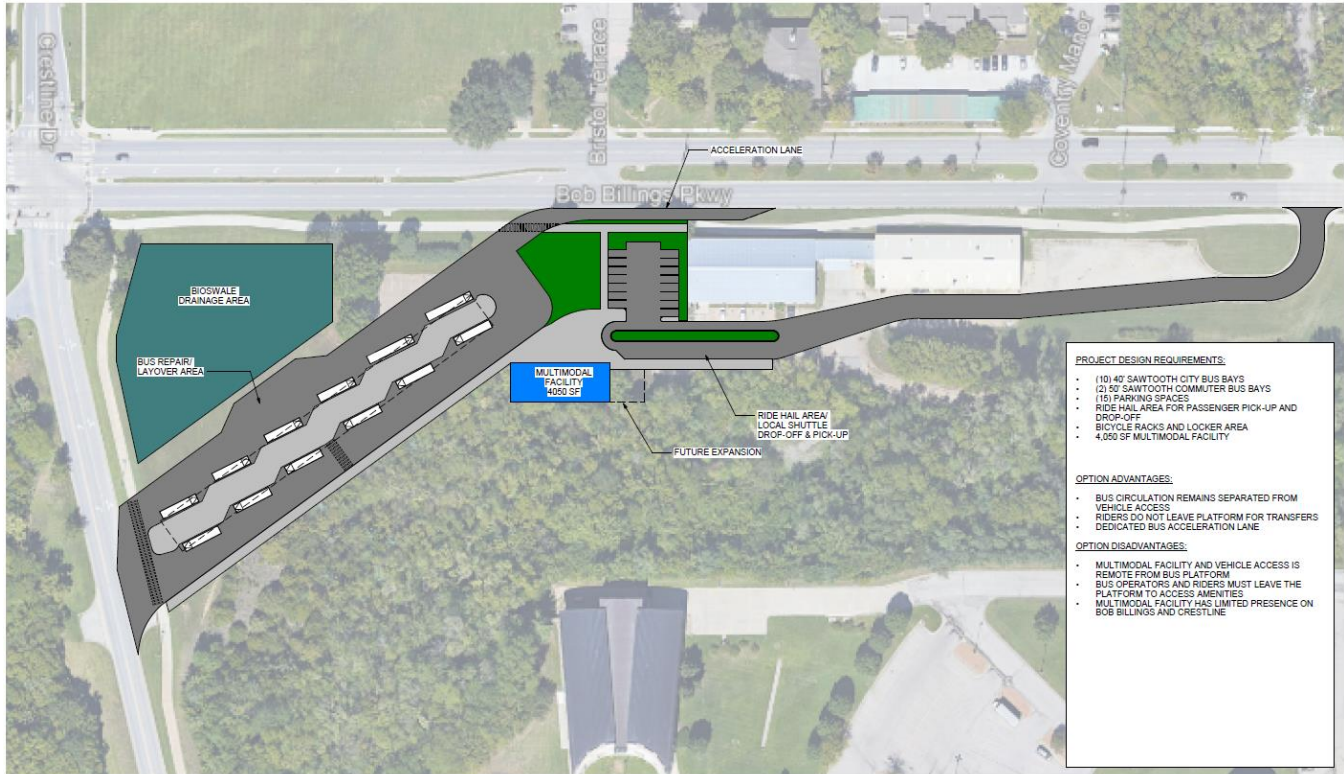
Survey ID	Response
797127	<p>I think this is by far the better choice. To put the center on the section of downtown that is suggested will only create more congestion and make it harder for people to access the stores and offices on that block. That is something that will only contribute to the loss of commerce and foot traffic in that area--which the city of Lawrence is trying to improve and make better for everyone.</p> <p>The Billings site, however, does not impact on businesses in that area (there are none) and foot traffic. The minimal traffic congestion will be offset by wider roads and could be enhanced by traffic lights, if necessary, at the ingress and egress points for the buses.</p>
797162	<p>I think this is the best location but I don't see the need for a 4000 sq facility unless this is where you want to store buses when not being used.</p>
797546	<p>This option gives me the most comfort as a parent. It strikes me as the safest option. The ride-hail area also is the best laid out in this option. Having the multimodal facility front and center also provides a more inviting atmosphere, which hopefully encourages more individuals to ride the transit system. Plus, with the multimodal facility not located in the bus bay area, it provides the greatest degree of flexibility for future growth of the system and expansion of the multimodal facility.</p>
797875	<p>Please do not eliminate any parking!</p>

<b>797890</b>	this is the bottom of a big hill so you probably want to keep the facility away for rainfall and flash flooding purposes. I don't need to see the facility from the road to know that there's a bus center there and, again, that's a big hill that encourages cars to speed and the road is already busy so there is not much of a view to be had and I also wouldn't prefer to be subjected to noise pollution.
<b>797894</b>	Worried about no acceleration lane and shared emergency exit access. Though this seems aesthetically pleasing. Vote it #3
<b>797900</b>	Option 3 looks more inviting and safer.
<b>797935</b>	Not having an acceleration lane will lead to accidents as this portion of the road is in the 'valley' between the two hills. Historically, people naturally speed because of gravitational acceleration and the fact there is little to no cross traffic. This option will create havoc for people who are trying to traverse across the city.
<b>797961</b>	This is the best option. Need to show the improvements that would need to be made to 15th street for this. That would be a left-turn bay for west-bound traffic at the Bristol Terr intersection. You show the acceleration lane improvement needed with Option 2. This will require modifications to the center island to allow for left-turning movements for west-bound traffic at that intersection location.
<b>797970</b>	This seems like the best of the three options. Advantages out weigh the disadvantages. I like the potential visibility of the structure from Bob Billings.
<b>797978</b>	This location seems pretty far away from anything, I'd prefer a downtown location.
<b>797996</b>	Pedestrian traffic to access amenities seems like a recipe for accidents and bus departure delays. No acceleration lane is a disadvantage.
<b>798006</b>	<p>When will the environmental impact study be completed? This is right next to the habitat for many animals, birds, insects, amphibians, and other living creatures.</p> <p>Perhaps the location should be reconsidered since it will disrupt and destroy habitat.</p> <p><a href="https://ksoutdoors.com/Services/Threatened-and-Endangered-Wildlife/Kansas-Threatened-and-Endangered-Species-Statewide">https://ksoutdoors.com/Services/Threatened-and-Endangered-Wildlife/Kansas-Threatened-and-Endangered-Species-Statewide</a></p> <p>People hanging out in a residential area around the multimodal facility is a good thing? The city has already declared that Meadowbrook residents are not residents compared to those who live in a real house.</p>
<b>798015</b>	The Crestline and Bob Billings location does not encroach on an established neighborhood? Meadowbrook is most certainly an established neighborhood. The apartment owners are pleased because they anticipate increased demand for the apartments which will directly cause higher rents. The city is now supporting a project that will make housing less affordable for residents, but more profitable for the owners. Furthermore, the quality of life for residents in the area will certainly be impacted negatively by the increased traffic and noise. The city has marginalized residents of the neighborhood.
<b>798025</b>	This looks great.
<b>798030</b>	I like this option for the greenspace and pedestrians not crossing the traffic lane. But I do prefer the acceleration lane for the busses instead of sharing the non-transit use road.

<b>798226</b>	I am sure this comment will quickly be set aside as it is one of opposition, but here are my comments anyway. None of these locations are good as the mass transit system should be phased out not built on. The financials do not support this and never will. Just because it is largely funded by tax dollars doesn't make this a good idea. Ridership (is that a word) is very low and some very creative accounting is being done to bolster the numbers. I would like to see a number that represents cost per mile travelled or actual (not subsidized) cost per person per ride. I bet the numbers are not as convincing. The fact that these buses run nearly empty all day, every day should be obvious enough. Again, throwing more money at this doesn't make it a good idea. Just stop and ask yourself if it makes sense to drive empty buses all over town and periodically stop at an empty depot. No!
<b>798243</b>	This location encroaches on a very peaceful and established neighborhood. It will disrupt wildlife and destroy habitat.
<b>798268</b>	This location will disrupt wildlife and destroy habitat. When will the Environmental Impact Study be completed?
<b>798352</b>	The top choices of the city were truly better choices than Bob Billings and Crestline. There are very likely people working for the city that already know this. The proposed transfer station will definitely encroach on a quiet residential neighborhood. The Iowa Street location would have blended into the existing Iowa Street traffic and environment. This transfer station will not blend into the neighborhood around Bob Billings and Crestline at all. Its encroachment will transform a quiet and peaceful area into an incredibly busy and noisy intersection. Its encroachment will destroy habitat and disrupt wildlife like no other project in recent Lawrence history. The area is also prone to flooding during heavy rains which will only get worse after trees are bulldozed and concrete is poured. Driving up or down Crestline hills is nearly impossible during snow or ice storms. This location was chosen primarily because people around the other proposed locations objected. Bob Billings and Crestline was never the first choice of the city. It still isn't the best choice.
<b>798460</b>	Do not, I repeat, do not change the free three hour parking behind the Lawrence Antique Mall. Leave that alone.
<b>798486</b>	Where is the environmental impact statement?
<b>798538</b>	Seems to be a good spot, but now busses will have to travel through town farther, causing more congestion
<b>798602</b>	this one looks very good. has minimal footprint which is nice for the existing studios.
<b>798687</b>	One disadvantage of this option is that passengers, bus drivers, and people loitering around the multimodal facility are in close proximity to the Meadowbrook swimming pool and Meadowbrook apartments. Residents will not be able use the Meadowbrook neighborhood swimming pool without the attention and noise of all the people and buses. Residents of the apartments will not be able to open their windows without hearing noise. Those at the bus transfer station can easily observe residents of the neighborhood in their homes. Meadowbrook residents will be forced to keep windows and blinds shut at all times. All three options are bad. The picture is very deceptive since it leaves out the homes of nearby residents and the swimming pool. The statements by Lawrence Transit demeaning residents of the Meadowbrook neighborhood are pompous. Does Lawrence Transit really think it's better if passengers, bus drivers, and people loitering around the facility have a direct view of the swimming pool and nearby homes of residents?
<b>798704</b>	There is a neighborhood swimming pool directly across the street that is deceptively missing from the picture. If having the station near a neighborhood swimming pool is one of the selection criteria, then building it right next to the Lawrence Aquatic Center would have been the ideal spot according to Lawrence Transit.

<b>798826</b>	incorporate more green space in midst of the functions. a sea of asphalt full of busses will be inhospitable.
<b>798836</b>	"Option advantage - Views of Meadowbrook apartments and pool from multimodal facility are unobstructed" Why is a clear view of Meadowbrook Apartments an advantage?
<b>798885</b>	This location and its design fit with my understanding of what makes a multimodal transfer center work. It is central. It should be safe and pleasant. It is close to a major transit provider and rider source (KU) but does not take up space in a spatially constrained high activity area like the core of KU campus or downtown Lawrence. I do not have strong opinions about the specifics of the site design.
<b>798891</b>	its intriguing that the transfer location would be in, or at least near, downtown. it is not even in/on the ku campus, but in an area of city that is not in the heart of anything so i would hope that the cost of the project justifies the location
<b>798954</b>	fine
<b>799141</b>	does not feel like a feasible design
<b>800119</b>	This is not centrally located. Please consider a transfer point that is going to help the people on the east end of Lawrence and the university students. The corner of 19th and Iowa on the southeast corner is a much better and centrally located area. There are already stoplights there that could be dedicated to this bus facility. The ease of getting busses out of the facility is much better.
<b>800230</b>	I drive this road nearly every day. The options with acceleration lanes seem to be the better options.
<b>800240</b>	This is my #1 pick.
<b>800569</b>	I don't like the fact that bus operators and riders must leave the platform to access amenities. I do not like this option.
<b>800571</b>	NO
<b>800818</b>	No acceleration lane is a big disadvantage for option 1.
<b>800944</b>	This makes the most sense. The disadvantages are minimal.
<b>800966</b>	No preference
<b>801068</b>	I like option 1 the best. The multimodal facility has ease of access without blocking the view across the platform. The access to it is also not crossing a great deal of traffic.
<b>801092</b>	I like the amount of greenspace in this plan but do not like that the parking is so close to the bus traffic.
<b>801122</b>	All three options seem workable. I like option 1 as it seems to eliminate cross traffic between commuter car traffic and bus ingress and egress.
<b>801144</b>	This is the best.
<b>801335</b>	Bob Billings seems like a good central location. Do not put in front of any dental, medical or active businesses. That have patients and clients of all ages and conditions entering.
<b>801337</b>	Take bus route out of downtown and not in front of any busy business. This is a more central location for the buses. Not downtown.
<b>801371</b>	I like this option.
<b>801379</b>	This is superior option by minimize cross bus/pedestrian traffic and car overlap.
<b>801389</b>	What is an orange area? Are any of the lanes one way or do buses access the center from either Crestline or BB? Are any of the waiting/loading areas covered or protected against inclement weather or direct sun? Rice Hall area seems to provide more screening of view of waiting buses from street which I think could be a good aesthetic.

# Option 2



Survey ID	Responses
797127	I think this is the best solution for this issue. There is much more room for the buses to enter and leave the site and will not impact business or foot traffic. If needed, traffic lights could be installed at the ingress and egress points to help with buses entering and leaving the site. I think this is by far the better, cleaner, more efficient solution.
797546	Trying to exit the parking area will be a hassle with the bottleneck next to the multimodal facility and the ride hail area. Plus nobody is going to use the designated crosswalk to the bus bays that far west of the multimodal facility.
797797	This option seems to meet the needs without major disadvantages.
797890	this makes the most sense. Dedicated lane and it keeps riders from having to leave for transfers which is more important than immediate access to amenities. Plus, the platform being remote seems like the safest option for drivers and pedestrians.
797894	#2
797900	Option 3 looks more inviting and safer.
797935	This is a better design than Option #1, but is not conducive to passenger drop-off or pick-up. Option 3 will allow for way easier navigation of the facility.
797978	This location seems pretty far away from anything, I'd prefer a downtown location.
797996	dedicated bus acceleration lane is positive. Multimodal location seems remote and less convenient. Not having a cross walk directly in front is going to mean pedestrians will cross without one.



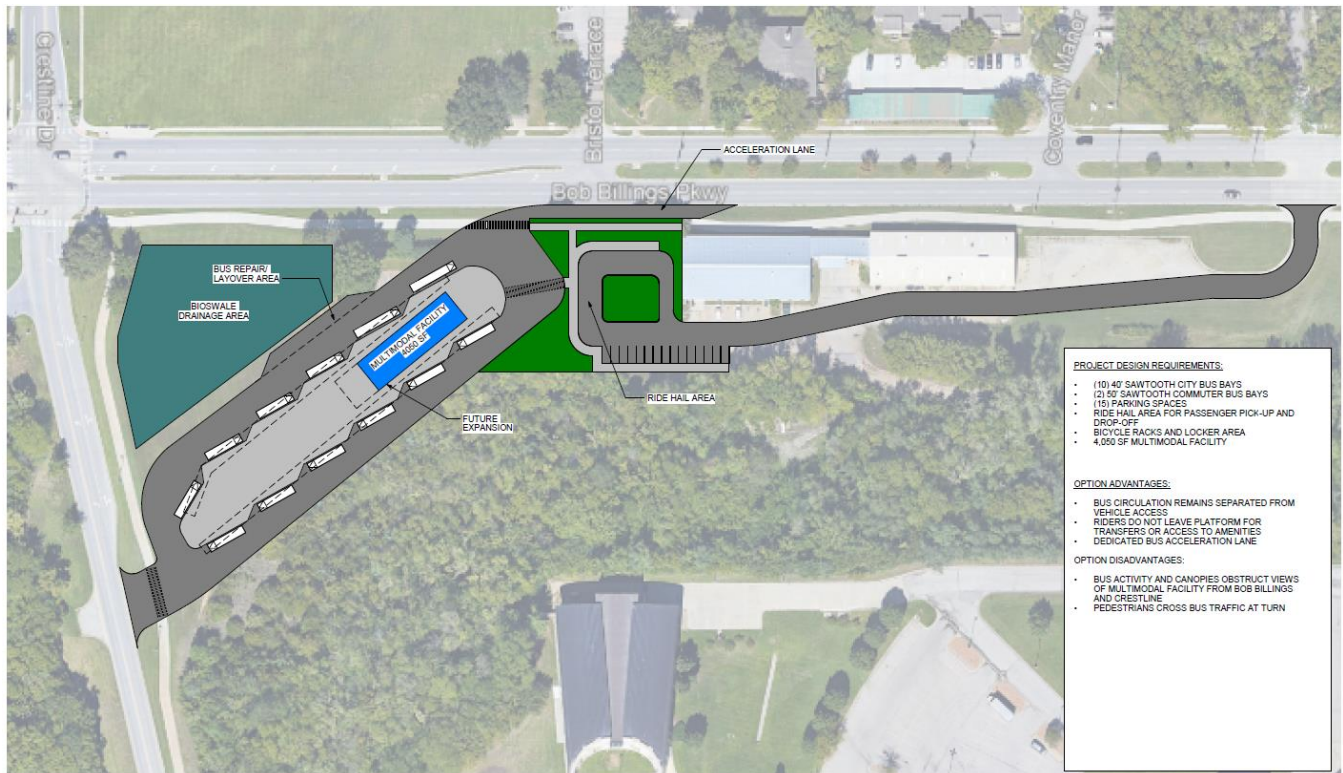
<b>798006</b>	<p>When will the environmental impact study be completed? This is right next to the habitat for many animals, birds, insects, amphibians, and other living creatures.</p> <p>Perhaps the location should be reconsidered since it will disrupt and destroy habitat.</p> <p><a href="https://ksoutdoors.com/Services/Threatened-and-Endangered-Wildlife/Kansas-Threatened-and-Endangered-Species-Statewide">https://ksoutdoors.com/Services/Threatened-and-Endangered-Wildlife/Kansas-Threatened-and-Endangered-Species-Statewide</a></p> <p>People hanging out in a residential area around the multimodal facility is a good thing? The city has already declared that Meadowbrook residents are not residents compared to those who live in a real house.</p>
<b>798015</b>	<p>The Crestline and Bob Billings location does not encroach on an established neighborhood? Meadowbrook is most certainly an established neighborhood. The apartment owners are pleased because they anticipate increased demand for the apartments which will directly cause higher rents. The city is now supporting a project that will make housing less affordable for residents, but more profitable for the owners. Furthermore, the quality of life for residents in the area will certainly be impacted negatively by the increased traffic and noise. The city has marginalized residents of the neighborhood.</p>
<b>798243</b>	<p>This location encroaches on a very peaceful and established neighborhood. It will disrupt wildlife and destroy habitat.</p>
<b>798268</b>	<p>This location will disrupt wildlife and destroy habitat. When will the Environmental Impact Study be completed?</p>
<b>798352</b>	<p>The top choices of the city were truly better choices than Bob Billings and Crestline. There are very likely people working for the city that already know this. The proposed transfer station will definitely encroach on a quiet residential neighborhood. The Iowa Street location would have blended into the existing Iowa Street traffic and environment. This transfer station will not blend into the neighborhood around Bob Billings and Crestline at all. Its encroachment will transform a quiet and peaceful area into an incredibly busy and noisy intersection. Its encroachment will destroy habitat and disrupt wildlife like no other project in recent Lawrence history. The area is also prone to flooding during heavy rains which will only get worse after trees are bulldozed and concrete is poured. Driving up or down Crestline hills is nearly impossible during snow or ice storms. This location was chosen primarily because people around the other proposed locations objected. Bob Billings and Crestline was never the first choice of the city. It still isn't the best choice.</p>
<b>798460</b>	<p>I don't care about the Parkway but do NOT take out the free parking behind the Antique Mall.</p>
<b>798486</b>	<p>Where is the environmental impact statement?</p>
<b>798538</b>	<p>none</p>
<b>798602</b>	<p>vehicle access and multimodal is extremely far from the platform</p>

<b>798687</b>	One advantage of this option is that passengers, bus drivers, and people loitering around the multimodal facility are further away from the Meadowbrook swimming pool and Meadowbrook apartments. The transfer station encroaches on the neighborhood. Residents will not be able use the Meadowbrook neighborhood swimming pool without the attention and noise of all the people and buses. Residents of the apartments will not be able to open their windows without hearing noise. Those at the bus transfer station can easily observe residents of the neighborhood in their homes. Meadowbrook residents will be forced to keep windows and blinds shut at all times. All three options are bad. The picture is very deceptive since it leaves out the homes of nearby residents and the swimming pool. The statements by Lawrence Transit demeaning residents of the Meadowbrook neighborhood are pompous. Does Lawrence Transit really think it's better if passengers, bus drivers, and people loitering around the facility have a direct view of the swimming pool and nearby homes of residents?
<b>798704</b>	There is a neighborhood swimming pool directly across the street that is deceptively missing from the picture. If having the station near a neighborhood swimming pool is one of the selection criteria, then building it right next to the Lawrence Aquatic Center would be the ideal spot according to Lawrence Transit.
<b>798826</b>	incorporate more green space in midst of the functions. a sea of asphalt full of busses will be inhospitable.
<b>798836</b>	This option has no chance since the view of Meadowbrook Apartments from the multimodal facility is obstructed.
<b>798866</b>	Option #2 is my favorite transfer station so far mainly because the busses don't have to share entrances and driving lanes in the station with other cars, unlike the 1st concept. My concern is how is the bus going to merge into the street? Is the bus going to have to merge into a car lane, or will the bus get it's own lane coming out of the center? Even though I live right along Bob Billings (about a 3 minute walk from the transfer center) and primarily drive along this road, I think a driving lane should be taken away for a bus lane, somehow someway. I think the dedicated bus acceleration lane is a nice way to contend for this concern but just a thought. I also like how the bus hub doesn't share the same canopy or structure as the multimodal facility, their is room for the busses to breathe while leaving a larger area for the bioswale drainage area. I am very excited about this Transfer Center Project because I will now have a convenient alternative to driving my car all the time, all while taking a step toward equitizing transportation and improving safety.
<b>798885</b>	This location and its design fit with my understanding of what makes a multimodal transfer center work. It is central. It should be safe and pleasant. It is close to a major transit provider and rider source (KU) but does not take up space in a spatially constrained high activity area like the core of KU campus or downtown Lawrence. I do not have strong opinions about the specifics of the site design.
<b>798891</b>	its intriguing that the transfer location would be in, or at least near, downtown. it is not even in/on the ku campus, but in an area of city that is not in the heart of anything so i would hope that the cost of the project justifies the location
<b>798954</b>	fine
<b>799141</b>	does not feel like a feasible design



<b>800221</b>	I think this is the safest with an acceleration lane and access to amenities without crossing pedestrians and bus traffic.
<b>800569</b>	Again, I don't like the fact that riders have to leave the platform for amenities, and when combined with the limited visibility from both streets this would seem to be the least preferred option.
<b>800571</b>	NO
<b>800739</b>	Between the two options presented this would be my favorite given the placement of the Facility away from the buses. While waiting in facility the noise and exhaust may be an issue for passengers.
<b>800740</b>	Between the two options presented this would be my favorite given the placement of the Facility away from the buses. While waiting in facility the noise and exhaust may be an issue for passengers.
<b>800818</b>	I like the multimodal facility location adjacent to green space on option 2.
<b>800944</b>	The disadvantage of the Multimodal facility having limited presence on the street really isn't a disadvantage. Bus depots by their nature are not needing street presence.
<b>800966</b>	No preference
<b>801092</b>	Not a fan of a large parking lot so close to Bob Billings.
<b>801144</b>	This looks the second best.
<b>801335</b>	Good Central location. Do not put in front of any medical patient based offices.
<b>801337</b>	This is a better central location for buses. Not downtown anywhere on an ingested street where there are busy medical and dental offices.
<b>801389</b>	I really like the dedicated bus acceleration lane as a very practical feature and believe bus and automobile drivers would, too.

# Option 3



Survey ID	Responses
796657	I like three the most because the facility and platform are accessible to everyone as they donâ€™t have to leave the platform to get to one one else.
797127	I think option 2 is the better option for the center.
797272	I think this is the best option as riders do not have to leave platform.
797546	I worry the traffic is going to bottleneck in the small loop where the ride hail area is.
797760	I like this option because the amenities building is centrally located. This makes it a part of the function of the center not an add on. Having it in the middle will be helpful for if one is short on time.
797797	Dedicated bus acceleration lane is necessary.
797890	No, this is dangerous and inefficient.
797894	#1 Amenities on the platform wins!
797900	This looks like the safest option. Keeps the green space together which I feel will be occupied with people waiting and loitering.
797921	I think this option is the safest and makes the most sense. Amenities are on the platform and the Pedestrian crossing is at the curve which I would think is safest. Also the bus traffic being separate from vehicle access makes more sense.
797935	Best option without question

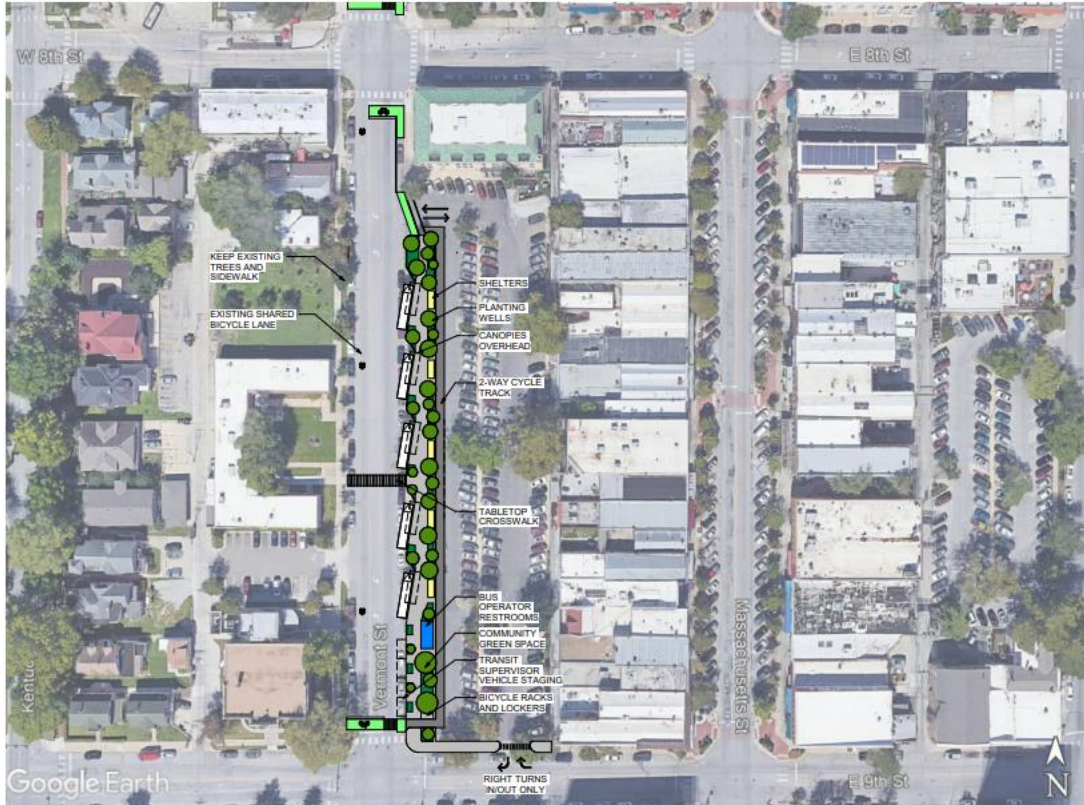
<b>797961</b>	Best design option is to not put the multi-modal facility in the middle of the bus platform. Bus operators and riders having to "leave the platform to access amenities" is way overrated. The buses will be mostly parked when present on site. There will only be short duration of time on which there are multiple buses parked at the platform. Most of the time most of the bus parking areas at the platform will be empty.
<b>797978</b>	This location seems pretty far away from anything, I'd prefer a downtown location.
<b>797996</b>	Facility will be more accessible to riders and drivers, and less traffic crossing for those drivers and passengers. Acceleration lane is a great idea. I do not understand how the obstruction of multimodal facility from BB and Crestline is a disadvantage.
<b>798006</b>	<p>When will the environmental impact study be completed? This is right next to the habitat for many animals, birds, insects, amphibians, and other living creatures. Perhaps the location should be reconsidered since it will disrupt and destroy habitat.</p> <p><a href="https://ksoutdoors.com/Services/Threatened-and-Endangered-Wildlife/Kansas-Threatened-and-Endangered-Species-Statewide">https://ksoutdoors.com/Services/Threatened-and-Endangered-Wildlife/Kansas-Threatened-and-Endangered-Species-Statewide</a></p> <p>People hanging out in a residential area around the multimodal facility is a good thing? The city has already declared that Meadowbrook residents are not residents compared to those who live in a real house.</p>
<b>798015</b>	The Crestline and Bob Billings location does not encroach on an established neighborhood? Meadowbrook is most certainly an established neighborhood. The apartment owners are pleased because they anticipate increased demand for the apartments which will directly cause higher rents. The city is now supporting a project that will make housing less affordable for residents, but more profitable for the owners. Furthermore, the quality of life for residents in the area will certainly be impacted negatively by the increased traffic and noise. The city has marginalized residents of the neighborhood.
<b>798243</b>	This location encroaches on a very peaceful and established neighborhood. It will disrupt wildlife and destroy habitat.
<b>798268</b>	This location will disrupt wildlife and destroy habitat. When will the Environmental Impact Study be completed?
<b>798269</b>	I like this one best!
<b>798352</b>	The top choices of the city were truly better choices than Bob Billings and Crestline. There are very likely people working for the city that already know this. The proposed transfer station will definitely encroach on a quiet residential neighborhood. The Iowa Street location would have blended into the existing Iowa Street traffic and environment. This transfer station will not blend into the neighborhood around Bob Billings and Crestline at all. Its encroachment will transform a quiet and peaceful area into an incredibly busy and noisy intersection. Its encroachment will destroy habitat and disrupt wildlife like no other project in recent Lawrence history. The area is also prone to flooding during heavy rains which will only get worse after trees are bulldozed and concrete is poured. Driving up or down Crestline hills is nearly impossible during snow or ice storms. This location was chosen primarily because people around the other proposed locations objected. Bob Billings and Crestline was never the first choice of the city. It still isn't the best choice.

<b>798460</b>	I don't care about this, but do NOT take out the the 3 hour free parking behind the Lawrence Antique Mall.
<b>798486</b>	Where is the environmental impact statement?
<b>798538</b>	none
<b>798602</b>	pedestrians crossing bus traffic there seems like an unnecessary source of risk
<b>798687</b>	One disadvantage of this option is that passengers, bus drivers, and people loitering around the multimodal facility are in close proximity to the Meadowbrook swimming pool and Meadowbrook apartments. Residents will not be able use the Meadowbrook neighborhood swimming pool without the attention and noise of all the people and buses. Residents of the apartments will not be able to open their windows without hearing noise. Those at the bus transfer station can easily observe residents of the neighborhood in their homes. Meadowbrook residents will be forced to keep windows and blinds shut at all times. All three options are bad. The picture is very deceptive since it leaves out the homes of nearby residents and the swimming pool. The statements by Lawrence Transit demeaning residents of the Meadowbrook neighborhood are pompous. Does Lawrence Transit really think it's better if passengers, bus drivers, and people loitering around the facility have a direct view of the swimming pool and nearby homes of residents?
<b>798704</b>	There is a neighborhood swimming pool directly across the street that is deceptively missing from the picture. If having the station near a neighborhood swimming pool is one of the selection criteria, then building it right next to the Lawrence Aquatic Center would have been the ideal spot according to Lawrence Transit.
<b>798826</b>	incorporate more green space in midst of the functions. a sea of asphalt full of busses will be inhospitable.
<b>798836</b>	"Option Disadvantage - Bus activity and canopies obstruct views of Meadowbrook apartments and pool from multimodal facility. Buses do have clear view of the apartments". Why is a clear view of Meadowbrook Apartments an advantage?
<b>798866</b>	I feel every bit the same way about Transfer Center #3 as I did #2. At first I disliked the idea about the multimodal facility sharing the same platform as the busses, but it seems to minimize the impact on the environment and open up a green space I didn't see before. As long as the busses don't have to share entrances and driving lanes with cars then I am all for it.
<b>798885</b>	This location and its design fit with my understanding of what makes a multimodal transfer center work. It is central. It should be safe and pleasant. It is close to a major transit provider and rider source (KU) but does not take up space in a spatially constrained high activity area like the core of KU campus or downtown Lawrence. I do not have strong opinions about the specifics of the site design.
<b>798888</b>	I prefer this option has it has the added benefit of the bus acceleration lane as well as a wider ride hail area with parking. I don't think pedestrians having to cross in front of the buses will be an issue within the facility grounds.

<b>798891</b>	its intriguing that the transfer location would be in, or at least near, downtown. it is not even in/on the ku campus, but in an area of city that is not in the heart of anything so i would hope that the cost of the project justifies the location
<b>798954</b>	fine
<b>799045</b>	Bob Billings Parkway location is not serving public the best.  Option 3 is the worst: pedestrians crossing traffic to access the platforms is dangerous.
<b>799141</b>	does feel like a feasible design and i feel that this would be the best one for the city to do
<b>799517</b>	This option looks most convenient and friendly for all and especially those with mobility issues drivers to access restroom and ticketing facility.
<b>800212</b>	I think if we are going to do this, option 3 makes the most sense because riders do not leave platform for transfers or access to amenities, and there is a dedicated bus acceleration lane.
<b>800569</b>	This is my preferred option. Once people get used to the facility I don't think having the view of it screened by the canopies and buses will be a big deal, those are identify features and not safety or convenience features. I like having the amenities accessible on the platform.
<b>800571</b>	Makes the most sense. Especially due to the advantages
<b>800648</b>	I think option #3 makes the most sense and favor it.
<b>800944</b>	Buses can only leave in one direction is a big waster of time if you're taking hte bus the other direction.
<b>800966</b>	No preference
<b>801092</b>	This option makes the most sense to me. The facility should be easily accessible for drivers, facility staff and passengers. Also I like that a large part of the parking lot is tucked away from view of Bob Billings and the large patch of greenspace separates the two.
<b>801144</b>	This is the worst choice because it has people walking where the buses are driving.
<b>801335</b>	Good central location. Don't place bus stop in front of any medical or clinical offices where there is foot traffic in and out. The buses crest way to much congestion.
<b>801337</b>	Better central location fir buses. Not downtown I from of any busy medical or dental offices where parking g is already limited
<b>801379</b>	Anytime Pedestrians must cross bus traffic is a negative.
<b>801389</b>	Again, I like the acceleration lane which I feel is an excellent feature to have. I like the option advantage of riders/drivers not leaving the platform for transfers or access to amenities. The buses and automobiles each have their own access and lanes which I think is good. The drop off/pick up area looks easy to navigate. Favoring choice #3.

# Downtown Transfer Improvements

## Option 1A



### PROJECT DESIGN REQUIREMENTS:

- (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
- PASSENGER SHELTER AREA FOR WEATHER PROTECTION
- BICYCLE RACKS AND LOCKERS
- BUS OPERATOR RESTROOMS

### PROJECT IMPACTS:

- PARKING: LOSS OF 18 METER SPACES AND 40 PARKING LOT SPACES (NET 58 LOSS)
- GREENSCAPE: PRESERVE EXISTING TREES AND ADD ADDITIONAL PLANTINGS/TREE COVER WHERE POSSIBLE, 17 EXISTING TREES IMPACTED
- RELOCATION OF PARKING LOT ACCESS TO THE SOUTH

### OPTION ADVANTAGES:

- COMMUNITY GREEN SPACE ON SOUTH CORNER
- DEDICATED CYCLE TRACK INTRODUCED
- PARALLEL STREET PARKING SAFER FOR ON-STREET CYCLISTS
- BUS AND CAR MOVEMENTS ARE SEPARATED FROM EACH OTHER
- PEDESTRIANS DO NOT HAVE TO CROSS BUS OR CAR TRAFFIC TO GET TO PLATFORM
- MID-BLOCK TABLETOP CROSSWALK

### OPTION DISADVANTAGES:

- BUS OPERATOR RESTROOMS ARE MORE REMOTE THAN OTHER OPTIONS
- PLATFORM ACTIVITY MIXED WITH SIDEWALK ACTIVITY

Survey ID	Responses
796497	As a business owner in downtown. I feel losing parking in such a important parking lot like this in the 800 block is probably the worst location of the 3. There is a lot of people that use 9th street as a main route to downtown and the parking lot is pretty much right in the middle of downtown. This route is also used a lot by the fire station on 8th St. I oppose this plan.
797105	This is amazing!!!
797162	Worst location option. Downtown is already congested and has parking issues. It also becomes a place for people to loiter downtown when they don't need to.
797187	Parking is already a limited resource downtown. The city should only consider net near zero options, or reconsider why a transfer station even needs to be downtown. Also not thrilled about the loss of trees. Overall, these plans don't seems to serve the needs of those who are not shopping or running a business downtown.



<b>797272</b>	I am not fond of any of the designs as they all remove parking from downtown. I am curious as to whether consideration was given to the Borders book store building and parking lot or the land on the east side of New Hampshire between 10th and 11th or the building and 2 empty parking lots at 11th and Mass.
<b>797546</b>	Not ideal that you have to remove that many trees, but hopefully we can get replacement trees planted in the designated green space or across town in other spots.
<b>797865</b>	Why would the city take away parking spaces for buses when they are already taking spaces on Massachusetts for restaurants and bars. If you don't want continued loss of retail downtown then make it easier to park not harder!
<b>797875</b>	Please do not eliminate the parking lot on Vermont!!
<b>797881</b>	This appears to be the best option for a Downtown Transfer Center. It does not impact any residences, bus and car movements are separated, it is safer for pedestrians, and it retains the large city parking lot. I strongly recommend this design.
<b>797890</b>	I think this might be the best option, but please note, I do not like any of these options or locations.
<b>797900</b>	Of the four options, this is the second best. It takes away the least amount of parking next to option 1B.
<b>797901</b>	This is the best choice as it does not remove as much existing parking.  All Mass street parking should be eliminated at some point, making Mass street a destination area like Boulder, CO, Tempe, AZ and other college towns.
<b>797908</b>	2nd choice.
<b>797930</b>	I don't like any of the downtown plans.  The city keeps taking away more and more parking for local and out of town shoppers for downtown. You will run businesses out of business with these plans. It's hard enough now to find parking downtown and you want to take away more? This will hurt downtown so please come up with better plans.
<b>797935</b>	This option is terribly thought out for traffic and is no better than the current situation a block away. People are left loitering along the street and safety and security will be an issue for that parking lot. In addition, there will be blind turns onto Vermont from the parking lot and this is hard enough with just cars parked along the street today.
<b>797951</b>	I like this one
<b>797961</b>	Dedicated bike lane on east side of road is not needed. Other traffic calming measures being implemented is sufficient for bicycle travel needs in this area.
<b>797978</b>	Not a huge fan of the lack of separation between the bus loading area and the street. It's a good location, but getting the buses further separated from Vermont St. would be worth sacrificing more parking spaces.

<b>797981</b>	This design provides the best mix of using existing public land (right-of-way) while preserving existing parking and land that could be used for future development. It's located close the the center of downtown and is the least intrusive of the designs. This will allow for more flexibility in the long term. Should things evolve this will allow for more in-fill development or the addition of bicycle infrastructure or more parking as illustrated in Option 1B.
<b>797996</b>	The graphics on this one are difficult to understand - it seems almost like there is no car traffic allowed on this street? The bright green and black "barriers" appear to block traffic. I see no notation of that. But maybe "bus and car movement are separated from each other" is a hint of that? The parking lot would become a "cut-through" for drivers. This is a cool idea, though it would make more sense between 7/8, since there is a one-way at 7th. This is the one that I might like the most after being confused about it. I think a couple of details in explanation are left out, but it does provide for parking and a separate bus area (I think I am intuiting), which would be great.
<b>798025</b>	Why does downtown need a transfer station of this scale?
<b>798099</b>	Safety concerns, business interference, loitering issues, aesthetic is bad, employee parking becomes more of a nightmare, etc.
<b>798137</b>	This is a poor option as there are SOOOO MANY patients that utilize both the dentist and eye doctors located across the street. SAFETY of the patients are at risk with this increase in traffic and reduction of parking.
<b>798167</b>	Vermont St. between the 8th and 9th st blocks is always full of traffic, taking away parking spots and adding more hazards for drivers will be detrimental. The vermont st. station (831 Vermont st) sees close to 200 patients every day, many of them above retirement age. Taking away their close parking is a risk to their safety.
<b>798384</b>	I believe that option 1A will negatively affect business operations in downtown Lawrence, some of which have been a part of the downtown community for over 40 years. The building at 831 Vermont St. is home to both a dentist and optometrist's office, and the patient base is older for both offices. This proposed plan will create more obstacles for our older patients trying to get to their appointments, and it can potentially be detrimental since these patients are at higher fall risk. It also creates an obstacle for the current curbside service that is available. Patients have been able to take advantage of this service since the start of the pandemic, and this plan would take away those parking spots. Lastly, a majority of the parking spots that would be taken away with this proposed plan would be taking away the parking spots for the employees at the nearby businesses. Parking prices have already doubled this year, and this would make it even more difficult for longtime downtown employees to find parking spaces.
<b>798460</b>	Fine, but do NOT take out the three hour parking behind the Antique Mall.
<b>798538</b>	Definitely good to be on Vermont. This location will offer the best in terms of minimal impact to downtown.
<b>798826</b>	central location, does not eliminate all parking in region, like other options do. I would pick this 1A or 1B



	much prefer the intermodal / transfer at 15th and crest line over downtown. will negatively impact downtown business and environs.
<b>798885</b>	I like each of these options. I anticipate there will be pushback because some dedicated parking might be lost or moved. However, as the pandemic has shown with many parking spaces along Mass St. being converted to outdoor seating, downtown Lawrence is a robust destination. People are less and less enamored with their cars above all else. Instead, they want pleasant experiences. A pleasant transit experience, with multi-modal connections must be part of a healthy downtown.
<b>798889</b>	-
<b>798891</b>	this one seems reasonable although it loses a lot of parking spots, but here again, intriguing that this location is not the main hub
<b>798896</b>	This will be incredibly detrimental to ALL businesses and retail stores located downtown. This will take away our customer parking and clog up our area. This will be the final death blow for some businesses that are barely hanging on post-pandemic.
<b>798898</b>	This spot will take away a significant amount of parking and access to numerous small businesses that use that back parking lot as a main entrance and a place for customers to park. Not only that, the loss of the dual entrance/exit on Vermont would be a mess for an already difficult parking lot.
<b>798912</b>	This block has no residential area and is already in use successfully. Is there space available in the east side building to house offices and driver restrooms?
<b>799031</b>	YASSSSSSSSSSSSSSSSSS
<b>799045</b>	My ranking: 1./  Ideal location, all good advantages close to public institutions, local business; , disadvantage: restrooms far - but how far?
<b>799141</b>	does not feel like a feasible design
<b>799524</b>	Options 1A or 1B would be my second choice if I had to pick somewhere right in downtown. These two options are not as good as Option 2, which is further south on Vermont, but it is still a far better choice than messing up the parking on New Hampshire, which is Option 3.
<b>800209</b>	I do not think this, or any of the currently proposed downtown options are wise. Removing precious parking very near the core of downtown is a bad idea. Find an area a block or two away from downtown parking such as the Amtrak Train station or the land behind LMH or Bert Nash.
<b>800212</b>	I personally do not like any of the downtown options because this would limit the ability to make any changes to Massachusetts St into a pedestrian walkway,.
<b>800215</b>	Are we incorporating public restrooms into these facilities? I note there are bus operator restrooms but no public restroom noted. These would seem like a good option to these transfer facilities.

<b>800221</b>	NO, not a good look for downtown. Loss of trees, parking, is this what we want our downtown to look like?
<b>800264</b>	I really think losing parking in the middle of the city is terrible. We have trouble now with parking
<b>800569</b>	I'm going to say the same thing on all of these downtown options. They are ALL terrible. Losing this many parking spaces and green space and trees in any of these options is just a terrible idea. I can't believe that we aren't capable of coming up with better ideas than what is being presented. If we are trying to enhance downtown and make it a "world class" destination then zero of these options will help us accomplish that, and in fact every one of them will be an impediment to that. Why isn't there an option at the south end of the Marriott parking lot by the Riverfront, or on the east side parking lot of the Marriott? Why isn't there an option at the Amtrak station that would have a shuttle to downtown every 15 minutes? I would scrap every one of these options and go back to the drawing board, surely we can do better than any of these.
<b>800571</b>	NO!
<b>800706</b>	This is not the place to put a transfer center. We cannot lose parking and not in this prime location for downtown. The downtown businesses will suffer from this and after covid, businesses need all the support from the city that they can get. You have other options that you need to consider and they do not include taking parking and parking lots away. All of the downtown options are not ideal so I feel you need to slow this down and look for different site that doesn't impact so many. I know there is a lot of opposition to this so I hope you will listen to the voices and work toward a better solution. Thank you

<p><b>800739</b></p>	<p>My name is Daniel Ranjbar and I am opposed to the Vermont 8th &amp; 9th street location (both 1A and 1B) for the Down town transfer. For the following reasons:</p> <ol style="list-style-type: none"> <li>1. The parking lot at this location is heavily utilized by the retail customers and the loss of spaces will directly impact retail traffic. Note: The count provided by the Wendel group is not representative of the reality (simply view the google map image they use to show parking facility).</li> <li>2. Housing 5 large busses which will be intermittently idling would create a negative impact. The noise plus diesel emissions would be a great concern to residential units above all these retail spaces that line Mass street.</li> </ol> <p>In reviewing the various studies by the city I do not see any that discuss of the environmental impact from pollutants both emissions and sound to the surrounding retail or residential establishments and for that matter the people simply enjoying a day on Mass. I am sure the city understands that It is well documented that chronic exposure Air pollutants around bus stations is an issue that most communities are now trying to mitigate.</p> <p>Again, I am unclear on whether an environmental study has been performed to determine effects of diesel emissions on surrounding residences and shoppers on Mass street.</p> <p><a href="https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6313690/">https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6313690/</a></p> <p>From what I see most cities choose to locate these larger buss transits away from the population while shuttling smaller busses (based on usage) to downtowns areas.</p> <p>I do not see a great number of riders on the existing buses parked across from the library. This begs the question why not place this "downtown transfer" slightly away from the population and use one or two smaller busses to shuttle people from the Down town transfer to downtown?</p> <p>My property at 825 Mass has 3 residential condos on the 3rd floor and this seems to be the case for most of the buildings that line Mass. So as for residential density its quite high when compared to a residential neighborhood.</p> <ol style="list-style-type: none"> <li>3. Finally, what assurances does the city provide for the safety of the individuals parking in the remains stalls. Currently the loitering that seems to go hand in glove with larger bus stops and what is currently taking place across from the library is a concern.</li> <li>4. I feel we are being asked to select from three bad choices. As such, I would like to propose a more forward thinking approach and have the city look at the Reuter building area/ Boarders area as a natural location for this Transfer station.</li> </ol> <p>Daniel Ranjbar</p>
<p><b>800740</b></p>	<p>-</p>

<b>800944</b>	<p>This is awful. You're eliminating the most used parking lot in downtown. In the picture above EVERY parking space in the lot you're destroying is full. This would cause major disruption for local businesses and their customers. Move the transfer center to South Park and the southern entrance to downtown and close to city and county centers/ services(county courthouse, DMV, Parks and rec center, and the park where community events already take place). There should be room for buses to enter and exit without much loss of green space as well since the grass strip between the sidewalk and park is already very large. Buses could enter and exit in north and south directions. Have a small bus/Trolley take passengers up and down mass st with regular stops. This would elimiate only barely used parking along south park and provide easy and convenient access to downtown and its services.</p> <p>Do we really need 5 bus bays and do we really need full size buses? How full are these buses? Are the seats EVER at 50% capacity? Why not smaller buses? Safer and easier to turn, more maneuverable, less fuel, etc.</p>
<b>800948</b>	Taking parking out of one of the busiest blocks in downtown Lawrence is a terrible idea.
<b>800958</b>	Absolutely not. This entire block is critical to downtown businesses, employees and customers. Please don't put the transfer station in a busy downtown area.
<b>800966</b>	In my opinion, the Vermont 8th & 9th street option is the best choice. I prefer the block-long design of this vs. the circular/full-lot design of the other options. I know that loss of parking spaces will be a major concern for businesses downtown, so I tend to prefer option 1B for that reason as there is a lower net loss of parking spaces. However, option 1A appears to keep more of the street as we know it intact, with the middle lane, plus it is safer for cyclists. Appeasing the downtown business owners will be a major issue, though, so option 1B is likely the more possible option.
<b>801035</b>	-
<b>801036</b>	No
<b>801047</b>	<p>Right turn only going in and coming out of vehicle parking lot off of ninth looks like a conflict with pedestrian sidewalk traffic. That area is heavily used by peds.</p> <p>What are the vehicle backups considered with this?</p> <p>Have you consulted with our own planning professionals? Seems like a transit hub CENTERED in the downtown area is a bad idea. Better to put it on the edges. Less disruptive to the areas with the heaviest retail traffic. Easier to manage other traffic around. Transit users can still access all areas of downtown if the hub is closer to a corner of downtown.</p>

<b>801068</b>	This is an extremely poor plan for the use of this space. It will bring congestion as well as remove a great deal of prime parking in our beautiful downtown Lawrence. This is the most used of all the lots proposed. Our city planners should be working to beautify our downtown. Instead we are inviting homelessness, vagrants and now putting in a large bus station directly in the prime section of the center of downtown. A large bus station should not be in the heart of a town like Lawrence. Especially when the large buses are empty with only a handful of people utilizing them at any given time. They sit and idle a great deal of the day. Then they leave with maybe one or two passengers. Planners need to go back to the drawing board. I would also like to know what the plans are for keeping people off the private property "green space" directly across from the proposed bus transfer center. The space at the library is city owned I assume. This is not. Will the city rent it from the owners? It will be used by those hanging out around the bus station like they do up where it is now across from the library. Many people stay away from the library because of the people who hang out around there and the bus station because they are rude and disrespectful to their children. They say vile things. They are hateful. It's not right. We don't need that downtown. We don't need to bring that closer to the center of downtown to ruin our private businesses along with taking the parking away.
<b>801075</b>	This option will take up the two hour lot that MANY people use for the businesses downtown. It will cause chaos for everyone trying to come to visit businesses on not only Mass St but also Vermont St. I have heard there are proposed bathrooms but that will not stop the homeless from venturing in to businesses on both sides. It will prevent a lot of customers from wanting to come in to establishments due to the congestion and lesser parking available. It is already congested around the library, but they offer the homeless a free place to hang out and get out of the heat/cold. The establishments down where the proposal wants to move are not. This is a horrible idea and will hurt a lot of the already thriving businesses that are in the heart of Lawrence.
<b>801092</b>	I like this option best as it does not remove all the surface lot parking, preserves parallel parking, allows for traffic flow, and seemingly keeps pedestrians and riders the most safe. While the turn lane isn't needed the whole length of the block, it certainly would be necessary to turn into the lot on the north end of the block and the south end by the old library. Is there a way to have it only go part way and perhaps add greenspace or bike lane for the remaining length?
<b>801100</b>	In parking surveys for the Downtown Master Plan, this parking lot was rated as the most highly utilized surface lot downtown, almost always at 100% capacity; removing parking from this area and increasing its traffic congestion in an area only one block from our local Fire Station seems unwise. This area is also identified in the Master Plan as a key area for a combined parking deck/new housing construction development, because of its corner lot location; this large central area, the only one of its kind without alley access Downtown, should be considered more carefully for sustainable and strategic redevelopment; putting the transfer station here will curb all of the location's future potential. This plan has the second-highest net loss of parking spaces of the options proposed, which will be even more impactful given the current high rate of use of the parking lot; Lawrence does not presently have a robust enough bus ridership program to justify these impacts at this site, if there are other viable options.
<b>801106</b>	The bus transfer station should not be in the downtown.
<b>801122</b>	This is not an appropriate site for the station. It is squeezed in and will detract from historical downtown.

<b>801131</b>	Eliminating any downtown parking spots is incredibly problematic for the small business community. Rather than a Transfer Center downtown, I'm in support of more spots located in or near downtown.
<b>801144</b>	<p>Please reconsider the future location of the bus station. Your current route and station ideas (especially this one on Vermont) will not add to the area. They will take away desired free public parking, and add to traffic congestion, noise, smell, and air pollution. The businesses in that area rely on shoppers and diners looking for a relaxing, pleasant environment. Please do not destroy the picturesque quality of the historic district, which is the pride of Lawrence.</p> <p>Public transportation is important, but there are other options that can provide services without taking away from the historic downtown area.</p> <p>Two options:</p> <ol style="list-style-type: none"> <li>1. The northern end of Buford M. Watson Park and/or parking lot along 6th Street, between Vermont and Tennessee - close to the Aquatics Center, Library, and post office, plus provide quick access to 6th.</li> <li>2. South Park - close to the DMV, Douglas County District Court House, South Park and its community events, and the Parks and Rec Administration Office.</li> </ol> <p>Finally, why were building owners, who pay taxes, not notified of this? I only heard about this planning survey because a friend told me.</p>
<b>801160</b>	This will be extremely harmful to the stores and restaurants on this block, creating more obstacles for our local small businesses. Especially as they are still recovering from COVID. Taking away their parking and stopping the traffic flow will be detrimental to downtown Lawrence and will cause more businesses to leave or close.
<b>801284</b>	I do not support having a transfer center in downtown Lawrence - this is by the Library which is congested already. This option would take away needed parking and the loss of 17 trees. there needs to be another location for the transfer center.

<p><b>801305</b></p>	<p>First, I'm for public transportation (even though only about 3 people are ever actually on the bus...), but removing parking right in the middle of downtown is not a viable solution. Last year, when the city took away parking for for the restaurants, it literally SHUT DOWN business downtown. It was like a ghost town. Then, simultaneously, parking meter time limits were lowered, meter fees were raised, tickets were raised, and the app was installed. The app is good for local customers, but for out-of-towners and the senior population it's inconvenient and confusing.</p> <p>Second, to remove an entire parking lot in the center of downtown would only serve to compound the ever on-going problem that business owners are faced with--customers can't get to your store. When they are fortunate enough to actually find parking, they often leave, saying, "I have to go--my meter is running out, and I'm parked three blocks away!" Frankly, people who ride the bus are typically NOT shoppers. They don't need to be downtown. Why can't it be NOT in downtown Lawrence?? I don't want our downtown to be Topeka (nothing but restaurants and bars). Downtown Lawrence is a HUGE draw for people from surrounding areas to come here and spend their money, stimulating the economy and, thereby, generating revenue via sales tax for the city and state.</p> <p>If they can't park there, they won't come!</p> <p>NO to downtown bus facilities!!!</p>
<p><b>801335</b></p>	<p>No no no bus stops in front of active business. Patients, clients, staff trying to park and enter a business inbetween buses and the congestion they bring. Patients and clients with visual and medical vision emergencies and other disabilities and patients and clients of all ages entering a busy office.</p>
<p><b>801337</b></p>	<p>No bus routes in front of busy medical and dental offices. Too congested with buses. Patients clients trying to park and enter buildings will not hindered by buses.</p>
<p><b>801365</b></p>	<p>Absolutely opposed to this. As a business owner in that block and whose customers and staff utilize that lot i am totally opposed to this option. Central parking is vital for our patrons</p>
<p><b>801371</b></p>	<p>This option Makes the least amount of sense. Business owners downtown have been concerned about parking and the Parklet program is going to diminish some of the street parking if it continues. This lot is also the one of the highest use lots downtown. The other master plan committee has talked about use for this to do other development and multi level parking structures, However if the parking terminal goes in all other development becomes much more complicated, if not impossible. The 800 block is the busiest block downtown. It makes sense to increase the parking rather than decrease the parking by adding a bus terminal there. I believe we should have a bus terminal but I believe it should be outside of the downtown area. I think a good place to consider putting it would be down near Southpark and I like the idea of a trolley, or electric bus that looks like a trolley. Build an entertainment line that would run through downtown, North Lawrence, the art district, and loop up the campus. Everyone is worried about the parking directly in front of their building and the district is difficult to walk from one into the other. I believe Mir people would use parking garages (if we also make them safer) and public transportation if they had an easy way to get around the district. It would increase revenue and get more people to explore blocks and stores they maybe never would have intended visiting.</p>

**801379** Option 1A is superior in that it is the most low impact to city infrastructure and keeps land that could be developed intact.

## Option 1B



**PROJECT DESIGN REQUIREMENTS:**

- (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
- PASSENGER SHELTER AREA FOR WEATHER PROTECTION
- BICYCLE RACKS AND LOCKERS
- BUS OPERATOR RESTROOMS

**PROJECT IMPACTS:**

- PARKING: LOSS OF 39 METER SPACES AND 40 PARKING LOT SPACES
- ADD 37 ANGLED PARKING SPACES (NET 42 LOSS)
- GREENSCAPE: PRESERVE EXISTING TREES AND ADD ADDITIONAL PLANTINGS/TREE COVER WHERE POSSIBLE, 17 EXISTING TREES IMPACTED
- MIDDLE TURN LANE ELIMINATED
- RELOCATION OF PARKING LOT ACCESS TO THE SOUTH

**OPTION ADVANTAGES:**

- REMOVAL OF MIDDLE TURN LANE AND INTRODUCING BUS ACTIVITY PROVIDES TRAFFIC CALMING FOR THE BLOCK
- COMMUNITY GREEN SPACE ON SOUTH CORNER
- DEDICATED CYCLE TRACK INTRODUCED
- BUS AND CAR MOVEMENTS ARE SEPARATED FROM EACH OTHER
- PEDESTRIANS DO NOT HAVE TO CROSS BUS OR CAR TRAFFIC TO GET TO PLATFORM
- MID-BLOCK TABLETOP CROSSWALK

**OPTION DISADVANTAGES:**

- AREA OF IMPACT INCLUDES THE WHOLE STREET
- ANGLED PARKING IS LESS SAFE FOR ON-STREET CYCLISTS
- BUS OPERATOR RESTROOMS ARE MORE REMOTE THAN OTHER OPTIONS
- PLATFORM ACTIVITY MIXED WITH SIDEWALK ACTIVITY

Survey ID	Responses
796497	I still feel losing parking in such an important parking lot like this in the 800 block is probably the worst location of the 3. Not a big supporter of angle parking either on that side of Vermont since most traffic comes from the south off of 9th. They would have to circle the blocks just to come back down that side of the street for parking. I oppose this plan.
797094	Option 1B appears to make the best use of space compared to other choices, losing less parking spaces but also appears to be easier for busses to pull up and leave vs option 2 and 3.
797105	The traffic calming seems like a good idea - this street can be very hectic and busy. Love the community greenspace. Love the dedicated cycle track. This layout feels like the best option.
797127	No. Interferes with businesses and offices on Vermont. There's already a great deal of traffic in that area and this would only make it worse.
797187	Parking is already a limited resource downtown. The city should only consider net near zero options, or reconsider why a transfer station even needs to be downtown. Also not thrilled about the loss of trees. Overall, these plans don't seem to serve the needs of those who are not shopping or running a business downtown.



<b>797272</b>	I find this one the least intrusive.
<b>797546</b>	Hard no. Why would you eliminate that many trees just to create more parking stalls immediately next to the underutilized library parking garage? Drive car users to the library parking garage. People are still going to go downtown. If street parking is limited they will use the garage or, even better, the city bus. City transit shouldn't be an option for just those without a car, everyone should be using it. And until you eliminate more car stalls, people will just continue to drive downtown. But in any event, this option is terrible.
<b>797797</b>	Best option
<b>797875</b>	Please don't eliminate any downtown parking!
<b>797890</b>	If I was determined to place a downtown transfer center between 8th and 9th street this is may your best bet...platform activity mixed with sidewalk is an inconvenience, and increased danger to a smaller number of cyclists vs. greater number of pedestrians seems like a better trade off because they can always avoid the area and if they're on bicycles they may be less likely to need bus transport. I won't even try to consider the impact on the folks who currently live and park in that area or the businesses.
<b>797894</b>	#1 I like the traffic calming effect of removal of middle lane. There isn't as much traffic on this street to necessitate this lane. Other benefits are least number of parking spaces lost. Not sure why ride share has to be same place as the bus?
<b>797900</b>	This is the best of the 4 options. By adding the sawtooth you bring back some parking. It also keeps from losing an entire lot which would decimate business that rely on those lots for customers.
<b>797901</b>	We cannot afford to hurt downtown business by removing public parking lots.
<b>797921</b>	This option makes the most sense, it loses the least parking spots and is in a better location than option 2 and 3.
<b>797930</b>	Taking away more parking in downtown is not the answer. Please come up with something that will not run downtown out of business.
<b>797935</b>	This option is terribly thought out for traffic and is no better than the current situation a block away. People are left loitering along the street and safety and security will be an issue for that parking lot. In addition, there will be blind turns onto Vermont from the parking lot and this is hard enough with just cars parked along the street today. In addition, the extra spaces will cause traffic issues because this will effectively narrow the street, which will have increased traffic. It is not like Mass Street where people will watch for cars backing up at 20mph.
<b>797936</b>	Any loss of parking is a bad plan.
<b>797951</b>	I like this one too
<b>797961</b>	Of the options and locations presented, this is the best - thus far. The separate bike lane shown on this and option 1A on the east side of the road is not needed and is overkill. Need to evaluate back-in angled parking spaces for the west side on-street parking spots along Vermont Street. That type of on-street angles parking seems strange at first when encountered, but it has become more prominent in the KC region so drivers are becoming more acclimated to using back-in angled parking. Back-in angled on-street parking is likely an overall safer parking configuration for this segment of street design. The dedicated bike lane on the east side of Vermont is not needed and is overkill. The traffic calming measures being implemented with the overall design concepts is enough improvements for bicycle travel.

<b>797978</b>	Not a huge fan of the lack of separation between the bus loading area and the street. Prefer the first option for this location - I dislike backing out of angled parking spaces directly into the street.
<b>797981</b>	Although this option is good in that it preserves parking and land for future development, it replaces parking that may not be need to be replaced in Option 1A. This option is still superior to Option 2 and Option 3.
<b>797996</b>	Adding angle parking to offset loss of lot spaces is a plus. Busses adding a calming effect to traffic is a plus. Protections for pedestrians and bikes are positive. spreading it out to the whole street seems like a good idea - instead of a concentration which seems more difficult to pull off (except for Vermont 11/10). There is not a huge amount of sidewalk traffic to be interfered with (as someone who walks a lot downtown - this is not a pedestrian-heavy block) - but also there is another side of the street that can accommodate pedestrians.
<b>798025</b>	Why does down town need a transfer station of this scale? Also what will be the economic impact to near by businesses? I understand that downtown Lawrence has plenty of parking but customers do not feel the same way.
<b>798030</b>	This appears to be the only sensible option shown to date.
<b>798051</b>	I don't think any of the parking lots should be used downtown!
<b>798099</b>	Safety concerns, business interference, loitering issues, aesthetic is bad, employee parking becomes more of a nightmare, etc.
<b>798137</b>	This is also a very poor option - there are two of the busiest medical practices for eyes and teeth DIRECTLY ACROSS the street - please take into consideration the elderly population that will have the most difficulty with all the change. Plus, with how much traffic both of the businesses bring to downtown, taking 42 spots away may really deter visitors.
<b>798167</b>	Vermont St. between the 8th and 9th st blocks is always full of traffic, taking away parking spots and adding more hazards for drivers will be detrimental. The vermont st. station (831 Vermont st) sees close to 200 patients every day, many of them above retirement age. Taking away their close parking is a risk to their safety.
<b>798269</b>	I like this one best!
<b>798384</b>	I also believe that option 1B will negatively affect business operations in downtown Lawrence, some of which have been a part of the downtown community for over 40 years. The building at 831 Vermont St. is home to both a dentist and optometrist's office, and the patient base is older for both offices. This proposed plan will create more obstacles for our older patients trying to get to their appointments, and it can potentially be detrimental since these patients are at higher fall risk. It also creates an obstacle for the current curbside service that is available. Patients have been able to take advantage of this service since the start of the pandemic, and this plan would take away those parking spots. Lastly, a majority of the parking spots that would be taken away with this proposed plan would be taking away the parking spots for the employees at the nearby businesses. Parking prices have already doubled this year, and this would make it even more difficult for longtime downtown employees to find parking spaces.
<b>798460</b>	Do not take out the free 3 hour parking behind the antique mall
<b>798538</b>	Still good to be on Vermont but not as good as option 1

<b>798826</b>	central location, does not eliminate all parking in region, like other options do. I would pick this 1A or 1B  much prefer the intermodal / transfer at 15th and crest line over downtown. will negatively impact downtown business and environs.
<b>798866</b>	This is my favorite design so far, because it doesn't take away the whole parking lot of businesses but it still has enough traffic calming features to help pedestrians like me, safely access the platform whether it be by car, foot or bike. This street gets heavily congested especially on weekends when there is car + foot activity, and when students return to town. This transfer center deserves its own bus lanes if we actually want to support this mode of transportation. I also like how there will be a median maybe like some sort of urban street planter that divides the bus lane from the other car lane.
<b>798885</b>	I like each of these options. I anticipate there will be pushback because some dedicated parking might be lost or moved. However, as the pandemic has shown with many parking spaces along Mass St. being converted to outdoor seating, downtown Lawrence is a robust destination. People are less and less enamored with their cars above all else. Instead, they want pleasant experiences. A pleasant transit experience, with multi-modal connections must be part of a healthy downtown.
<b>798888</b>	This looks like a really safe option. I wonder if the midblock crossing will have a HAWK signal to help with slowing/stopping traffic when pedestrians cross.
<b>798889</b>	-
<b>798891</b>	nice to keep as many parking spots as possible
<b>798896</b>	Again this will be incredibly detrimental to all businesses, restaurants, and retail shops. You will take away our parking and our customers will be less and less inclined to drive downtown to fight for the small number of parking spots available.
<b>798898</b>	This spot will take away a significant amount of parking and access to numerous small businesses that use that back parking lot as a main entrance and a place for customers to park. Not only that, the loss of the dual entrance/exit on Vermont would be a mess for an already difficult parking lot.
<b>798912</b>	I simply prefer using Vermont rather than New Hampshire because no people live on that block.
<b>798954</b>	I guess this one, but I don't like it. How will loiters be managed? The current station across from the library has made going to the library a much less pleasant experience.
<b>799031</b>	N0000000000000000
<b>799045</b>	Ranked No. 2  Ideal location, all good advantages, close to public institutions, local business; disadvantage: restrooms far - but how far?

<b>799141</b>	does not feel like a feasible design, but i do like the dedicated bike lane
<b>799517</b>	This choice makes least impact on pedestrian and auto traffic/parking while keeping all safe. Also visually better than taking over a whole parking lot.
<b>799524</b>	Options 1A or 1B would be my second choice if I had to pick somewhere right in downtown. These two options are not as good as Option 2, which is further south on Vermont, but it is still a far better choice than messing up the parking on New Hampshire, which is Option 3.
<b>800209</b>	I do not think this is a good option. Removing downtown parking very near the core of downtown is a bad idea.
<b>800212</b>	I personally do not like any of the downtown options because this would limit the ability to make any changes to Massachusetts St into a pedestrian walkway,.
<b>800215</b>	This may be the best of the worst options.
<b>800221</b>	NO, not a good look for downtown. Loss of trees, parking, is this what we want our downtown to look like?
<b>800264</b>	This is a bad spot because there is not enough parking in this area.
<b>800569</b>	I'm going to say the same thing on all of these downtown options. They are ALL terrible. Losing this many parking spaces and green space and trees in any of these options is just a terrible idea. I can't believe that we aren't capable of coming up with better ideas than what is being presented. If we are trying to enhance downtown and make it a "world class" destination then zero of these options will help us accomplish that, and in fact every one of them will be an impediment to that. Why isn't there an option at the south end of the Marriott parking lot by the Riverfront, or on the east side parking lot of the Marriott? Why isn't there an option at the Amtrak station that would have a shuttle to downtown every 15 minutes? I would scrap every one of these options and go back to the drawing board, surely we can do better than any of these.
<b>800571</b>	NO!
<b>800706</b>	This is not the place to put a transfer center. We cannot lose parking and not in this prime location for downtown. The downtown businesses will suffer from this and after covid, businesses need all the support from the city that they can get. You have other options that you need to consider and they do not include taking parking and parking lots away. All of the downtown options are not ideal so I feel you need to slow this down and look for different site that doesn't impact so many. I know there is a lot of opposition to this so I hope you will listen to the voices and work toward a better solution. Thank you
<b>800739</b>	<p>My name is Daniel Ranjbar and I am opposed to the Vermont 8th &amp; 9th street location (both 1A and 1B) for the Down town transfer. For the following reasons:</p> <ol style="list-style-type: none"> <li>1. The parking lot at this location is heavily utilized by the retail customers and the loss of spaces will directly impact retail traffic. Note: The count provided by the Wendel group is not representative of the reality (simply view the google map image they use to show parking facility).</li> </ol>

	<p>2. Housing 5 large busses which will be intermittently idling would create a negative impact. The noise plus diesel emissions would be a great concern to residential units above all these retail spaces that line Mass street.</p> <p>In reviewing the various studies by the city I do not see any that discuss of the environmental impact from pollutants both emissions and sound to the surrounding retail or residential establishments and for that matter the people simply enjoying a day on Mass. I am sure the city understands that It is well documented that chronic exposure Air pollutants around bus stations is an issue that most communities are now trying to mitigate.</p> <p>Again, I am unclear on whether an environmental study has been performed to determine effects of diesel emissions on surrounding residences and shoppers on Mass street.</p> <p><a href="https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6313690/">https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6313690/</a></p> <p>From what I see most cities choose to locate these larger buss transits away from the population while shuttling smaller busses (based on usage) to downtowns areas.</p> <p>I do not see a great number of riders on the existing buses parked across from the library. This begs the question why not place this “downtown transfer” slightly away from the population and use one or two smaller busses to shuttle people from the Down town transfer to downtown?</p> <p>My property at 825 Mass has 3 residential condos on the 3rd floor and this seems to be the case for most of the buildings that line Mass. So as for residential density its quite high when compared to a residential neighborhood.</p> <p>3. Finally, what assurances does the city provide for the safety of the individuals parking in the remains stalls. Currently the loitering that seems to go hand in glove with larger bus stops and what is currently taking place across from the library is a concern.</p> <p>4. I feel we are being asked to select from three bad choices. As such, I would like to propose a more forward thinking approach and have the city look at the Reuter building area/ Borders area as a natural location for this Transfer station.</p> <p>Daniel Ranjbar</p>
<b>800740</b>	-
<b>800818</b>	Option 1B seems to be the least undesirable option of all of these at least with regard to parking loss and negative business impact.
<b>800944</b>	THIS IS THE WRONG LOCATION! see previous comments.
<b>800948</b>	Not in favor.

<b>800958</b>	Absolutely not. This entire block is critical to downtown businesses, employees and customers. Please don't put this transfer station in a busy downtown area.
<b>800966</b>	See comments above.
<b>801035</b>	-
<b>801036</b>	Least amount of parking loss. Not my favorite, but of all the options this is the best
<b>801047</b>	<p>Right turn only going in and coming out of vehicle parking lot off of ninth looks like a significant conflict with pedestrian sidewalk traffic along 9th. That area is heavily used by peds. Then you have vehicle backups on the heaviest used E/W street intersecting downtown.</p> <p>Have you consulted with our own planning professionals? Seems like a transit hub CENTERED in the downtown area is a bad idea. Better to put it on the edges. Less disruptive to the areas with the heaviest retail traffic. Easier to manage other traffic around. Transit users can still access all areas of downtown if the hub is closer to a corner of downtown. Is diagonal parking a good idea off of Vermont?</p>
<b>801068</b>	See notes above. In these pictures, you will see it is evident there is a parking issue in downtown Lawrence. This is the most used of the lots proposed. Along with the restaurants taking up parking outside their establishments for outdoor dining and other stores taking their parking spots for "deliveries" and "pick-up only" signs, there is a shortage. Removing any more will be a disadvantage to downtown businesses who are already suffering. I am trying to figure out what is "calming" about a bus station.....nope, can't think of anything.
<b>801075</b>	This option will take up the two hour lot that MANY people use for the businesses downtown. It will cause chaos for everyone trying to come to visit businesses on not only Mass St but also Vermont St. I have heard there are proposed bathrooms but that will not stop the homeless from venturing in to businesses on both sides. It will prevent a lot of customers from wanting to come in to establishments due to the congestion and lesser parking available. It is already congested around the library, but they offer the homeless a free place to hang out and get out of the heat/cold. The establishments down where the proposal wants to move are not. This is a horrible idea and will hurt a lot of the already thriving businesses that are in the heart of Lawrence.
<b>801092</b>	I'm concerned this layout would obstruct northbound traffic on Vermont too much, but it'd be interesting to know if studies show that it would be a significant obstruction of traffic flow. If Vermont from 6th to 9th were all one-way, that could alleviate some of that congestion. I also think not having a turn lane into the surface lots could be an issue.
<b>801100</b>	In parking surveys for the Downtown Master Plan, this parking lot was rated as the most highly utilized surface lot downtown, almost always at 100% capacity; removing parking from this area and increasing its traffic congestion in an area only one block from our local Fire Station seems unwise. This area is also identified in the Master Plan as a key area for a combined parking deck/new housing construction development, because of its corner lot location; this large central area, the only one of its kind without alley access Downtown, should be considered more carefully for sustainable and strategic redevelopment; putting the transfer station here will curb all of the location's future potential.

<b>801106</b>	The bus transfer station should not be in the downtown.
<b>801122</b>	This is the least attractive plan and will not be good for near by residents nor business.
<b>801131</b>	Eliminating any downtown parking spots is incredibly problematic for the small business community. Rather than a Transfer Center downtown, I'm in support of more spots located in or near downtown.
<b>801144</b>	<p>Please reconsider the future location of the bus station. Your current route and station ideas (especially this one on Vermont) will not add to the area. They will take away desired free public parking, and add to traffic congestion, noise, smell, and air pollution. The businesses in that area rely on shoppers and diners looking for a relaxing, pleasant environment. Please do not destroy the picturesque quality of the historic district, which is the pride of Lawrence.</p> <p>Public transportation is important, but there are other options that can provide services without taking away from the historic downtown area.</p> <p>Two options:</p> <ol style="list-style-type: none"> <li>1. The northern end of Buford M. Watson Park and/or parking lot along 6th Street, between Vermont and Tennessee - close to the Aquatics Center, Library, and post office, plus provide quick access to 6th.</li> <li>2. South Park - close to the DMV, Douglas County District Court House, South Park and its community events, and the Parks and Rec Administration Office.</li> </ol> <p>Finally, why were building owners, who pay taxes, not notified of this? I only heard about this planning survey because a friend told me.</p>
<b>801160</b>	This will be extremely harmful to the stores and restaurants on this block, creating more obstacles for our local small businesses. Especially as they are still recovering from COVID. Taking away their parking and stopping the traffic flow will be detrimental to downtown Lawrence and will cause more businesses to leave or close.
<b>801284</b>	I disagree with this option. Again, it's already congested in this area and this option would take away parking and the loss of trees.

<b>801305</b>	<p>First, I'm for public transportation (even though only about 3 people are ever actually on the bus...), but removing parking right in the middle of downtown is not a viable solution. Last year, when the city took away parking for for the restaurants, it literally SHUT DOWN business downtown. It was like a ghost town. Then, simultaneously, parking meter time limits were lowered, meter fees were raised, tickets were raised, and the app was installed. The app is good for local customers, but for out-of-towners and the senior population it's inconvenient and confusing.</p> <p>Second, to remove an entire parking lot in the center of downtown would only serve to compound the ever on-going problem that business owners are faced with--customers can't get to your store. When they are fortunate enough to actually find parking, they often leave, saying, "I have to go--my meter is running out, and I'm parked three blocks away!" Frankly, people who ride the bus are typically NOT shoppers. They don't need to be downtown. Why can't it be NOT in downtown Lawrence?? I don't want our downtown to be Topeka (nothing but restaurants and bars). Downtown Lawrence is a HUGE draw for people from surrounding areas to come here and spend their money, stimulating the economy and, thereby, generating revenue via sales tax for the city and state.</p> <p>If they can't park there, they won't come!</p> <p>NO to downtown bus facilities!!!</p>
<b>801335</b>	<p>No no no. Not in front of any busy medical or clinical offices. Patients of varying ages and disabilities trying to park and enter. Take buses out of downtown. They create too much congestion for places of active business.</p>
<b>801337</b>	<p>No not I front of any active business. Buses create congestion. Patients of all ages and disabilities will have difficulty parking and entering the offices. Take buses out of downtown.</p>
<b>801365</b>	<p>Absolutely opposed to this. As a business owner in that block and whose customers and staff utilize that lot i am totally opposed to this option. Central parking is vital for our patrons</p>
<b>801371</b>	<p>This option Makes the least amount of sense. Business owners downtown have been concerned about parking and the Parklet program is going to diminish some of the street parking if it continues. This lot is also the one of the highest use lots downtown. The other master plan committee has talked about use for this to do other development and multi level parking structures, However if the parking terminal goes in all other development becomes much more complicated, if not impossible. The 800 block is the busiest block downtown. It makes sense to increase the parking rather than decrease the parking by adding a bus terminal there. I believe we should have a bus terminal but I believe it should be outside of the downtown area. I think a good place to consider putting it would be down near Southpark and I like the idea of a trolley, or electric bus that looks like a trolley. Build an entertainment line that would run through downtown, North Lawrence, the art district, and loop up the campus. Everyone is worried about the parking directly in front of their building and the district is difficult to walk from one into the other. I believe Mir people would use parking garages (if we also make them safer) and public transportation if they had an easy way to get around the district. It would increase revenue and get more people to explore blocks and stores they maybe never would have intended visiting.</p>
<b>801379</b>	<p>This compromise is unnecessary until we determine if option 1A requires that sawtooth parking be added.</p>



# Option 2



**PROJECT DESIGN REQUIREMENTS:**

- (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
- PASSENGER SHELTER AREA FOR WEATHER PROTECTION
- BICYCLE RACKS AND LOCKERS
- BUS OPERATOR RESTROOMS

**PROJECT IMPACTS:**

- PARKING: LOSS OF 6 METER SPACES AND 49 PARKING LOT SPACES (NET 55 LOSS)
- GREENSCAPE: PRESERVE EXISTING TREES AND ADD ADDITIONAL PLANTINGS/TREE COVER WHERE POSSIBLE. 15 EXISTING TREES IMPACTED
- LIMITED STREET CHANGES

**OPTION ADVANTAGES:**

- COMMUNITY GREEN SPACES CAN BE INCORPORATED INTO THE ISLAND
- BUSINESSES GET A DEDICATED PARKING/LOADING AREA
- PEDESTRIAN ACTIVITY IS CLOSE TO THE STREET, MINIMIZING PEDESTRIANS CROSSING TRAFFIC

**OPTION DISADVANTAGES:**

- AREA OF IMPACT INCLUDES THE WHOLE LONG-TERM PARKING LOT
- BUS TURNING MOVEMENTS INTO AND OUT OF LOT CREATE ADDITIONAL CONFLICT RISKS WITH PEDESTRIANS, BIKES, AND CARS.
- BUSES AND CARS SHARE THE SAME DRIVE LANE ENTRY

Survey ID	Responses
796497	After looking at the 3 site plans for downtown this is probably the best location. There is less traffic and not as great of a parking stall loss as the other 2. If I had a choice this would be it.
797105	While I like the idea of using the lot as a dedicated bus area, I think buses pulling in/out of the lot will create a lot of hazards on a street which often is already busy and hazardous.
797127	I think this solution would be good because of the offroad space and lack of impact on downtown stores and restaurants.
797187	Parking is already a limited resource downtown. The city should only consider net near zero options, or reconsider why a transfer station even needs to be downtown. Also not thrilled about the loss of trees. Overall, these plans don't seem to serve the needs of those who are not shopping or running a business downtown.
797272	The parking lot designed options seem to congested.
797546	Location is inconvenient and is too far removed from the core of downtown.
797760	I like this one the best. It moves the buses off the street. Have you seen the scene on the 700 block of Vermont when there are 8 buses all idling? It's really smoggy and seems dangerous to anyone entering the street at odd spots. This design seems to make a sort of green space area and provides off street idling and waiting.

<b>797881</b>	This is also a good option for a Downtown Transfer Center. The community green spaces incorporated into the island are a nice touch. Other parking options nearby can offset the loss of the whole parking lot.
<b>797890</b>	this is contradictory, how can you both minimize 'pedestrians' from crossing traffic but 'passengers' for ride-hails? Currently none of these options seem safe or efficient.
<b>797894</b>	#3 Least favorite. It's too far from heart of downtown.
<b>797900</b>	This would be a horrible option. We simply can not take an entire parking lot away from downtown. The surrounding business would suffer. That being said it is not as bad as option 3.
<b>797901</b>	We cannot remove public parking lots and hurt downtown business.
<b>797902</b>	I feel like this would be the best option for the downtown transfer station. It seems like it has the most room to accommodate.
<b>797908</b>	I like the self contained in the parking lot best I think.
<b>797930</b>	Taking away parking downtown is not the answer. It's hard enough now for local shoppers and out of town shoppers to park.
<b>797935</b>	Do not remove long-term parking on this side of Mass. Most citizens park on this side because of the natural flow of traffic across the city. This will hurt business because people will be deterred from easy parking.
<b>797961</b>	This location and the removal of the parking spots at this location is not good. Remember the decisions and discussions made with the lot was partially converted to paid parking when the TreanorHL building was opened and changes to the parking lot configuration was made for that redevelopment project. This is not an efficient land-use design for a compact urban area like downtown FLK.
<b>797970</b>	This seems like the best option because of the location and impact on businesses. Option 3 is my 2nd choice, but I think the lost parking there would have a greater negative impact. Option 1 doesn't seem good for anyone.
<b>797978</b>	This is a really convenient location for me, and I think it makes the most sense out of all the options. The entire long-term lot is primarily used by a single business and there are a lot of long-term parking alternatives nearby.
<b>797981</b>	This design is a terrible use of land that could be developed into mixed-use housing that generates positive tax revenue for the city. It also adds unnecessary turning and egress for busses creating congestion problems and dangerous situation for pedestrians. That land has the potential to generate \$200-\$500k in potential property tax revenue and up to 150 housing units that are desperately needed downtown. Furthermore, the future of transportation is unknown, but as driverless technology becomes adopted, micro-bussing and ride hailing may replace standard City Buses over time. This infrastructure and land would be wasted in that scenario. This location is also less than ideal as it is not as close to the center of Downtown as the other locations are.

<b>797996</b>	Green space in island helps ameliorate the loss of trees (I would hope for an equitable planting to offset loss). There is other parking nearby to accommodate the loss of spaces. This is a less-busy block that would have less business (loss) impact than other blocks.
<b>798025</b>	Is this parking lot under utilized? If it is than I see this a solution that might work but still is removing a large amount of parking from downtown and will harm the view that there is no parking downtown.
<b>798030</b>	This takes over an entire parking lot and is not feasible for surrounding businesses and customers.
<b>798051</b>	This option would be a great detriment to TreanorHL architecture firm. All of our employees use this lot for daily parking and it would not be good for business.
<b>798062</b>	As an employee of TreanorHL, this option would take nearly all parking away from staff and visitors. Parking downtown is and has always been difficult. This will make it worse not only for our company, but for many others in the area.
<b>798099</b>	This is the best option if you have to choose between the three.
<b>798167</b>	I think that this will be the best, least invasive location to the every day ebb and flow of Downtown Lawrence.
<b>798269</b>	Too far from everything in downtown Lawrence.
<b>798384</b>	I believe that option 2 is the best option for the Downtown Transfer Center for multiple reasons. First, it takes away the least amount of parking and meter spaces from the downtown community and there will also be limited street changes. This option also minimizes pedestrians from having to cross traffic, which would be the safest option. This option will also affect downtown business employees the least because this plan allows dedicated parking/loading area for downtown businesses. The first two options (1A and 1B) negatively affect parking options for downtown employees, whereas this option does not do that.
<b>798460</b>	Do not take out the 3 hour parking behind the antique mall.
<b>798538</b>	least impact on parking
<b>798826</b>	eliminates virtually all of the parking in the region. will diminish the value and quality of all of the businesses around.  much prefer the intermodal / transfer at 15th and crest line over downtown. will negatively impact downtown business and environs.
<b>798885</b>	I like each of these options. I anticipate there will be pushback because some dedicated parking might be lost or moved. However, as the pandemic has shown with many parking spaces along Mass St. being converted to outdoor seating, downtown Lawrence is a robust destination. People are less and less enamored with their cars above all else. Instead, they want pleasant experiences. A pleasant transit experience, with multi-modal connections must be part of a healthy downtown.

<b>798889</b>	-
<b>798891</b>	crushes parking spots, unacceptable
<b>798896</b>	This will again be detrimental to businesses, restaurants, and retail stores. You will take away parking spaces and encourage people to avoid downtown all together. It was hard enough to survive COVID and now this.
<b>798912</b>	Fewer existing trees are lost.
<b>798954</b>	No.
<b>799031</b>	Noooooooooooooooooooo
<b>799045</b>	My rank No. 3  Ideal location, all good advantages, disadvantage: passengers have to cross traffic
<b>799141</b>	does not feel like a feasible design
<b>799524</b>	This option is the least invasive. It moves the bus hub to the south side of downtown and therefore provides the least amount of intrusion to businesses and parking in the main part of downtown, which to me is from 7th St to 10th St, from Vermont to New Hampshire. It still keeps the hub in the downtown area, just away from places where parking is already at a premium. Has the City done even one study or researched why this large hub is necessary? I can't find any data or evidence of research that has been performed to prove that we even need a downtown bus terminal/transfer center!
<b>800077</b>	There is not enough room in this area. Not to mention the damage it would do to the businesses like D&D or the restaurants.
<b>800119</b>	Please get the transfer out of the middle of downtown. It is hazardous and congested. Vermont is a small street and does not make itself useful to people who are riding the bus. Not suited to the needs of large busses.
<b>800209</b>	I do not think this is a good option. Removing downtown parking very near the core of downtown is a bad idea.
<b>800212</b>	I personally do not like any of the downtown options because this would limit the ability to make any changes to Massachusetts St into a pedestrian walkway,.
<b>800221</b>	Let's move this to the bus depot or the train depot away from down town. Do we need this transfer station downtown???
<b>800230</b>	PLEASE do not pursue Option 2 or Option 3. Option 1A and 1B use street space that already carries traffic, which is far preferred. Options 2 and 3 remove potential usable space for future uses. Looking out to the City's needs into the future these options seem to limit flexible uses of spaces that could meet future needs, whether those needs are for greenspace, parking structures, public buildings, or some public/private purpose. A vibrant downtown is dependent on NOT wasting potentially beneficial space.
<b>800240</b>	This is my #1 pic for the Downtown transfer center.

<b>800264</b>	This is a parking lot that is used by Treanor, D and D Tire and the rest of the businesses. Please please do not use this spaces. We really can't afford to lose the spots.
<b>800569</b>	I'm going to say the same thing on all of these downtown options. They are ALL terrible. Losing this many parking spaces and green space and trees in any of these options is just a terrible idea. I can't believe that we aren't capable of coming up with better ideas than what is being presented. If we are trying to enhance downtown and make it a "world class" destination then zero of these options will help us accomplish that, and in fact every one of them will be an impediment to that. Why isn't there an option at the south end of the Marriott parking lot by the Riverfront, or on the east side parking lot of the Marriott? Why isn't there an option at the Amtrak station that would have a shuttle to downtown every 15 minutes? I would scrap every one of these options and go back to the drawing board, surely we can do better than any of these.
<b>800571</b>	NO
<b>800739</b>	Fewer residential units in immediate vicinity when compared to 8th and 9th locations.
<b>800740</b>	-
<b>800944</b>	a less used lot but not really better
<b>800958</b>	It makes no sense to take up this amount of parking downtown. How did we not look at alternative sites to city owned lots / street parking? Why not explore the site of 7th and Kentucky? When I hear talk of the key access points located downtown, they include: Lawrence Public Library, Senior Center, Post Office, City Hall and the pool. All of which would be perfectly accessed near 7th and Kentucky.
<b>800966</b>	The main reason I dislike this option is that it removes an entire parking lot for a block, which is the main source of parking for that block. I also have concerns about the safety impact of buses and cars sharing the same entry, as well as passengers crossing bus traffic.
<b>801035</b>	-
<b>801036</b>	Definitely no
<b>801047</b>	More towards a corner of downtown which I think is better.  Have we looked at current hub location with removal of center turn lane and maybe reduction in library side sidewalk width? Something simpler, but still effective. Restroom facilities possibly in current small parking lot on NE corner of 8th/VT.
<b>801068</b>	This is probably the least used lot. It is a small lot so while it may impact the "whole lot" the impact is not great. Being that it is a quieter part of the street, the fact that the cars and buses would use the same drive lane entry would be of little consequence.
<b>801092</b>	While I think existing surface lots do have the potential for other uses, I do not think this option is a best use of one of those lots and the amount of off-Mass parking removed is significant.

<b>801100</b>	This option seems the least disruptive to the street and current traffic flow and seems to offer more protected shelter/bike racks/locker rooms.
<b>801106</b>	The bus transfer station should not be in the downtown.
<b>801122</b>	This site makes the most sense to me as it is in a less congested area.
<b>801131</b>	Eliminating any downtown parking spots is incredibly problematic for the small business community. Rather than a Transfer Center downtown, I'm in support of more spots located in or near downtown.
<b>801144</b>	<p>NONE of these options are good, but this one has the least impact on the central shopping district.</p> <p>Please consider other locations at north or south end of Mass - OUT OF THE HISTORIC DISTRICT.</p> <p>Finally, why were building owners, who pay taxes, not notified of this? I only heard about this planning survey because a friend told me.</p>
<b>801284</b>	I disagree with all four of the options. For me, this would be the least worst, but certainly not good.
<b>801305</b>	<p>First, I'm for public transportation (even though only about 3 people are ever actually on the bus...), but removing parking right in the middle of downtown is not a viable solution. Last year, when the city took away parking for for the restaurants, it literally SHUT DOWN business downtown. It was like a ghost town. Then, simultaneously, parking meter time limits were lowered, meter fees were raised, tickets were raised, and the app was installed. The app is good for local customers, but for out-of-towners and the senior population it's inconvenient and confusing.</p> <p>Second, to remove an entire parking lot in the center of downtown would only serve to compound the ever on-going problem that business owners are faced with--customers can't get to your store. When they are fortunate enough to actually find parking, they often leave, saying, "I have to go--my meter is running out, and I'm parked three blocks away!" Frankly, people who ride the bus are typically NOT shoppers. They don't need to be downtown. Why can't it be NOT in downtown Lawrence?? I don't want our downtown to be Topeka (nothing but restaurants and bars). Downtown Lawrence is a HUGE draw for people from surrounding areas to come here and spend their money, stimulating the economy and, thereby, generating revenue via sales tax for the city and state.</p> <p>If they can't park there, they won't come!</p> <p>NO to downtown bus facilities!!!</p>
<b>801335</b>	Don't place buses in front of an active medical or dental or business office. This option is only better because it is further out of downtown and it a lot business there. Crest a terminal in a park not on a busy street.
<b>801337</b>	Take buses out of downtown. This is a less congested area of Vermont but still a busy street with lots of activity. Make a new terminal I cone if the cities many centrally located parks.
<b>801371</b>	I also believe this option is not a good option as well.



**801379** This is a horrible option...It makes me want to poke my eyes out with a dull pencil. Why would we waste valuable land that could be developed for housing when the future of transit is so unknown with the coming adoption of electric and driverless technologies?

### Option 3



- PROJECT DESIGN REQUIREMENTS:**
- (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
  - PASSENGER SHELTER AREA FOR WEATHER PROTECTION
  - BICYCLE RACKS AND LOCKERS
  - BUS OPERATOR RESTROOMS
- PROJECT IMPACTS:**
- PARKING: LOSS OF 4 METER SPACES AND 86 PARKING LOT SPACES
  - 14 PARALLEL SPACES ADDED OFF ALLEY (NET 78 LOSS)
  - GREENSCAPE: PRESERVE EXISTING TREES AND ADD ADDITIONAL PLANTINGS/TREE COVER WHERE POSSIBLE, 12 EXISTING TREES IMPACTED
  - LOT AND SIDEWALK REGRAIDING
- OPTION ADVANTAGES:**
- STATION ACTIVITY IS REMOVED FROM THE STREET
  - BUSINESSES GET A DEDICATED PARKING/LOADING AREA
  - PROXIMITY AND CONNECTION TO MASSACHUSETTS STREET
- OPTION DISADVANTAGES:**
- LARGE AMOUNT OF REGRAIDING WORK
  - BUS TURNING MOVEMENTS INTO AND OUT OF LOT CREATE ADDITIONAL CONFLICT RISKS WITH PEDESTRIANS, BIKES, AND CARS
  - PEDESTRIANS HAVE TO CROSS BUS TRAFFIC TO ACCESS THE STATION OR MASSACHUSETTS STREET
  - LIMITED ABILITY FOR GREEN SPACE INTEGRATION

Survey ID	Responses
796497	New Hampshire would be the ideal street for a bus transit station. It has less traffic then that on Vermont however the lost of 76 parking stalls isn't ideal either.
796657	I like this one more. itâ€™s all more contained and feel like it will be safer because traffic wonâ€™t be right next to people getting off.
797105	This feels too far removed from the current site of bus transfers - I like the Vermont option because people are already used to catching buses on Vermont, it's closer the library, pool, post office, and greyhound stops.
797127	This solution also gets the buses off the road and into an area that does not impact on downtown businesses and restaurants.
797187	Parking is already a limited resource downtown. The city should only consider net near zero options, or reconsider why a transfer station even needs to be downtown. Also not thrilled about the loss of trees. Overall, these plans don't seems to serve the needs of those who are not shopping or running a business downtown.

<b>797272</b>	Just no.
<b>797546</b>	This is by far the best option. It's centrally located, costs the least amount of trees, utilizes an parking lot that's much closer to residential buildings and the farmer's market. I think it would drive use of the system up because of it's location and ease of access.
<b>797797</b>	Do not choose this option. The loss of parking is unacceptable. The businesses do not support this option.
<b>797875</b>	Please don't eliminate any parking!
<b>797881</b>	This is the least acceptable location for a Downtown Transfer Center. There are residences across New Hampshire Street at 888 and 800. The noise and fumes from the transfer center would be detrimental to the residents' quiet enjoyment of their homes. This location would also reduce parking for the Saturday Farmers' Market that is located directly across New Hampshire Street and would be detrimental to the market. I strongly suggest this design option be removed from consideration.
<b>797890</b>	Geez, none of these seem like great ideas do they?
<b>797894</b>	#2 This has most parking lost which would make people scream. They always do. I like this location for proximity to Farmers Market and center of downtown which I consider to be 9th and Mass.
<b>797900</b>	This would be the worst option. Option 4 would lose the most amount of parking. Plus the alley parallel parking would be very hard to work around. Delivery trucks would no longer be able to use the alley and with the restaurants and other business, I don't know how that would work. My family owns the Lawrence Antique Mall at 830 Mass, which backs up to the proposed change. We have 80 vendors at our Mall that all own their own business here of sorts. They all unload merchandise using the alley and the back parking lot. Losing that lot would ruin our business. I am not saying that lightly. We would lose vendors and not be able to function as we need to. We have one of the largest stores on Mass St. with the most foot traffic. We are also the biggest draw for out of town customers. I am not saying my business is more important than any other, but I can't state enough how this could end a 30 year old business. Out of town customers would hugely be effected negatively by this option also. It is the most centrally located lot. That may seem like a good place to put the hub, but it would negatively effect customers more than it would positively effect bus riders.
<b>797901</b>	We cannot afford to hurt downtown business by removing public parking lots.
<b>797902</b>	I think this is the worst option, it impacts more parking downtown and is closer to residential homes which would impact traffic more.
<b>797921</b>	This option has the most negative impact overall, the loss of that parking lot would be detrimental to businesses on Massachusetts especially the Lawrence Antique Mall and Picklemans who's customers and employees/vendors use that parking lot. That lot is full alot of the time, where would those 76 lost spaces park? It also has the most regrading necessary and no green spaces.
<b>797928</b>	Do not put this here.
<b>797930</b>	Crazy ideas! You keep taking parking away from downtown. It will be the death of many shop owners.



<b>797935</b>	This is a great option because this will not impact businesses and is perfect for true transfer and getting to downtown. In addition, this location is much better for security and safety because this creates a true public space.
<b>797936</b>	Terrible idea. Loss of parking is just stupidity. This plan also makes it impossible for cars to leave private parking spaces in alley. Your parallel parking for businesses is not well thought out. The Antique Mall and Jocks Nictch have loading docks which if used now prevent all traffic from flowing. Downtown Barbershop will not be able to back out of their private parking.
<b>797961</b>	The design and location is a bad idea. it is not an efficient land-use design for a compact urban area like downtown FLK. The same level of bus transfer spots could be incorporated into a better design that also keeps some on-site off street parking locations. No one is going to drive the alley to park without significant improvements to the overall alley design. Also the access to this alley from 9th Street is not normal or conducive to a good overall parking plan. One would only be able to "guess" if there are open parking spots in this alley when they decide to turn from 9th Street into the alley.
<b>797969</b>	Putting the facility there would destroy one of downtown's most important parking areas. That not only serves the Mass. Street visitors but also provides parking for The Farmer's Market supporters and also for the surrounding major apartment building visitors. It is so hard to find a downtown parking spot now; taking that area away would be a disaster not only for business owners but for patrons. Think of the majority of downtown patrons and businesses when you decide, not what benefits a minority of citizens.
<b>797978</b>	Feels the best from a safety point of view. Don't like the location much. The pedestrian connection to the alley is vital.
<b>797981</b>	This design is a terrible use of land that could be developed into mixed-use housing that generates positive tax revenue for the city. It also adds unnecessary turning and egress for busses creating congestion problems and dangerous situation for pedestrians. That land has the potential to generate \$200-\$500k in potential property tax revenue and up to 150 housing units that are desperately needed downtown. Furthermore, the future of transportation is unknown, but as driverless technology becomes adopted, micro-bussing and ride hailing may replace standard City Buses over time. This infrastructure and land would be wasted in that scenario.
<b>797996</b>	The loss of the most parking spaces is a big deal. This lot is always full, and is in a key location.
<b>798011</b>	This one is a big no for me. This would negatively affect my business and my personal habits in multiple ways.
<b>798025</b>	I feel this is a terrible option the 800 block of mass has the most economic activity in downtown.
<b>798030</b>	This takes over an entire parking lot and does not seem feasible for surrounding businesses. I can't imagine the nearby apartments want to have that view.
<b>798051</b>	I don't think any of the parking lots should be used downtown!

<b>798089</b>	This option will kill the traffic for the business in this block. Having a parking lot for people to park in so that they can run in and grab something they are needing, get a haircut or grab food is a huge draw to this area. Removing all of these parking spaces behind this block would negatively impact customers, business and workers of these business.
<b>798137</b>	This seems like the best location for the bus stop, it isn't right in the heart of traffic and pedestrians but still located downtown. this parking lot isn't used NEARLY as much as the other locations NOR is there an office where 100's of people have appointments daily.
<b>798269</b>	Option 1 is best!
<b>798410</b>	loses too many parking spaces for downtown
<b>798460</b>	Do not remove the parking behind the antique mall.
<b>798538</b>	This location is by far the worst, new Hampshire is not suitable for bus traffic. Plus the one thing you dont want to do is lose 90 parking spots in the middle of downtown. This should be a throw away!
<b>798602</b>	i like this one
<b>798697</b>	You are taking away too many parking spaces â€¦. Business owners and their patrons will be greatly affected with this plan â€¦
<b>798768</b>	This option simply cannot happen!! I own a business at 830 Mass St and already lose business because of lack of parking. To lose 76 more spaces would be disastrous to our business and many others in the area!!
<b>798826</b>	eliminates virtually all of the parking in the region. will diminish the value and quality of all of the businesses around.  much prefer the intermodal / transfer at 15th and crest line over downtown. will negatively impact downtown business and environs.
<b>798885</b>	I like each of these options. I anticipate there will be pushback because some dedicated parking might be lost or moved. However, as the pandemic has shown with many parking spaces along Mass St. being converted to outdoor seating, downtown Lawrence is a robust destination. People are less and less enamored with their cars above all else. Instead, they want pleasant experiences. A pleasant transit experience, with multi-modal connections must be part of a healthy downtown.
<b>798889</b>	-
<b>798891</b>	crushes parking spots, unacceptable. this spot is over the top and unnecessary

<b>798912</b>	I vehemently oppose using New Hampshire street as a downtown transfer location because a lot of people live on New Hampshire. The apartment buildings on the east side have many tenants, and the rent for these apartments is at a premium. I did not move into an expensive loft apartment to have my environs assaulted by bus traffic and exhaust. The long term parking lot on the east side of NH between 8th and 9th is where many residents of these apartment buildings park their cars. We already have the expense of buying 10-hour annual parking passes. The farmersâ€™ market is also located on these lots. It is a vibrant community activity, and it should not be jeopardized, dislocated, or assaulted by bus noise and exhaust. Residents already must move their cars every Friday to accommodate the market, or their cars will be towed, impounded, and it costs \$200 to get your car back. People who live in Hobbs Taylor Lofts have spent hundreds of thousands of dollars to purchase their residences. The fact that New Hampshire is home to hundreds of Lawrencians who choose to live downtown at great expense, in order to keep our downtown vibrant, precludes any bus transfer option for this street.
<b>798954</b>	No.
<b>799031</b>	Oh, hell NOOOOOOOOOOOOOOOOOOOOO
<b>799045</b>	Ranked No. 4.  Ideal location, good advantages, but lots of disadvantages: passengers have to cross bus traffic, lots of egrading work, limited green space
<b>799141</b>	does not feel like a feasible design
<b>799281</b>	I prefer this option for the least amount of lost trees.
<b>799524</b>	This option is, by far, the MOST invasive to the health of a thriving downtown Lawrence. It removes a huge parking lot which many people depend on for parking in the central hub of downtown. That is the parking lot where I can at least occasionally find a parking spot. Taking away parking places from this central area where parking is already at a premium makes no sense whatsoever. It also takes away any incentive I have to visit shops and restaurants downtown. Many dining places have already taken up so many of the parking spaces on Mass St that I will probably not go downtown much anymore if this option is selected. Has the City done even one study or researched why this large hub is necessary? I can't find any data or evidence of research that has been performed to prove that we even need a downtown bus terminal/transfer center!
<b>799601</b>	This option removes critical parking spots. Terrible idea. There's hardly ever enough space in this lot as is.
<b>800119</b>	New Hampshire is a small street with much congested traffic. Not well suited to large busses.
<b>800209</b>	I do not think this is a good option. Removing downtown parking very near the core of downtown is a bad idea.
<b>800212</b>	I personally do not like any of the downtown options because this would limit the ability to make any changes to Massachusetts St into a pedestrian walkway,.
<b>800215</b>	Really do not like any of the proposed options. It seems the best location would be on the west side of downtown adjacent to the park - there is significant green space and area for a facility of this type. This specific plan I like the least - loses huge number of parking spaces; no green space; pedestrian crossing bus traffic.
<b>800221</b>	Again NO! Away from view without loss of parking and trees!

<b>800230</b>	PLEASE do not pursue Option 2 or Option 3. Option 1A and 1B use street space that already carries traffic, which is far preferred. Options 2 and 3 remove potential usable space for future uses. Looking out to the City's needs into the future these options seem to limit flexible uses of spaces that could meet future needs, whether those needs are for greenspace, parking structures, public buildings, or some public/private purpose. A vibrant downtown is dependent on NOT wasting potentially beneficial space.
<b>800240</b>	This option loses too much parking behind retail space.
<b>800264</b>	If any spot that would work this would work. With the extra parking across the street. You have enough spots to overcome the list of spaces that we lose.
<b>800569</b>	I'm going to say the same thing on all of these downtown options. They are ALL terrible. Losing this many parking spaces and green space and trees in any of these options is just a terrible idea. I can't believe that we aren't capable of coming up with better ideas than what is being presented. If we are trying to enhance downtown and make it a "world class" destination then zero of these options will help us accomplish that, and in fact every one of them will be an impediment to that. Why isn't there an option at the south end of the Marriott parking lot by the Riverfront, or on the east side parking lot of the Marriott? Why isn't there an option at the Amtrak station that would have a shuttle to downtown every 15 minutes? I would scrap every one of these options and go back to the drawing board, surely we can do better than any of these.
<b>800571</b>	NO. All designs provided destroy the historical beauty of downtown. We can't lose parking and trees, etc. Downtown is already losing its character due to the changes allowed with COVID. Please rethink what is this going to do to our beautiful downtown. It is all we have to appeal to people who live here and those who visit.
<b>800648</b>	I don't think any of these options are viable and think it would be beneficial to come up with some better ones.
<b>800740</b>	-
<b>800818</b>	loss of parking is too high with this option.
<b>800958</b>	Absolutely not. These parking spaces are critical for downtown businesses and visitors. It's also an important lot for downtown employees to travel through on foot. We know there are existing and unsolved safety issues in this lot and breezeway. This would only make the situation worse.
<b>800966</b>	This option is my least favorite for several reasons: it eliminates use of an entire parking lot with the largest loss of parking spaces among all the options, plus there is limited ability for green space. I also dislike the safety issues of crossing bus traffic to access the station or Mass Street. I do not like this option at all.
<b>801035</b>	-
<b>801036</b>	Too much parking loss. Do not like this option at all. None of these options are good, but option 1b is the least offensive of these options.

<b>801047</b>	One again, have concerns with center of downtown location. There are about five blocks that make up our downtown. Do we have mobility concerns for transit users if we look more at the edges or corners of downtown? Your own design comments on disadvantages talk to some of the pedestrian and private passenger car conflicts with buses. Isn't this lessened by being more removed from the center? Suggest further study and consideration on these conflicts before committing to any of these options.
<b>801068</b>	<p>This is the best option as it helps the elderly get right downtown to the restaurants, shopping and art center where they want to be. If the city purchased shorter buses which better fit the actual number of people who utilize our transit system, then maybe we wouldn't have to do so much grading. But either way, this parking lot needs to be graded even as it is. It is also not interfering directly with traffic by being off the road.</p> <p>At the end of the day - I really think if someone could find a way to plan for a downtown transfer center that is not directly in the center of downtown it would be best. Have it on the outskirts. Then, help businesses by creating a safe downtown again, a space where all feel welcome and safe and where the parking garage is safe. We have loiterers. We have homeless. We have vagrants. Read reviews of downtown. People are fed up and they are not coming down here. Restaurants should be opening more nights each week but they aren't. Find a way to make it easy for people to get down here without having 5+ huge buses sitting here on our prime property idling, waiting, with people simply hanging out around them like they do up at the library.</p>
<b>801083</b>	This option should NOT even considered!!!! Losing this many parking spaces would a totally unacceptable. When we are currently short of parking, to lose this many more would be a disaster for downtown. There are many who will not visit downtown now because of the lack of parking so to lose many more is absurd. Please do not even consider this option!!!
<b>801100</b>	Unless this plan also involves the city dedicating themselves to creating a permanent home for the farmer's market elsewhere, this feels like it would have huge negative impacts on the accessibility of the farmer's market and it removes the highest number of parking space generally.
<b>801106</b>	The bus transfer station should not be in the downtown.
<b>801122</b>	This site would be my second choice, again due to congestion.
<b>801131</b>	Eliminating any downtown parking spots is incredibly problematic for the small business community. Rather than a Transfer Center downtown, I'm in support of more spots located in or near downtown.
<b>801144</b>	<p>This is horrible! You're deleting 90 parking spaces that serve downtown businesses, plus adding bus traffic, noise, and fumes!</p> <p>Finally, why were building owners, who pay taxes, not notified of this? I only heard about this planning survey because a friend told me.</p>

<b>801284</b>	This would be the worst option. loss of 86 parking spaces and 12 trees. So much has been invested to have this area of downtown look nice. this would add congestion and depreciate the value of downtown.
<b>801305</b>	<p>First, I'm for public transportation (even though only about 3 people are ever actually on the bus...), but removing parking right in the middle of downtown is not a viable solution. Last year, when the city took away parking for for the restaurants, it literally SHUT DOWN business downtown. It was like a ghost town. Then, simultaneously, parking meter time limits were lowered, meter fees were raised, tickets were raised, and the app was installed. The app is good for local customers, but for out-of-towners and the senior population it's inconvenient and confusing.</p> <p>Second, to remove an entire parking lot in the center of downtown would only serve to compound the ever on-going problem that business owners are faced with--customers can't get to your store. When they are fortunate enough to actually find parking, they often leave, saying, "I have to go--my meter is running out, and I'm parked three blocks away!" Frankly, people who ride the bus are typically NOT shoppers. They don't need to be downtown. Why can't it be NOT in downtown Lawrence?? I don't want our downtown to be Topeka (nothing but restaurants and bars). Downtown Lawrence is a HUGE draw for people from surrounding areas to come here and spend their money, stimulating the economy and, thereby, generating revenue via sales tax for the city and state.</p> <p>If they can't park there, they won't come!</p> <p>NO to downtown bus facilities!!!</p>
<b>801335</b>	Take buses out of downtown. Do not put buses in front of active medical, dental or their busy business. Buses create congestion and danger for all around.
<b>801337</b>	Take buses out of downtown. Streets are all congested and very busy. Need a more cent location. Bob Billings better. Make a terminal in a centrally located park. Not on a busy street I. Front of busy businesses with numerous staff and patients and clients. Downtown is already heading down a negative path.
<b>801371</b>	I don't think this option should be considered either.
<b>801379</b>	I can't even begin to describe how disgusted I am that someone would propose such a preposterous use for land that should be developed for housing.
<b>801389</b>	<p>Transfer Center is located closer to residential area (east Lawrence) for easier access for riders. Favoring option #3.</p> <p>Could have a trolley or step on/off vehicles included here, too, for downtown patrons?</p>

# Multimodal Transfer Facility Project

## Downtown Parking Impact Evaluation

### Project Background

Lawrence is in need of a dedicated bus transfer facility as transfers currently occur on street in front of the Lawrence Public Library (707 Vermont St.). It has been a subject of study for many years including a [2014 Lawrence Transit Center Location Analysis](#) and a [2016 TIGER Application](#). In the [2018 Bus Transfer Location Analysis](#), the community identified the southeast corner of Bob Billings Parkway and Crestline Drive as a potential location and recommended improvements at a secondary downtown location. In July 2020, KU and the City of Lawrence signed an agreement to develop a Multimodal Transfer Facility at Bob Billings & Crestline. These prior studies and current transit operations also show the need for a continued transit presence Downtown.

### Site Selection

Downtown transit improvements were guided by community-developed site selection criteria that were established in 2014 and 2018, which included: sites that did not require property acquisition, that were centrally and conveniently located for transit passengers to access destinations, and that accommodated the space needed for buses to operate. These criteria were further discussed as part of the April 2021 Immersion public engagement process for this project.

City-owned parking lots along Vermont and New Hampshire streets were evaluated as candidate sites, because they generally meet the community-developed site selection criteria. As part of the concept development process, the consultant team evaluated options to mitigate the loss of parking spaces, while balancing other community priorities and project goals.

# 2017 10-Year Parking Operations and Development Plan

In the [10-Year Parking Operations and Development Plan](#), the City of Lawrence retained DESMAN to perform an in-depth analysis of public parking in the Downtown District, as well as in the residential neighborhoods around the Downtown and the University of Kansas campus. The goal was to develop a plan for improving parking operations in order to address current challenges and to prepare for the impact of potential future development.

Based on data, stakeholder discussions, and an analysis of existing and future parking supply and demand conditions, a significant number of key findings and issues were identified, including:

- Parking demand generated by downtown and the University of Kansas are overwhelming certain residential neighborhoods immediately bordering each area.
- There is not currently a shortage of parking in the whole of Downtown, however localized shortages do exist.
- Additional long-term parking spaces are needed in certain areas of Downtown to satisfy the demand for employee parking.
- The impact of future Downtown development on parking appears to be minimal over the next 10 years.
- Existing parking rates and violation fines do not generate sufficient revenue to fully-fund the operations and maintenance of the parking system.
- Operational and maintenance functions related to the parking system are scattered in several City departments with no one person in charge/overseeing the system.
- There are no provisions for overnight public parking permits for Downtown residents.
- Wayfinding to parking lots and garages off of Massachusetts Street and on the approaches to Downtown is weak, leading to many parking facilities being underutilized.
- Capital repair and equipment replacement costs are currently paid out of the parking fund or General Fund, as needed; there is no plan in place to cover long-term costs.

The recommended changes aimed to make incremental improvements in order to delay or eliminate the need for additional structured parking facilities, to improve the experience of parking users, and to address the concerns raised by the city's stakeholders.

The total parking supply of Downtown is 3,180, and parking lot and on-street spaces are shown in Figure 1 and Figure 2.

Figure 3 and Figure 4 show parking utilization during the AM and PM peaks in January 2017 from the Desman study, with the transit improvement concept sites identified.



FIGURE 1: DOWNTOWN PARKING LOT LOCATIONS



FIGURE 2: DOWNTOWN ON-STREET PARKING

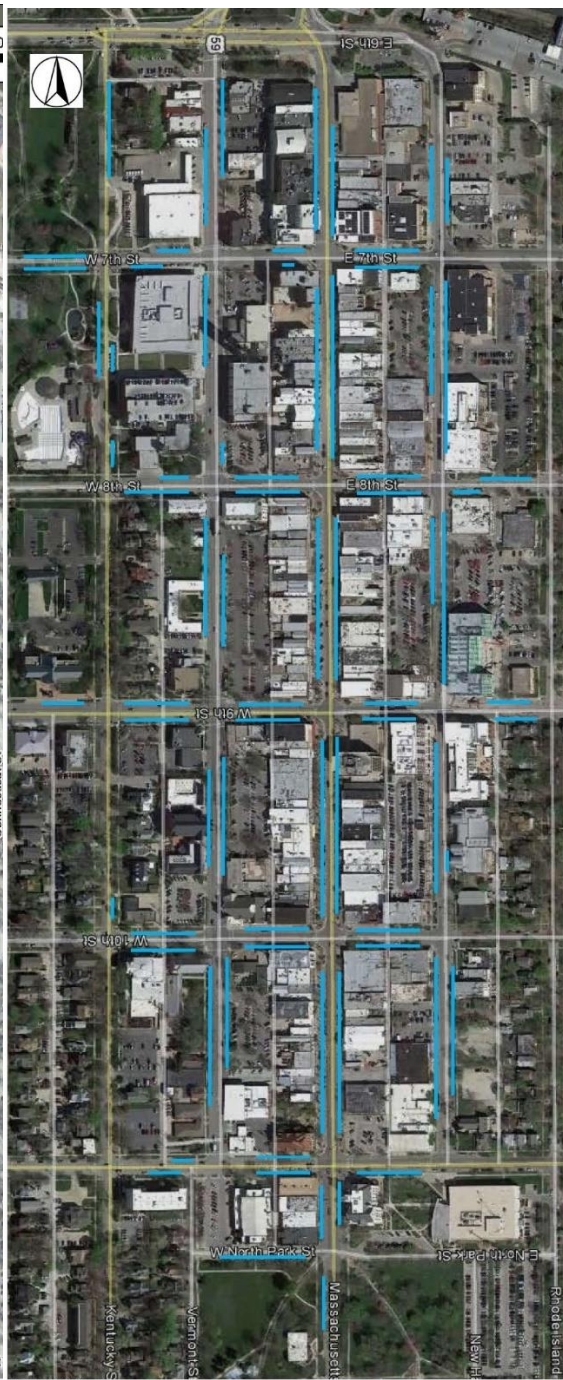
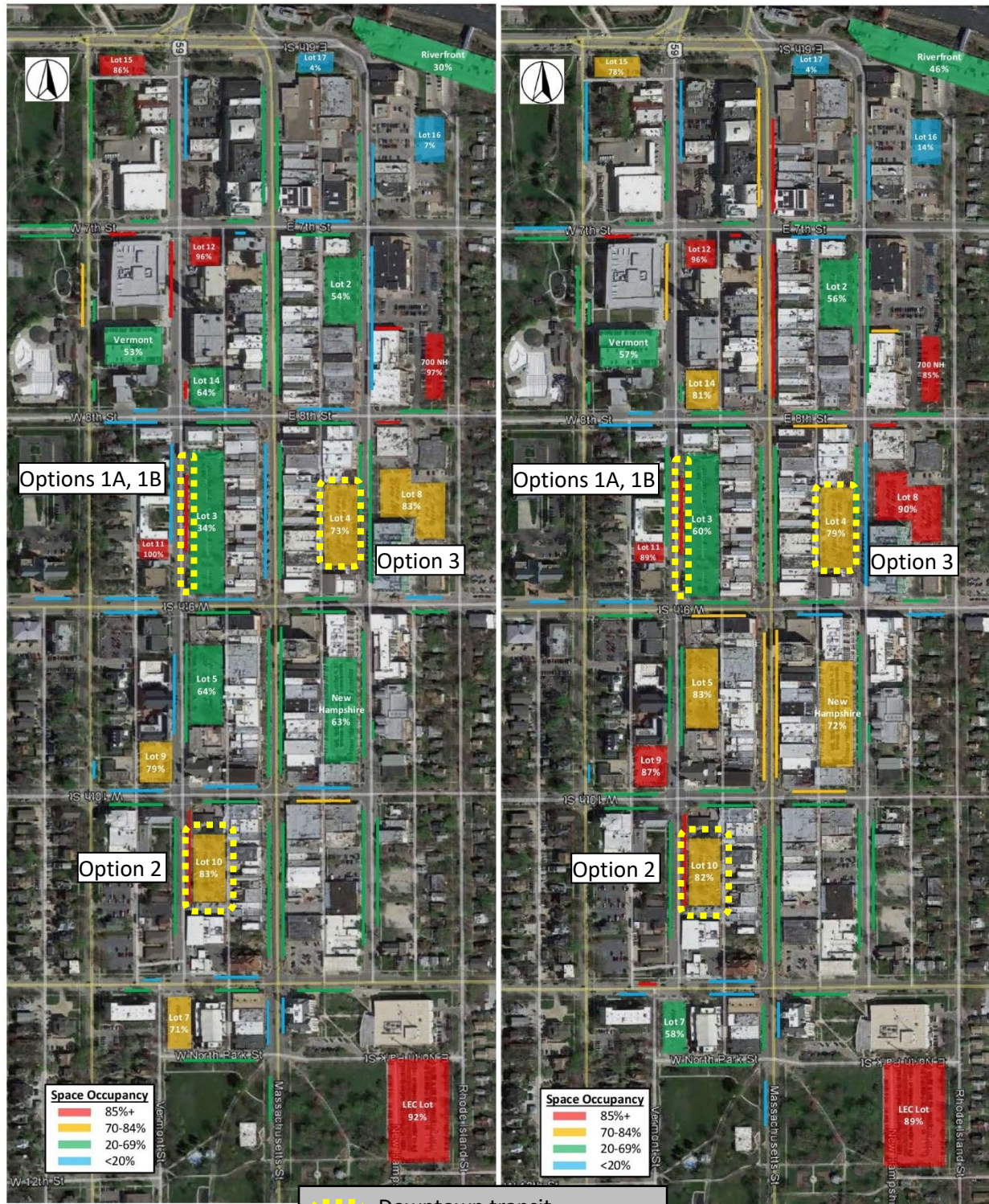





FIGURE 3: DOWNTOWN PARKING UTILIZATION (AM PEAK, 10AM-11AM), WED 1/25/2017

FIGURE 4: DOWNTOWN PARKING UTILIZATION (PM PEAK, 1PM-2PM), WED 1/25/2017



 Downtown transit improvements concept sites

# April 20, 2021 – August 3, 2021 LPR Data

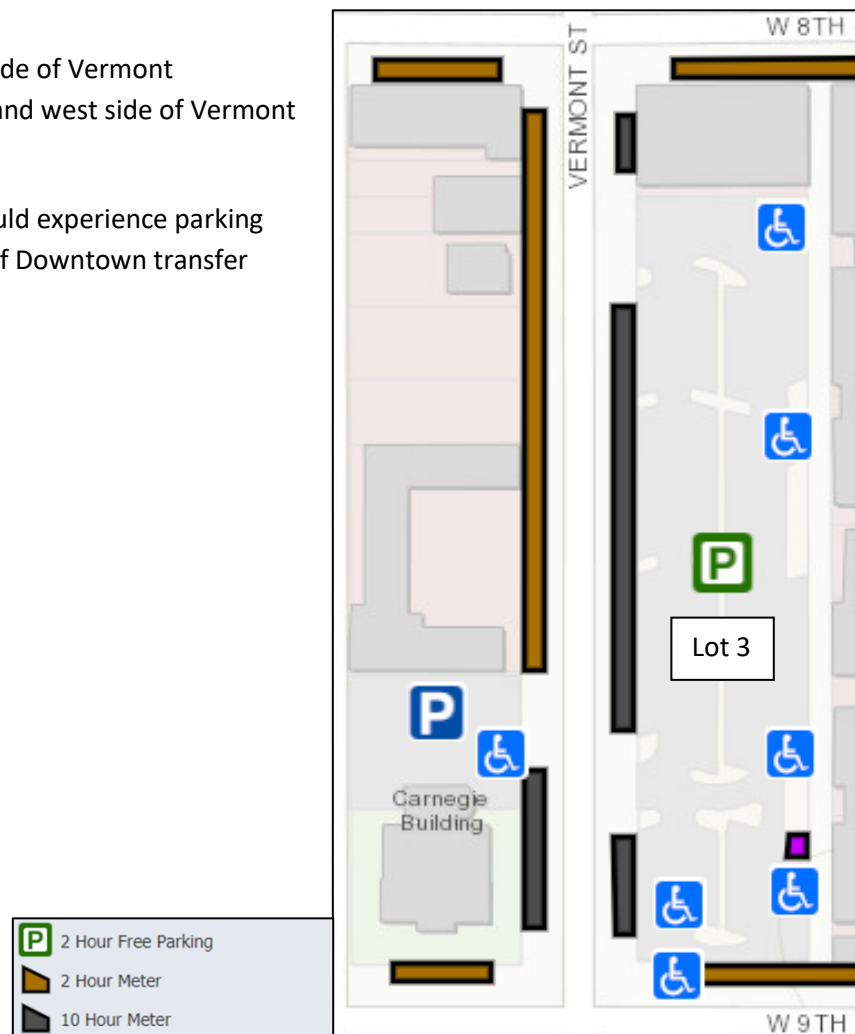
To help understand the parking occupancy environment at the three Downtown transit concept locations, new license plate reader (LPR) technology provided anonymized parking occupancy data for analysis. Because this technology is relatively new, data is only provided for times and locations with more than 10 data points. If only a few data points existed at a certain point of day, for example, no data was provided to prevent sampling bias. Over time, this data set will become more robust for many times of day and year.

## 800 block of Vermont Street

The 800 block of Vermont Street has three areas that were evaluated for average occupancy between 4/20/2021 – 8/3/2021.

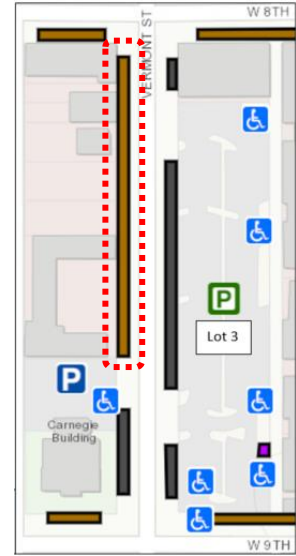
- 2 hour meters on west side of Vermont
- 10 hour meters on east and west side of Vermont
- Lot 3, 2 hour free spaces

This block of Vermont Street would experience parking impacts with the advancement of Downtown transfer improvement Option 1A or 1B.

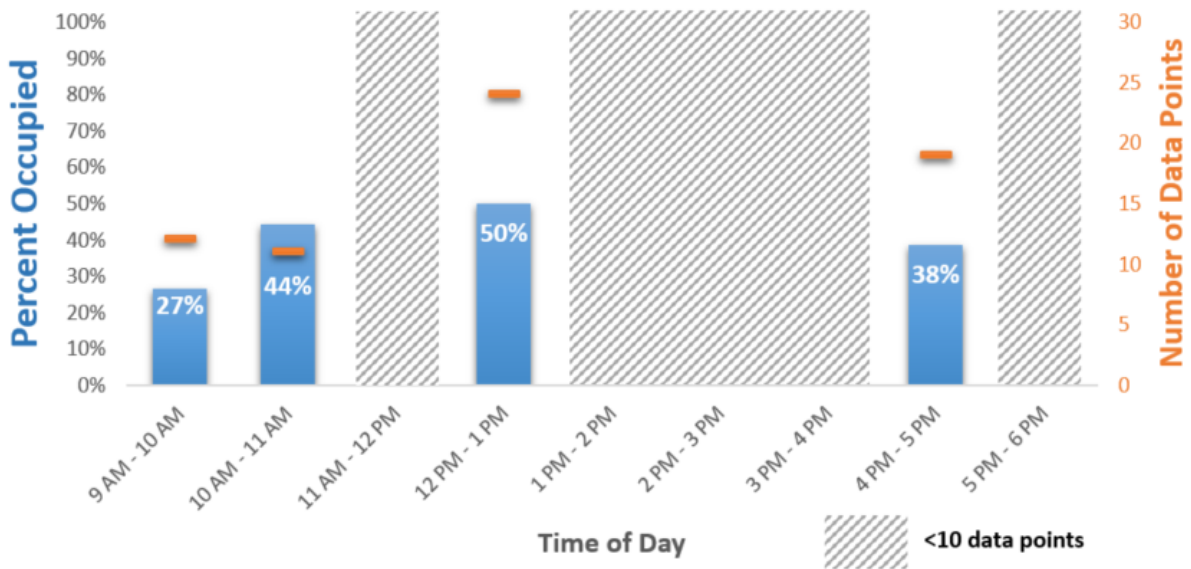


# 800 VT, 2 Hour Meters

The west side of the 800 block of Vermont Street has 16 2-hour meter spaces. As the chart below shows, the highest average occupancy time period is the lunch hour at 50% occupied. More data points are needed to better understand occupancy during the 11AM-12PM, 1PM-4PM, and 5PM-6PM time periods.



**800 VT, 2-Hr Meter Average Occupancy by Time of Day  
4/20/21 - 8/3/21**

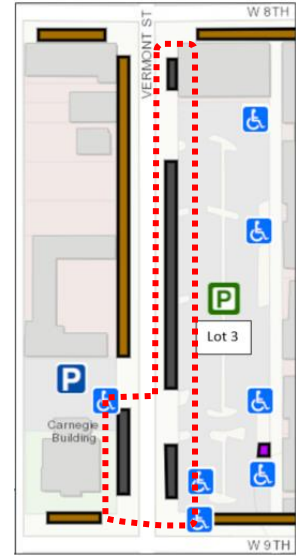




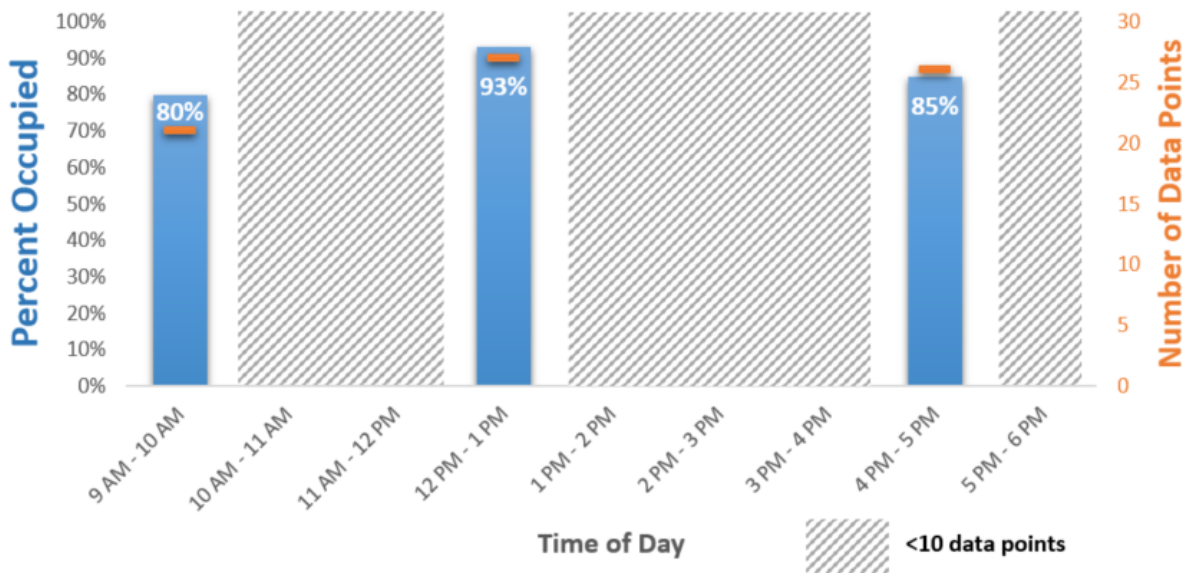
## 800 VT, 10 Hour Meters

The east and west sides of the 800 block of Vermont Street have 23 10-hour meter spaces. As the chart below shows, these spaces are well-utilized throughout the day, though more data points are needed to better understand occupancy during the 10AM-12PM, 1PM-4PM, and 5PM-6PM time periods.

If transit improvements were advanced on this block, alternatives for long term parking would need to be explored due to high utilization of long-term meters in this area. Initial ideas for mitigation strategies may include converting 2-hour spaces within Lot 3 to long-term spaces, or designating some number of parallel or angled parking spaces on the west side of Vermont Street, depending on Option 1A or 1B.

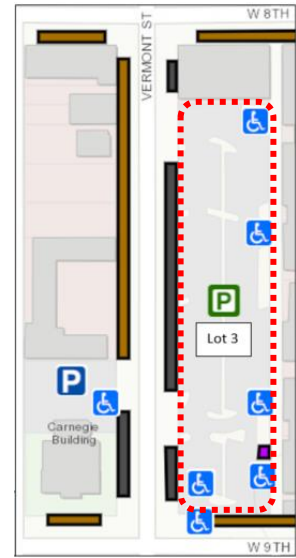


**800 VT, 10-Hr Meter Average Occupancy by Time of Day  
4/20/21 - 8/3/21**

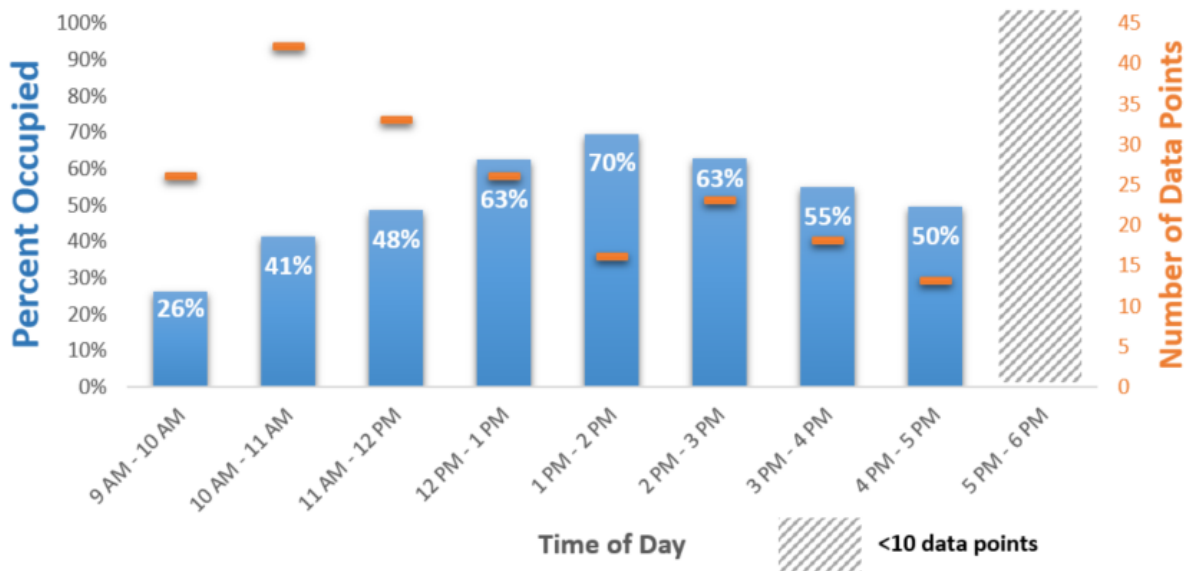


# 800 VT, Lot 3

Lot 3 contains 167 2-hour free spaces. As the chart below shows, average occupancy is highest over the lunch hour at 70% occupied. Greater than 10 data points have been gathered for most hours of the day, but continuing to gather additional data points will add to the quality of this data set.



**Lot 3 Average Occupancy by Time of Day  
4/20/21 - 8/3/21**



# 1000 block of Vermont Street

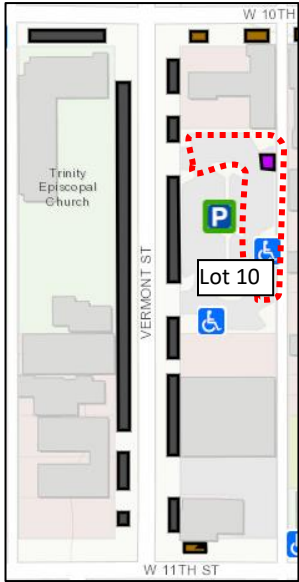
Lot 10 in the 1000 block of Vermont Street has two areas that were evaluated for average occupancy between 4/20/2021 – 8/3/2021.

- 2 hour free spaces
- 10 hour meters

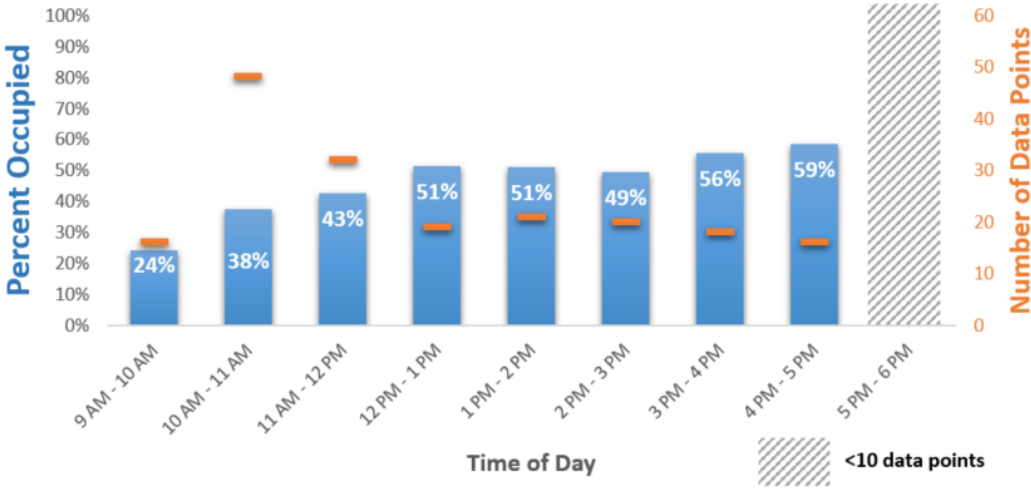
This block of Vermont Street would experience parking impacts with the advancement of Downtown transfer improvement Option 2.

## 1000 VT, Lot 10, 2 Hour Free

Lot 10 contains 35 2-hour free spaces. As the chart below shows, average occupancy generally increases throughout the day and is highest during the 4PM-5PM hour at 59% occupied. Greater than 10 data points have been gathered for most hours of the day, but continuing to gather additional data points will add to the quality of this data set.



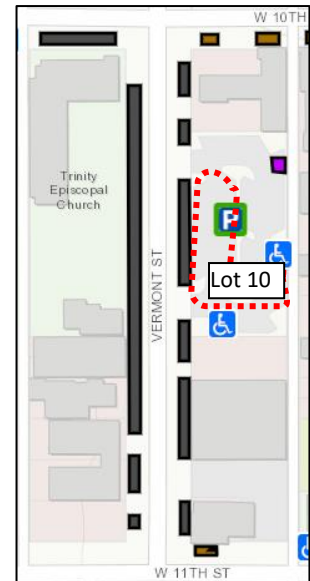
**1000 VT, Lot 10 2-hr free Average Occupancy by Time of Day  
4/20/21 - 8/3/21**





## 1000 VT, Lot 10, 10 Hour Meters

Lot 10 contains 30 10-hour meters. As this time, there are too few data points for the Lot 10, 10-hour meter spaces to feel confident that the data does not have small sample bias.



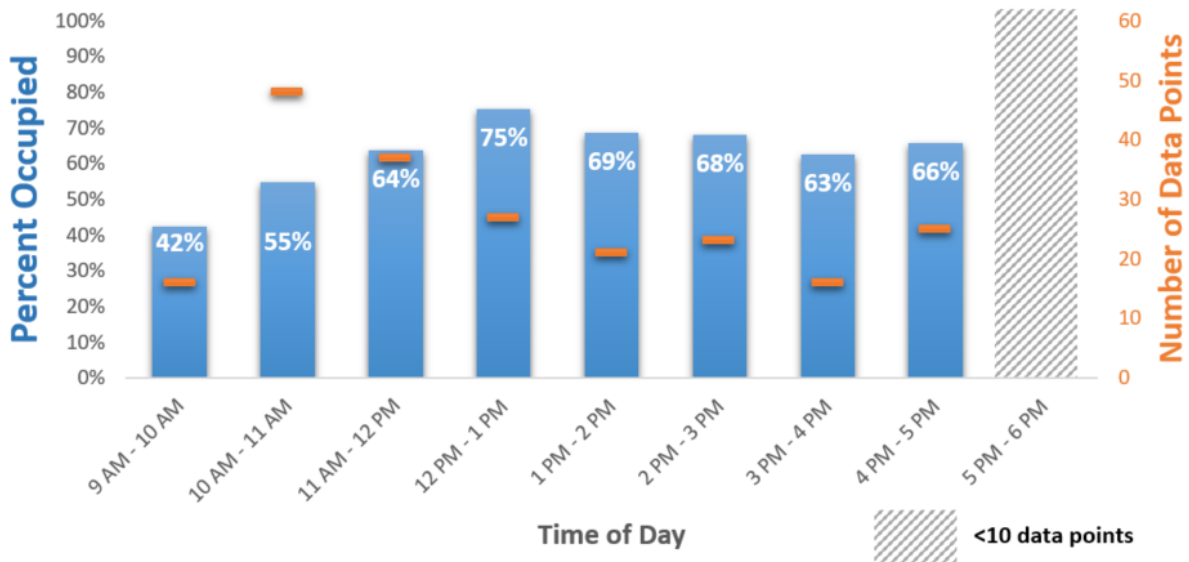
# 800 block of New Hampshire Street

Lot 4 in the 800 block of New Hampshire Street contains 85 2-hour free spaces. As the chart below shows, average occupancy is highest during the 12PM-1PM hour at 75% occupied. Greater than 10 data points have been gathered for most hours of the day, but continuing to gather additional data points will add to the quality of this data set.

This block of New Hampshire Street would experience parking impacts with the advancement of Downtown transfer improvement Option 3.



**800 NH, Lot 4 Average Occupancy by Time of Day  
4/20/21 - 8/3/21**



# Summary

Data from the 2017 10-Year Parking Operations and Development Plan, as well as recent LPR data, suggest that parking occupancy exists at most times throughout the day near the proposed transit improvement concept locations. Localized instances of 100% occupancy may occur at certain times of day in certain areas.

With the high average occupancy of the 10-hour meters on the 800 block of Vermont, mitigation strategies will be particularly important to replace impacted long term spaces in that area if project Option 1A or 1B are advanced to final design. Initial ideas for mitigation strategies may include converting 2-hour spaces within Lot 3 to long-term spaces, or designating some number of parallel or angled parking spaces on the west side of Vermont Street, depending on Option 1A or 1B.

Parking mitigation strategies for Option 2 or 3 are more challenging due to the higher number of parking spaces impacted by transit vehicle ingress/egress space requirements.

# Multimodal Transfer Facility Project

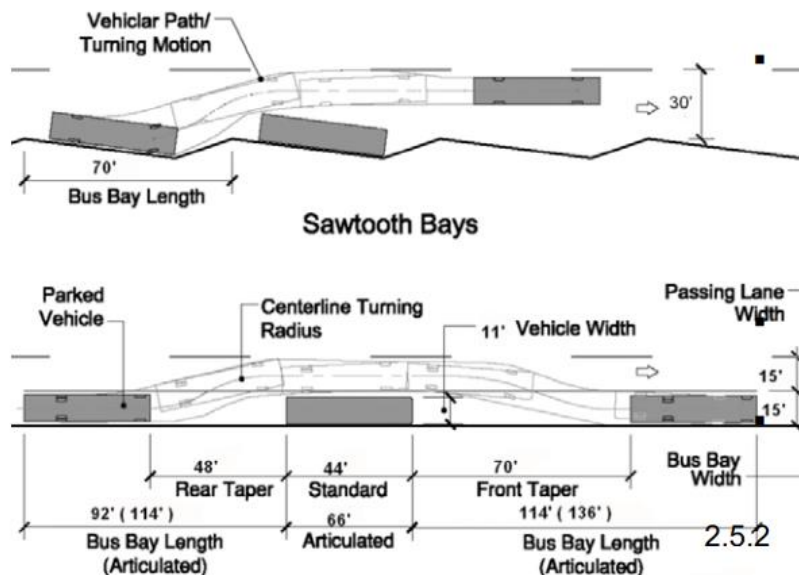
## Q&A – Why do we need 5 bus bays Downtown?

### Existing Conditions

The current Downtown transfer area on the 700 block of Vermont Street accommodates transfers for eight (8) bus routes. Buses for each of these routes typically layover for 5-10 minutes at this location, which allows bus operators and passengers to use the restroom or transfer to another route that continues to another part of the city.

Current transfers occur along a parallel street curb, and there are no dedicated bus bays. The lack of dedicated bus bays creates challenges for passengers because bus routes may layover at different locations along the block throughout the day. This occurs due to the length needed to pull a bus to and from the curb, if they have to navigate buses in front of, and behind, their desired curb space. **Figure 1**<sup>1</sup> shows the bus bay length difference between sawtooth bus bays (~70'), as have been proposed in the transit improvement concepts, and parallel bays (~92') that exist today. To make existing operations work, buses pull to the parallel curb in the order that they arrive, which reduces the bus bay size need to ~44', but does not allow for a consistent bus bay structure.

FIGURE 1: SAWTOOTH VS. PARALLEL BUS BAY LENGTH REQUIREMENTS

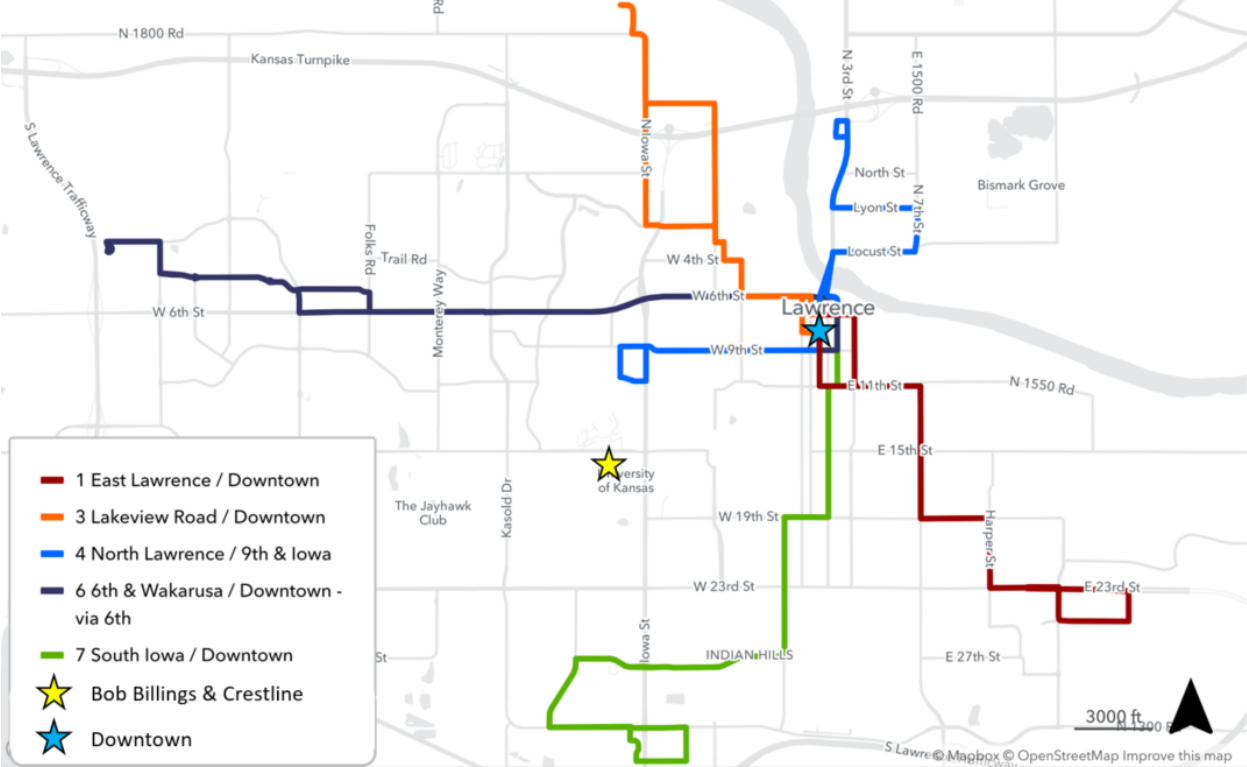


<sup>1</sup> WMATA Station Site and Access Planning Manual: <https://www.wmata.com/initiatives/plans/upload/SSAPM.pdf>

# Route Redesign Considerations

Due to the primary transfer facility relocating to Bob Billings & Crestline Drive, fewer routes will layover Downtown. However, Downtown will continue to be a natural connection point for several key corridors in Lawrence. To continue serving the community with convenient transit routing options, it is anticipated that five (5) routes will continue to need to connect Downtown with 5-10 minute layovers to facilitate crosstown connections. Although the Route Redesign Study will continue to progress through the remainder of 2021, it has become clear that some version of the Downtown connections provided by Routes 1, 3, 4, 6, and 7 will likely remain. Those routes are shown in **Figure 2**, and one can see that rerouting these routes to the new primary transfer facility at Bob Billings & Crestline would negatively impact the direct, convenient connections that exist today between several key corridors in Lawrence and Downtown.

FIGURE 2: ANTICIPATED MAJOR CORRIDORS THAT STILL REQUIRE DOWNTOWN TRANSFER ACCESS



# Vehicle Size

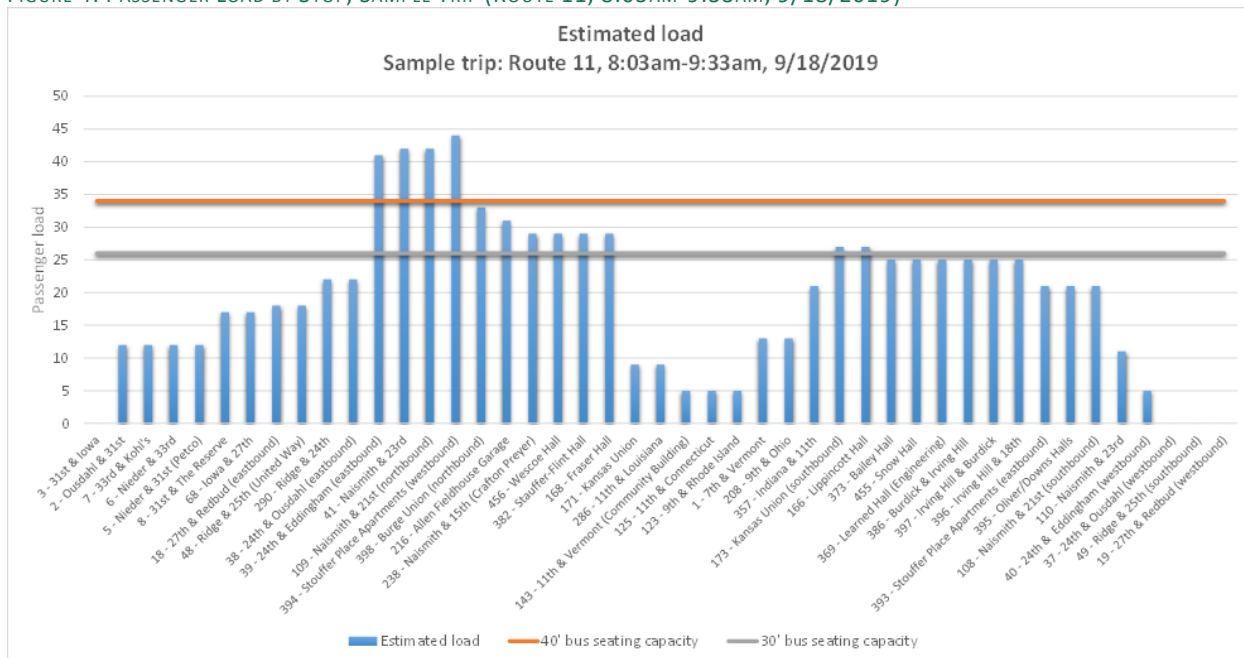
A related question that has come up is, why do the concept designs plan for 40-foot buses instead of smaller vehicles? The current Lawrence Transit fleet utilizes a mix of vehicle sizes ranging from 26' cutaways to 40' buses (**Figure 3**). As operations staff monitors ridership trends, smaller vehicles are assigned to routes with fewer riders. For routes that have the larger 30' or 40' buses, ridership for some trips, or some route segments, throughout the day requires a larger bus size to accommodate passengers.

FIGURE 3: 26', 30', AND 40' LAWRENCE TRANSIT BUSES



The sample trip shown in **Figure 4** demonstrates a Route 11 trip from September 2019 where two segments of the route experience ridership that requires a 30' or 40' bus size. If this particular route would have had a 26' bus assigned to it, a second bus would have had to be deployed to serve passengers, which has significant impacts to the cost and efficiency of operations and to the passenger experience.

FIGURE 4: PASSENGER LOAD BY STOP, SAMPLE TRIP (ROUTE 11, 8:03AM-9:33AM, 9/18/2019)



Another consideration for designing facilities to accommodate a 40' bus size is to future-proof the facility so that additional design and construction costs are not incurred if larger vehicles are needed in the future. Designing for smaller vehicles would provide marginal reductions in the size of the project site and would require a new design and construction process if larger buses begin to be needed on more routes due to ridership increases. Although Lawrence Transit is likely to explore new ways to deliver transit like on-demand microtransit, fixed route service will continue to be the most efficient way to serve the community along major corridors with high-ridership destinations. It is anticipated that as transit facilities and services improve, and as more people move to the Lawrence community, ridership is likely to increase.

**Option 1**

7/22/2021

## Lawrence Multimodal Transfer Center; City of Lawrence, Kansas - Concept Estimate

Description	Square Footage (SF)	Price/ SF	Total	Notes
Multimodal Facility (LMM)	4,012	\$350	\$1,405,000	
Canopied Structures	13,985	\$165	\$2,308,000	
Furniture-Fixtures-Equipment	1	LS	\$25,000	
Safety and Security	1	LS	\$50,000	CCTV and wayfinding
Site	1	LS	\$930,500	Earth moving, utilities
Site Paving	1	LS	\$1,550,000	
Green Space	11,555	\$35	\$405,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	1	LS	\$452,500	
Bio-Retention	1	LS	\$85,000	
Demolition of Existing Building			\$0	
subtotal			\$7,211,000	
Permit and Impact Fees		1 LS	\$1,000	
General Conditions		8.0%	\$577,000	
Builders Risk		3.0%	\$217,000	
Design Contingency		15.0%	\$1,082,000	
Owners Construction Contingency		5.0%	\$361,000	
Contractor OH&P Costs		10.0%	\$722,000	
Escalation		3.5%	\$253,000	(3.5% per year) Projects to Dec 2021
Soft Costs (A/E Fees, other)		14.0%	\$1,010,000	Phase 2-8, traffic study, survey, geotech, construction administration services
Total			\$11,434,000	

<b>RANGE</b>	<b>\$10,870,000</b>	<b>\$12,010,000</b>
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**Option 2**

7/22/2021

## Lawrence Multimodal Transfer Center; City of Lawrence, Kansas - Concept Estimate

Description	Square Footage (SF)	Price/ SF	Total	Notes
Multimodal Facility (LMM)	4,012	\$350	\$1,405,000	
Canopied Structures	14,620	\$165	\$2,413,000	
Furniture-Fixtures-Equipment	1	LS	\$25,000	
Safety and Security	1	LS	\$50,000	CCTV and wayfinding
Site	1	LS	\$675,000	Earth moving, utilities,
Site Paving	1	LS	\$1,221,000	
Green Space	13,505	\$35	\$473,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	1	LS	\$265,000	
Bio-Retention	1	LS	\$120,000	
Demolition of Existing Building			\$0	
subtotal			\$6,647,000	
Permit and Impact Fees		LS	\$1,000	
General Conditions		8.0%	\$532,000	
Builders Risk		3.0%	\$200,000	
Design Contingency		15.0%	\$998,000	
Owners Construction Contingency		5.0%	\$333,000	
Contractor OH&P Costs		10.0%	\$665,000	
Escalation		3.5%	\$233,000	(3.5% per year) Projects to Dec 2021
Soft Costs (A/E Fees, other)		14.0%	\$931,000	Phase 2-8, traffic study, survey, geotech, construction administration services
Total			\$10,540,000	

<b>RANGE</b>	<b>\$10,020,000</b>	<b>\$11,070,000</b>
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**Lawrence Multimodal Transfer Center; City of Lawrence, Kansas - Concept Estimate**

Description	Square Footage (SF)	Price/ SF	Total	Notes
Multimodal Facility (LMM)	4,012	\$350	\$1,405,000	
Canopied Structures	8,885	\$165	\$1,467,000	
Furniture-Fixtures-Equipment	1	LS	\$25,000	
Safety and Security	1	LS	\$50,000	CCTV and wayfinding
Site	1	LS	\$679,000	Earth moving, utilities,
Site Paving	1	LS	\$1,161,000	
Green Space	11,283	\$35	\$395,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	1	LS	\$425,000	
Bio-Retention	1	LS	\$100,000	
Demolition of Existing Building			\$0	
<b>subtotal</b>			<b>\$5,707,000</b>	
Permit and Impact Fees		LS	\$1,000	
General Conditions		8.0%	\$457,000	
Builders Risk		3.0%	\$172,000	
Design Contingency		15.0%	\$857,000	
Owners Construction Contingency		5.0%	\$286,000	
Contractor OH&P Costs		10.0%	\$571,000	
Escalation		3.5%	\$200,000	(3.5% per year) Projects to Dec 2021
Soft Costs (A/E Fees, other)		14.0%	\$799,000	Phase 2-8, traffic study, survey, geotech, construction administration services
<b>Total</b>			<b>\$9,050,000</b>	

<b>RANGE</b>	<b>\$8,600,000</b>	<b>\$9,510,000</b>
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**Option 4 - Renovation to PEMB**

7/22/2021

Lawrence Multimodal Transfer Center; City of Lawrence, Kansas - Concept Estimate

Description	Square Footage (SF)	Price/ SF	Total	Notes
Multimodal Facility (LMM)	4,012	\$225	\$903,000	Renovation to PEMB
Canopied Structures	7,700	\$165	\$1,271,000	
Furniture-Fixtures-Equipment	1	LS	\$25,000	
Safety and Security	1	LS	\$50,000	CCTV and wayfinding
Site	1	LS	\$605,000	Earth moving, utilities,
Site Paving	1	LS	\$625,000	
Green Space	10,000	\$35	\$350,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	3,500	\$30	\$250,000	
Bio-Retention	1	LS	\$35,000	
Demolition of Existing Building				
subtotal			\$4,114,000	
Permit and Impact Fees		LS	\$1,000	
General Conditions		8.0%	\$330,000	
Builders Risk		3.0%	\$124,000	
Design Contingency		15.0%	\$618,000	
Owners Construction Contingency		5.0%	\$206,000	
Contractor OH&P Costs		10.0%	\$412,000	
Escalation		3.5%	\$144,000	(3.5% per year) Projects to Dec 2021
subtotal			\$5,949,000	
Soft Costs (A/E Fees, other)		14.0%	\$833,000	Phase 2-8, traffic study, survey, geotech, construction administration services
Total			\$6,782,000	

<b>RANGE</b>	<b>\$6,450,000</b>	<b>\$7,130,000</b>
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**Option 1A**

7/22/2021

Lawrence Downtown Transfer Center; City of Lawrence, Kansas - Concept Estimate				
Description	Square Footage (SF)	Price/ SF	Total	Notes
Downtown Transfer Facility (DTC)	262	\$450	\$118,000	
Canopied Structures	1,500	\$165	\$248,000	
Shelters	500	\$300	\$150,000	
Security and Safety	1	LS	\$0	
Site Furnishing	1	LS	\$25,000	Benches, bike lockers
Site	1	LS	\$171,000	Earth moving, utilities
Site Paving	1	LS	\$160,000	Concrete and Asphalt Paving
Green Space	810	\$35	\$29,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	1	LS	\$193,000	
subtotal			\$1,094,000	
Permit and Impact Fees	1	LS	\$1,000	
General Conditions		8.0%	\$88,000	
Builders Risk		3.0%	\$33,000	
Phasing		2.0%	\$22,000	
Design Contingency		15.0%	\$165,000	
Owners Construction Contingency		5.0%	\$55,000	
Contractor OH&P Costs		10.0%	\$110,000	
Escalation		3.5%	\$39,000	(3.5% per year) Projects to Dec 2021
subtotal			\$1,607,000	
Soft Costs (A/E Fees, other)		12.0%	\$193,000	Phase 2-8, traffic study, survey, geotech, construction administration services
Total			\$1,800,000	

<b>RANGE</b>	<b>\$1,710,000</b>	<b>\$1,890,000</b>
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**Option 1B**

7/22/2021

Lawrence Downtown Transfer Center; City of Lawrence, Kansas - Concept Estimate				
Description	Square Footage (SF)	Price/ SF	Total	Notes
Downtown Transfer Facility (DTC)	262	\$450	\$118,000	
Canopied Structures	1,500	\$165	\$248,000	
Shelters	500	\$300	\$150,000	
Security and Safety	1	LS	\$0	
Site Furnishings	1	LS	\$25,000	Benches, bike lockers
Site	1	LS	\$213,000	Earth moving, utilities
Site Paving	1	LS	\$222,000	
Green Space	810	\$35	\$29,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	1	LS	\$410,500	
subtotal			\$1,415,500	
Permit and Impact Fees	1	LS	\$1,000	
General Conditions		8.0%	\$114,000	
Builders Risk		3.0%	\$43,000	
Phasing		2.0%	\$29,000	
Design Contingency		15.0%	\$213,000	
Owners Construction Contingency		5.0%	\$71,000	
Contractor OH&P Costs		10.0%	\$142,000	
Escalation		3.5%	\$50,000	(3.5% per year) Projects to Dec 2021
subtotal			\$2,078,500	
Soft Costs (A/E Fees, other)		12.0%	\$250,000	Phase 2-8, traffic study, survey, geotech, construction administration services
Total			\$2,328,500	

<b>RANGE</b>	<b>\$2,220,000</b>	<b>\$2,450,000</b>
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**Option 2**

7/22/2021

Lawrence Downtown Transfer Center; City of Lawrence, Kansas - Concept Estimate				
Description	Square Footage (SF)	Price/ SF	Total	Notes
Downtown Transfer Facility (DTC)	500	\$450	\$225,000	
Canopied Structures	1,800	\$165	\$297,000	
Shelters	500	\$300	\$150,000	
Security and Safety	1	LS	\$0	
Site Furnishings	1	LS	\$25,000	Benches, bike lockers
Site	1	LS	\$112,000	Earth moving, utilities
Site Paving	1	LS	\$512,000	
Green Space	1,330	\$35	\$47,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	1	LS	\$124,000	
subtotal			\$1,492,000	
Permit and Impact Fees	1	LS	\$1,000	
General Conditions		8.0%	\$120,000	
Builders Risk		3.0%	\$45,000	
Phasing		2.0%	\$30,000	
Design Contingency		15.0%	\$224,000	
Owners Construction Contingency		5.0%	\$75,000	
Contractor OH&P Costs		10.0%	\$150,000	
Escalation		3.5%	\$53,000	(3.5% per year) Projects to Dec 2021
subtotal			\$2,190,000	
Soft Costs (A/E Fees, other)		12.0%	\$263,000	Phase 2-8, traffic study, survey, geotech, construction administration services
Total			\$2,453,000	

<b>RANGE</b>	<b>\$2,340,000</b>	<b>\$2,580,000</b>
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**Option 3**

7/22/2021

Lawrence Downtown Transfer Center; City of Lawrence, Kansas - Concept Estimate				
Description	Square Footage (SF)	Price/ SF	Total	Notes
Downtown Transfer Facility (DTC)	500	\$450	\$225,000	
Canopied Structures	1,800	\$165	\$297,000	
Shelters	500	\$300	\$150,000	
Security and Safety	1	LS	\$0	
Site Furnishings	1	LS	\$25,000	Benches, bike lockers
Site	1	LS	\$199,000	Earth moving, utilities
Site Paving	1	LS	\$634,000	
Green Space	835	\$35	\$30,000	Topsoil, grass seed, plantings
Sidewalk/Concrete Walk	1	LS	\$133,000	
subtotal			\$1,693,000	
Permit and Impact Fees	1	LS	\$1,000	
General Conditions		8.0%	\$136,000	
Builders Risk		3.0%	\$51,000	
Phasing		2.0%	\$34,000	
Design Contingency		15.0%	\$254,000	
Owners Construction Contingency		5.0%	\$85,000	
Contractor OH&P Costs		10.0%	\$170,000	
Escalation		3.5%	\$60,000	(3.5% per year) Projects to Dec 2021
subtotal			\$2,484,000	
Soft Costs (A/E Fees, other)		12.0%	\$299,000	Phase 2-8, traffic study, survey, geotech, construction administration services
Total			\$2,783,000	

<b>RANGE</b>	<b>\$2,650,000</b>	<b>\$2,930,000</b>
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# Recommended Capital Improvement Plan

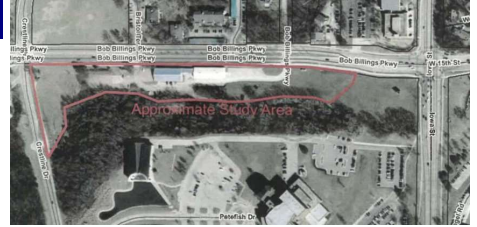
2022 *thru* 2026

## City of Lawrence, Kansas

**Project #** TR-21-01  
**Project Name** Multimodal Transfer Facility

**Type** Improvement  
**Useful Life** 40 + years  
**Category** Buildings  
**Score** 56

**Department** Public Transit  
**Contact** Transit & Parking Administrator



**Status** Active

**Description** **Total Project Cost: \$10,200,000**

The Multimodal Transfer Facility at Bob Billings & Crestline will serve as the primary bus transfer hub for the transit system. The facility will have bus bays for local and regional transit services, amenities for transit passengers and operators, and bicycle and pedestrian amenities. This project includes design and construction for Downtown improvements including bus bays and a passenger waiting area with amenities, as it is anticipated that even with a new primary transfer facility, Downtown will remain a critical transfer location for a limited number of bus routes.

The current total project estimate is \$10,200,000. This includes \$200,000 for the City's Percent for Art Program as well as \$1,000,000 in design costs that are budgeted in 2021. This brings the 2022 budget amount to \$9,200,000.

Two planning & design studies in 2021 will precede construction of the facility in late 2021 and 2022. A Route Redesign Study and Facility Design Study in 2021 will be closely coordinated to inform facility needs, including the required number of bus bays. The facility is anticipated to open in August 2022, coordinated with new route redesign. Additional project information can be found at [www.lawrencetransit.org/transfer-facility](http://www.lawrencetransit.org/transfer-facility).

**Justification**

Currently, major bus transfer activity occurs Downtown. With increases in service, transit operations have had difficulties operating in a safe and efficient manner. Downtown development has created challenges to establishing a primary transfer hub in the Downtown area, though some amount of transfers are likely to continue Downtown. A more centrally located facility would allow for more efficient use of resources. Site location analyses were conducted in 2014 and 2018 and found that a centrally located facility, on or around the KU campus, would benefit both students and the general public. This project will be funded through previously reserved funds in the Public Transit Fund and will have no impact on the General Fund.

This project advances the Strategic Plan Infrastructure, Asset Management, and Connectivity Outcome area and the Efficient and Effective Processes and Environmental Sustainability Commitment areas.

Expenditures	2022	2023	2024	2025	2026	Total
Construction/Maintenance	9,200,000					9,200,000
<b>Total</b>	<b>9,200,000</b>					<b>9,200,000</b>

Funding Sources	2022	2023	2024	2025	2026	Total
General Fund	200,000					200,000
Intergovernmental Federal Grant	50,000					50,000
Public Transit Fund	8,950,000					8,950,000
<b>Total</b>	<b>9,200,000</b>					<b>9,200,000</b>

**Budget Impact/Other**

These funds will be provided through reserves from the Public Transit Fund and will have no impact on the General Fund. Facility maintenance costs are unknown at this time but are anticipated to be paid for as budgeted annual operations of transit service.

**SUPPLEMENT NO. 01  
TO  
ENGINEERING SERVICES AGREEMENT  
FOR CONSTRUCTION OF PUBLIC IMPROVEMENTS  
BETWEEN  
THE CITY OF LAWRENCE, KANSAS AND  
WENDEL COMPANIES FOR LAWRENCE MULTIMODAL & DOWNTOWN  
TRANSFER CENTER (CITY PROJECT# TR-20-01)**

The purpose of this Supplement No. 01 is to define additional engineering services requested by the City of Lawrence, Kansas, hereinafter called the Owner, to be provided by Wendel Companies, hereinafter called the Engineer, for the Lawrence Multimodal & Downtown Transfer Center (City Project No. TR-20-01) contract. This agreement is a supplement to the ENGINEERING SERVICES AGREEMENT FOR CONSTRUCTION OF PUBLIC IMPROVEMENTS BETWEEN THE CITY OF LAWRENCE, KANSAS AND WENDEL WD ARCHITECTURE, ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C., dated March 22, 2021.

**SECTION I – SCOPE OF SERVICES**

Under the terms of Supplement No. 01, the Owner and Engineer agree to modify the scope of services to include design and construction administration services for the Lawrence Multimodal & Downtown Transfer Center (City Project No. TR-20-01) as described in Exhibit A1 to this Supplement No. 01.

**SECTION II – COMPENSATION**

As compensation for the additional services required as described in Supplement No. 01, the Owner agrees to pay the Engineer an amount equal to the Engineer's salary billings plus reimbursable expenses at cost, and subcontract billings at cost, up to a maximum of ONE MILLION TWENTY-SIX THOUSAND DOLLARS (\$1,026,000). This supplement shall increase the total maximum billing limit to ONE MILLION ONE HUNDRED SIXTY-NINE THOUSAND TWO HUNDRED TWENTY DOLLARS (\$1,169,220).

Billing procedures and all other items pertaining to compensation remain as described in Exhibit B of the Original Agreement.

**SECTION III – OTHER MATTERS**

It is mutually agreed and understood that all terms of the original Agreement, not specifically revised by this Supplement No. 01, shall remain unchanged and in full force.

IN WITNESS WHEREOF, the parties have executed this Supplement No. 01 on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

City of Lawrence, Kansas

Owner

By \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

WENDEL COMPANIES

Engineer

By \_\_\_\_\_

Stewart C Haney

Title Chief Executive Officer

Date August 9, 2021

DocuSigned by:  
*Stewart Haney*  
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**EXHIBIT A1  
TO  
SUPPLEMENT NO. 01 TO ENGINEERING SERVICES AGREEMENT**

Owner: City of Lawrence, Kansas  
Engineer: Wendel Companies  
Project: Lawrence Multimodal & Downtown Transfer Center

**DESCRIPTION OF SCOPE OF SERVICES**





# PHASES 2-8 SCOPE OF SERVICES AND FEE

City of Lawrence  
Design of Lawrence Multimodal  
and Downtown Transfer Center





**SUBJECT: DESIGN PHASES 2-8 FOR LAWRENCE MULTIMODAL AND DOWNTOWN TRANSFER CENTER IMPROVEMENTS – RFQ# Q2101**

We are pleased to submit this proposal for professional services associated with the continuing design and construction of these projects. Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, P.C. (WENDEL) and our subconsultant Hg Consult shall provide for the City of Lawrence (the CITY) with the professional planning and design services for the next Phases of each of the two projects. This proposal will set specific scope and fee parameters based on our understanding of the project services required.

Upon final completion of the current Phase 1) Public Engagement, Intermodal Site Concept Plans, High Level Opinion of Probable Cost, Transfer Site Evaluations, Concept Plans, High Level Opinion of Probable Cost, Wendel proposes the continuation of the project be carried out in the next Phases as follows:

Project Phases:

- Phase 2) 30% Schematic Design
- Phase 3) 60/90/100% Design Development
- Phase 4) Construction Documents
- Phase 5) Bidding
- Phase 6) Construction Administration (design team)
- Phase 7) Pre-Construction & Procurement Services
- Phase 8) Enhanced Construction Administration (site representation)
- Coordination of Public Art

The services will be to provide by Architectural and Engineering services in support of the Preferred Concept selected for the new multimodal facility at Bob Billings Parkway and Crestline (LMM) and the Preferred Concept selected for the downtown transfer center (DTC) location. This shall include architectural and engineering design, and assistance with bidding and construction administration for each project location. Scope and Fees for Phases 2-8 are broken out by LMM and DTC; however, in the event both projects are not advanced concurrently, fees may need to be renegotiated for the affected project.

University of Kansas Design Standards will apply for the Multimodal project. The University of Kansas Design Guidelines require 15% above ASHRAE 90.1 requirements for building standards on the Multimodal project. This project should incorporate environmentally sustainable best practices and innovative approaches including but not limited to bioswales, pervious pavement, and solar. The City of Lawrence intends to meet standards for certification for LEED, Envision, or similar rating system, whichever is most appropriate for the Intermodal site. Upon completion of the project, the City may pursue certification.

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**SCOPE OF WORK – PHASE 2: 30% Schematic Design and Cost Estimating**

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After delivering and having the CITY approve the final concept designs for each project, Wendel will prepare a 30% design package with the following:

1. Cover sheet
2. Index of drawings
3. Existing site survey
4. Site / Civil drawings
5. Site utility distribution systems, including preliminary site lighting and drainage systems
6. Architectural plans, elevations, sections and other details pertinent to feature designs
7. Design narratives and analysis, separately bound and labeled and sufficiently complete to permit review of:
  - o Structural systems and materials
  - o Architectural systems and materials
  - o Mechanical, electrical, plumbing and fire protection systems
  - o Any special systems, components and materials
  - o Building and site security systems
8. Technical Specifications Table of Contents and major equipment cut sheets and data
9. Initial Code Analysis
10. Geotechnical report
11. Opinion of Probable Costs

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## SCOPE OF WORK – PHASE 3: 60/90/100% Design Development

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Wendel will advance the approved Preliminary Design, including all agreed upon 30% review comments, through 60%, 90% and 100% complete design and engineering, and will prepare detailed construction bid documents, including plans, specifications, and cost estimates, for all construction work necessary; prepare construction phasing schedule/work plan; and coordinate phasing plan with final funding plan. Wendel will also conduct any remaining engineering technical study tasks needed prior to commencing final design.

Bi-weekly review sessions will take place to allow CITY to check progress of the design. These meetings will be in addition to reviews at the preliminary, 60%, 90% and 100% design levels.

For the 60% complete architectural and engineering design package, Wendel shall prepare the following:

1. Site / civil plans which show all elements of construction layouts, grades and elevations. Show all easements, hardscape, infrastructure to support the building and site, drainage systems, and public and private site utilities. Include all design calculations. Include zoning code requirements and project compliance information. Provide a list of all required agency approvals and permits that will be required on the project.
2. Provide a matrix showing utility company requirements, costs (include all design, review and permit costs) and lead times necessary to obtain all utility company design work for incorporation into the 100% project design. Identify responsibilities for obtaining this information.
3. Landscape design, including a preliminary plantings list
4. Architectural plans, elevations, wall sections, details and schedules to show the complete design intent, including all building systems and materials.
5. Typical building sections as necessary to describe the entire facility.
6. Signage plans and details.
7. Life safety code compliance plans showing the life safety code requirements and illustrating compliance.
8. Structural plans, sections and details, including all foundation systems. Includes the design calculations for all aspects of the structural systems.
9. HVAC, plumbing, and fire protection plans, schedules and details to the extent necessary to describe the complete systems and major pieces of equipment. Include all design calculations for the individual systems.
10. Lighting, power, communication and security plans, schedules and details to the extent necessary to describe the complete electrical systems and major pieces of equipment. Include all low-voltage systems. Include all design calculations for the individual systems.

11. Probable construction cost estimate, with quantified items for each aspect of the work, including all utility company construction costs. In conjunction with the Owner, identify all soft costs to have a complete and total project cost estimate.
12. Preliminary Construction Schedule.
13. Initial construction phasing and staging plans, as necessary, to execute the construction work as agreed to by the CITY and regulatory review agencies.
14. Draft Technical Specifications in CSI format, including Divisions 0 and 1, and any Special Conditions known at the time of the deliverable.

For the 90% and 100% complete architectural and engineering design documents, Wendel shall prepare the following for approval by the CITY. Final drawings and specifications shall set forth in detail the requirements for the construction of the entire project, including necessary bidding information. Wendel will prepare the complete bid package. The final design shall bring to completion and include all the items outlined in the 60% design phase as previously described, and shall also include:

1. Title sheet with key and location plans in sufficient detail and clarity indicating the surrounding area. Vicinity map if required.
2. Site plans, including contours at one (1) foot intervals in elevation, property and easement lines, benchmarks, structures, buildings, pavement types and limits, drainage, utilities, and other features which define the existing site, the proposed construction, and final configuration. The plan and profile of underground utilities and invert elevations of storm drains, if any, shall be shown.
3. Plans, profiles, details and typical sections necessary to define the site work.
4. Architectural, civil, structural, HVAC, plumbing, fire protection, electrical lighting / power / communications / security / low-voltage, drainage, landscaping, and signage plans, sections, and details.
5. Demolition plans (as required).
6. Technical Specifications using CSI format.
7. Preparation of Special Conditions, as required.
8. An estimate of quantities and final cost estimate, including unit prices where appropriate, along with documentation of analysis used to establish unit and lump sum prices.
9. A total project cost summary, including all soft costs.
10. Utility agreements, plans, and evidence of coordination with utility companies and facilities affected by the project.
11. Bidders' proposal forms by trade, including quantities where appropriate.
12. Construction phasing and staging plans and temporary signage plans as required for each stage of construction.
13. A summary of all criteria used in the design, including loads (dead, live, snow, wind, seismic, impact or other loads as appropriate), material grades, codes, and assumptions, in a format which is appropriate for use by reviewing parties, including state, and city/county agencies, and FTA if applicable.

At the 90% design stage, all plans and specifications must be complete. No missing drawings/sections shall be allowed at this stage. Wendel will submit drawings and other related data as set forth above for CITY review and approval. As part of this task, Wendel will obtain any-and-all necessary plan reviews, and approvals, required by federal, state, regional, and city/county authorities.

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## **SCOPE OF WORK – PHASE 4: Construction Documents**

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When the CITY review comments, as agreed to with Wendel, are incorporated into the documents, they will be considered 100% complete. At the 100% stage the following signature procedures apply:

- 100% architectural and engineering drawings and specifications are defined as complete when all regulatory agencies comments are incorporated.
- Wendel shall sign and seal drawings as required.
- Any sub-consultant shall sign and seal his or her own drawings.
- The consultant's logo shall appear on each drawing prepared by a sub-consultant.

- o All drawings prepared for this contract shall be signed and sealed by a principal of the firm who possesses a valid Kansas Registered Architect License or Kansas Registered Professional Engineer.

Design Calculations and Diagrams: Complete computations and design drawings covering all structural framing and supports such as primary framing members, bracing, foundations, slabs and architectural finishes. All engineering calculation sheets shall be numbered, dated, and indexed. The index sheets shall be sealed by a Professional Engineer, licensed in Kansas, who is familiar with and responsible for the design.

Construction Phasing Schedule: Coordinate Schedule with Final Funding Plan. Provide an estimate of the time required to complete construction in the format of a cost loaded schedule. Present the Schedule in bar graph form using days, weeks, or months as appropriate for the limit of time. This Schedule is for project control purposes only and will not be used by any contractor.

Determine from the project plan the delivery time required for long-lead time apparatus, equipment, and material, including all utilities. Prepare material lists for all long-lead or CITY supplied materials, equipment, and apparatus, and submit to CITY for approval.

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## SCOPE OF WORK – PHASE 5: Bidding

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The architects and engineers will assist with the preparation of all bid package materials including Drawings & Specifications, Invitation for Bids, Instructions to Bidders, Bid Forms, the Form of Bid Bond, Performance and Payment Bonds, Material Bonds, the General Conditions, the Special Conditions, the General Scope of Work, Addenda (if any), regulatory requirements and compliance issues, and Davis-Bacon and Prevailing-Wage rates issues. Prepare Bid Notice.

The architects and engineers will attend a pre-bid conference. Prepare Bid Document Addenda including Contract Drawing revisions and engineering calculations, as necessary or as requested by CITY for CITY approval and issuance. Furnish originals for final printing. Answer questions asked of CITY staff by bidders during the bid period.

The architects and engineers will attend the Bid Opening. Review all contractor's bid documents for conformity with technical requirements and completeness of response of the Bid Package and reasonableness of bid quoted. Perform due diligence activities to determine the most responsible and responsive bid.

In determining the responsibility of a bidder, Wendel will consider overall compliance with bid terms and conditions, integrity, compliance with public policy, record of past experience and performance, financial and technical resources (including construction and technical equipment), and bond capacity.

Make written recommendation as to contract award to CITY. Conform all contract drawings to include the Addenda as required after award of the construction contract. All contract drawings will be confirmed within one month of the construction bid opening date

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## SCOPE OF WORK – PHASE 6: Construction Administration

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- 1) Construction Review and Observation
  - a. Perform periodic, technical site visits at intervals appropriate to the stage of the Contractor's operations to determine if the project is being constructed in general conformance with to the construction documents and the design intent. The following technical site visits have been assumed for an approximate twelve (12) month construction duration:
    - i. 12 architectural site visits.

- ii. 12 Civil site visits
    - iii. 4 Structural site visits
    - iv. 4 Mechanical site visits
    - v. 4 Electrical site visits
  - b. Site visit reports will be prepared and submitted to the OWNER and Contractors, indicating the work performed that day, weather conditions, and noting any significant observations or decisions made while on site.
- 2) Requests for Information and Design Support
- a. Respond to Contractor Requests for Information (RFI).
  - b. Provide design responses to unanticipated or changed conditions.
  - c. Provide interpretation and clarification of design intent and make recommendations to the OWNER regarding proposed changes.
- 3) Shop Drawings and Submittals
- a. Shop drawings and submittals will be reviewed for general conformance with the construction documents and the design intent.
- 4) Punch List
- a. Assist the OWNER and on-site construction representative in determining dates of Substantial Completion and Final Completion and prepare a punch list of outstanding contractor items at Substantial Completion.

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## **SCOPE OF WORK – Pre-Construction & Procurement Services**

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- 1) Solicit the interest of Site, General, Mechanical and Electrical Construction contractors
- 2) Assemble and competitively bid Site, General, Mechanical and Electrical bid packages
- 3) Prepare Opinion of Probable Cost Estimates at the approximately 30%, 60% and 90% design completion stages.
- 4) Review and comment on Design Documents at the approximately 30%, 60% and 90% design completion stages.
- 5) Conduct pre-bid meeting/site walk-thru and issue meeting minutes
- 6) Receive RFI's and facilitate issuing addendum
- 7) Receive and tabulate bids
- 8) De-scope/interview 2 lowest bids from each bid package and make recommendation of award to OWNER
- 9) Attend a meeting with OWNER to review bid recommendations and determine selected contractors for each bid package
- 10) Prepare construction contracts direct with OWNER and issue NOA and NTP to contractors.

---

## **SCOPE OF WORK – PHASE 8: Optional Enhanced Construction Administration**

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- 1) Assist OWNER with obtaining the building permit and coordination of utility service connections, upgrades, and related permits.
- 2) Conduct pre-construction meeting with successful Multiple Prime Contractors at the project site. This meeting will set the parameters for the construction phase process and the expectations for all aspects of the work.
  - a. Prepare meeting agenda and distribute meeting minutes.
  - b. Review project scope, schedule and phasing milestones.
  - c. Review project administration procedures, requirements and responsibilities.
  - d. Review contracting requirements.
  - e. Review security procedures and site access.
  - f. Review contractor's responsibility for safety procedures.

- g. Review site mobilization and logistics.
- 3) Prepare and maintain Master Project Schedule incorporating the activities of OWNER, the Design Team and each Prime Contractor
- 4) Prepare and maintain Master Project Budget for cost control and provide monthly project budget updates using a fully transparent, open-book format where all unused reserve funds are returned to OWNER.
- 5) Assemble and issue 3rd Party Materials Testing/Special Inspections bid packages to local vendors for direct contract to OWNER.
- 6) Provide part-time, on-site construction representative and administrative services in accordance with AIA Document 352 “Duties, Responsibilities and Limitations of the authority of the Architect’s Project Representative” as follows:
  - a. Part-time on-site construction representative services to observe the progress of construction.
  - b. Conduct daily on-site “Plan of the Day” (POD) meetings with the superintendents of each Prime Contractor to coordinate work scheduled for that day and the balance of that week and to facilitate resolution of any identified design and/or construction related issues.
  - c. Conduct weekly on-site construction coordination meetings with the OWNER, Design Team and Prime Contractors and issue meeting minutes
  - d. Coordinate OWNER’s 3<sup>rd</sup> Party Materials Testing and Special Inspections work with the Prime Contractors.
  - e. Monitor and facilitate the RFI, submittal, shop drawing process our cloud-based project management software “Procore”.
  - f. Negotiate all change orders with Multiple Prime Contractors
  - g. Prepare daily construction logs
  - h. Review the contractor’s monthly applications for payment
  - i. Facilitate construction close-out procedures including assembling of punch lists, operations and maintenance manuals, record drawings, warranties/guarantees, Mechanical and Electrical system commissioning, start-up and testing, training, etc.
- 7) We are basing our professional fees on the following assumed weekly effort:
  - a. Site Supervision: 20 hours per week (assumed 12 month duration)
  - b. Project Manager: 8 hours per week (assumed 12 month duration)
  - c. Project Admin: 4 hours per week (assumed 12 month duration)

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## A. EXCLUSIONS

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The following services are excluded from this proposal:

- 1) Any work not specifically included in the above “Scope of Work.”
- 2) Project site surveys.
- 3) Geotechnical investigations.
- 4) Environmental review or hazardous material investigations.
- 5) Utility design services and coordination beyond the limits of construction.
- 6) Special inspections services.
- 7) If it is determined that any of the excluded services are required on the project, the services can be furnished upon a supplemental agreement.

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## B. ASSUMPTIONS

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- 1) The assumed project Construction Cost is approximately \$7.00 million with an assumed one (1) year duration. Design will be in accordance and compliance with IBC Building Code 2018 or current code adopted by the City of Lawrence.



- 2) Professional and design services will be performed in accordance with City of Lawrence standards, and applicable University of Kansas Design Guidelines. Kansas Department of Transportation (KSDOT) Standards and/or Federal Transit Administration's (FTA) Construction Project Management Handbook will be followed should they apply to either project.
- 3) Owner or the Contractor is responsible for all fee's required to obtain project approvals (applications, permits, reviews, etc.)
- 4) Contractor is responsible for all utility company fees associated with this project (tap, new facilities, etc.)
- 5) Project is assumed to be traditional Design-Bid-Build and may be awarded to one or more Single-Prime General Contractor(s), responsible for all trades that apply.
- 6) Front end Division 00 bid / procurement documents will be provided by Owner in a format that can be altered to fit each project manual for advertisement.
- 7) The following meetings have been accounted for, not including any public information meetings, if needed in person. All other meetings will take place via a conference call or online meeting. Meeting may be attended by Wendel associates or members of the Wendel team:
  - a) 1 meeting Project 30% Design Kickoff Meeting
  - b) Preliminary Engineering Design – 1 coordination meeting
  - c) Final 30% Design Deliverable – 1 presentation meeting
  - d) 60% Design Kick Off Meeting
  - e) Bi-Weekly Design Team/Client Meetings six (6) total
  - f) 60% Design Review Meeting
  - g) 60% Design & Value Engineering Review Meeting
  - h) 90% Design Review Meeting
  - i) Final Design Review Meeting
  - j) There are a total of fourteen (14) meetings. The design team expects six (6) meetings to be in person with at least two (2) people on site included within the proposed fee by Wendel team members. Additional in person meetings will be included as additional services noted below.
- 8) Any additional trips required or requested will be based on the fully loaded hourly rate of the individual plus all travel cost. For purposes of budgeting each trip will include 12 hours minimum of time which allows for 2 hours of preparation, one full day of work, and 2 hours of wrap up or report.
- 9) Wendel personnel will have access to the site, owner's personnel and information in support of existing condition investigations, and data gathering.
- 10) Drawings of the existing conditions if available will be provided electronically and/or hard copy.
- 11) Environmental issues or hazardous material (including, but not limited to the presence of asbestos, lead, contaminated soils, archeological findings) will be addressed by others.
- 12) Utility information that is available will be made available by the City or Utility owner.
- 13) Design work will be generated in Revit and CAD and electronically submitted in the file format as originally produced for the project. Wendel will save the electronic files in a version applicable to the City.
- 14) One (1) set of preliminary comments received from Owner on the final submission of the Preliminary 30% drawings will be addressed and incorporated in the deliverables before acceptance of the subsequent level documents.
- 15) Hard copies of the entire design review package will be provided as a direct reimbursable expense.
- 16) After notice to proceed, if the project is put on hold for any reason for a period longer than 120 calendar days, Wendel reserves the right to re-evaluate and re-negotiate this scope and fee.
- 17) If significant revisions are made to the program, materiality, building or site footprint, construction budget, and/or any other design criteria and assumptions listed in, but not limited to Item 1. Additional services will be requested by Wendel.
- 18) There will be no third-party peer review.
- 19) PHASE 8: Optional Enhanced Construction Administration final scope and fees will be negotiated based upon Owners final project budget.
- 20) Should Wendel be required to perform additional services beyond those outlined above, Wendel shall be compensated on an hourly or fixed sum basis for a mutually agreed scope of services.



**C. PROPOSAL FEE:**

We trust the above scope of work meets City of Lawrence requirements. We are proposing to perform the scope of work presented in this proposal as detailed below.

DESIGN OF MULTIMODAL AND DOWNTOWN TRANSFER CENTER PROJECTS	
PHASES	Proposed Fee
Phase 2 - 30% Schematic Design and Cost Estimating	\$225,000
Phase 3 - 60%, 90% 100% Design Development	\$200,500
Phase 4 - Construction Documents	\$ 75,000
Phase 5 - Bidding	\$ 75,000
Phase 6 - Construction Administration	\$187,500
<b>Subtotal Fee</b>	<b>\$763,000</b>
Phase 7 - Pre-Construction & Procurement Services	\$75,000
Phase 8 - Optional Enhanced Construction Administration (T&E)	TBD
<b>Other Miscellaneous Service (Geotech, Survey, Traffic)</b>	<b>\$80,000</b>
<b>Subtotal Other Services</b>	<b>\$155,000</b>
<b>Reimbursable Expenses - Design &amp; CA</b>	<b>\$108,000</b>
<b>TOTAL PROPOSED</b>	<b>\$1,026,000</b>

These fees include direct expenses such as first-class mailing, travel and internal printing costs.

Fee Notes:

- 1) Assumes the project cost is \$8.5 million.
- 2) Expenses such as plotting costs, postage, telephone charges are based on actual cost with appropriate receipt. The estimate includes our anticipated costs for budgeting purposes.
- 3) Should Wendel be required to perform additional services beyond those outlined above, Wendel shall be compensated on an hourly or fixed sum basis for a mutually agreed scope of services.
- 4) Our fee proposal is valid for 90 days. If we do not receive a signed notice to proceed before that date, we reserve the right to re-evaluate our proposal.
- 5) Enhanced Construction services will be billed on a Time and Expense Basis using the following Hourly Rates:
  - a) On-site Representative \$180/hour
  - b) Project Manager \$225/hour
  - Project Admin \$65/hour

# Multimodal Transfer Facility Project

## Concept Design Recommendations for Multimodal Transfer Center (Bob Billings & Crestline) and Downtown transfer improvements



City of Lawrence



# Outline

- Agenda

- Community-developed project purpose & goals
- Public engagement and site selection process
- Alignment with Community Plans
- Project Timeline Considerations
- Multimodal Transfer Facility concepts
- Downtown transfer improvements concepts
- Next Steps + Policy Questions



# Community-developed Project Purpose & Goals

- Purpose: To develop permanent transit transfer facilities after eight years of temporary locations
- Goals
  - Reduce travel time through centralized location
  - Maintain strong Downtown presence
  - Accommodate ingress/egress bus movements
  - Limit property acquisition cost



# Public Engagement and Site Selection Process

- Build upon 2018 public engagement process and site selection study (500 participants)
- March 2021: Engaged DLI, LRA, The Chamber prior to project kickoff
- April 2021: 8 stakeholder meetings and 2 public meetings as part of Immersion process. Downtown sites selected through Immersion stakeholder and public feedback, not before. (157 participants)
- June 2021: Public meetings (postcards delivered to 192 Downtown businesses), Library tabling, walking site tours (9 participants), Lawrence Listens survey (120 responses).
- August 2021: Passenger input provided through written public comment prior to 8/17 meeting for those with time or technology constraints.

*Detailed public engagement process timeline in separate agenda attachment*



City of Lawrence

# Alignment with other Community Plans

- Plan 2040
  - Growth and development goal to adopt different parking strategies in transit-served areas for compact, mixed-use development (Pg. 29)
  - Transportation goal to enhance transit amenities and facilities by establishing transit centers (Pg. 53)
- Lawrence Strategic Plan
  - Connected City Outcome Area Progress Indicators include
    - CC-2: Percent of residents satisfied or very satisfied with their transportation experiences (driving, walking/wheeling, biking, riding the bus, etc.)
    - CC-9: Cost per passenger trip on Lawrence Transit
    - CC-11: Percent of trips not taken in automobile (driven-alone)
- Downtown Lawrence Plan
  - Vermont or New Hampshire parking lots are candidate sites for Downtown transit improvements (Pg. 63)
- Douglas County Community Health Plan
  - Support development of transit that provides timely access to priority destinations (Pg. 13)



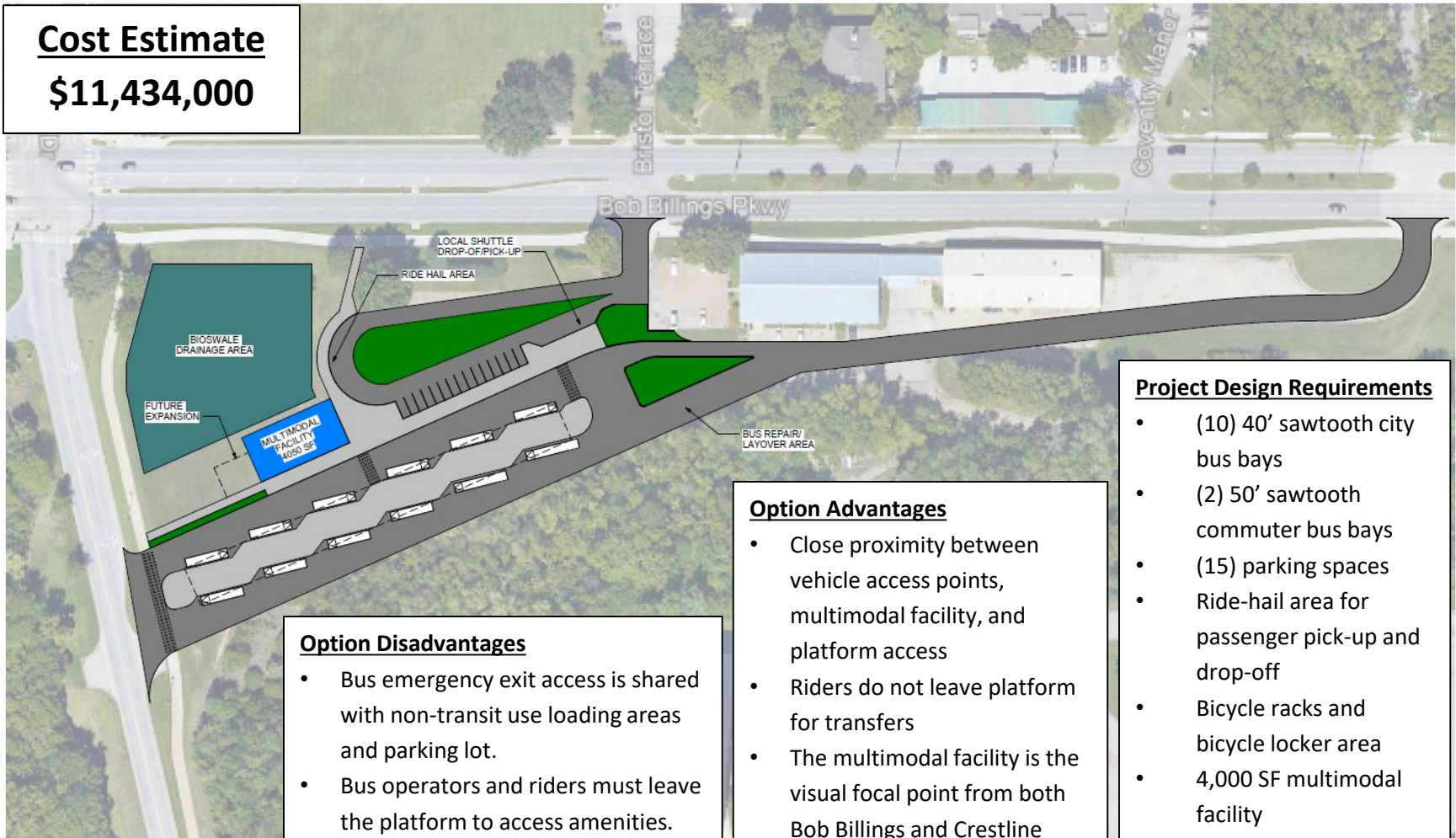
# Project Timeline Considerations

- Facilities must be functionally open by 8/1/22 to align with Route Redesign
- Potential state grant funds for Downtown would be awarded by end of August 2021. Project delay may jeopardize grant award of \$1.5 million.



# Multimodal Transfer Facility Option #1

**Cost Estimate**  
**\$11,434,000**



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**Option Disadvantages**

- Bus emergency exit access is shared with non-transit use loading areas and parking lot.
- Bus operators and riders must leave the platform to access amenities.

**Option Advantages**

- Close proximity between vehicle access points, multimodal facility, and platform access
- Riders do not leave platform for transfers
- The multimodal facility is the visual focal point from both Bob Billings and Crestline

**Project Design Requirements**

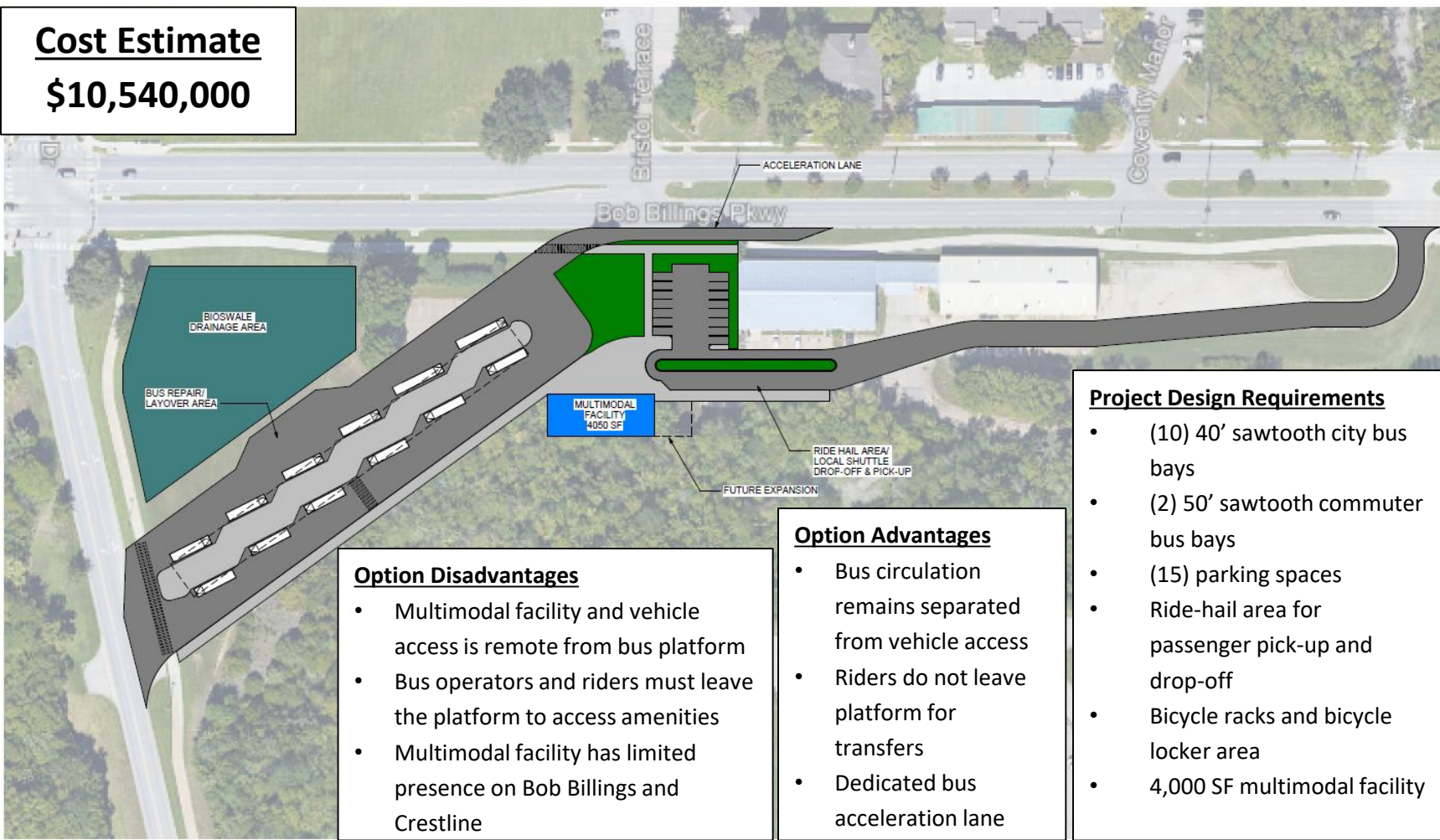
- (10) 40' sawtooth city bus bays
- (2) 50' sawtooth commuter bus bays
- (15) parking spaces
- Ride-hail area for passenger pick-up and drop-off
- Bicycle racks and bicycle locker area
- 4,000 SF multimodal facility



# Multimodal Transfer Facility Option #2

**Cost Estimate**  
**\$10,540,000**

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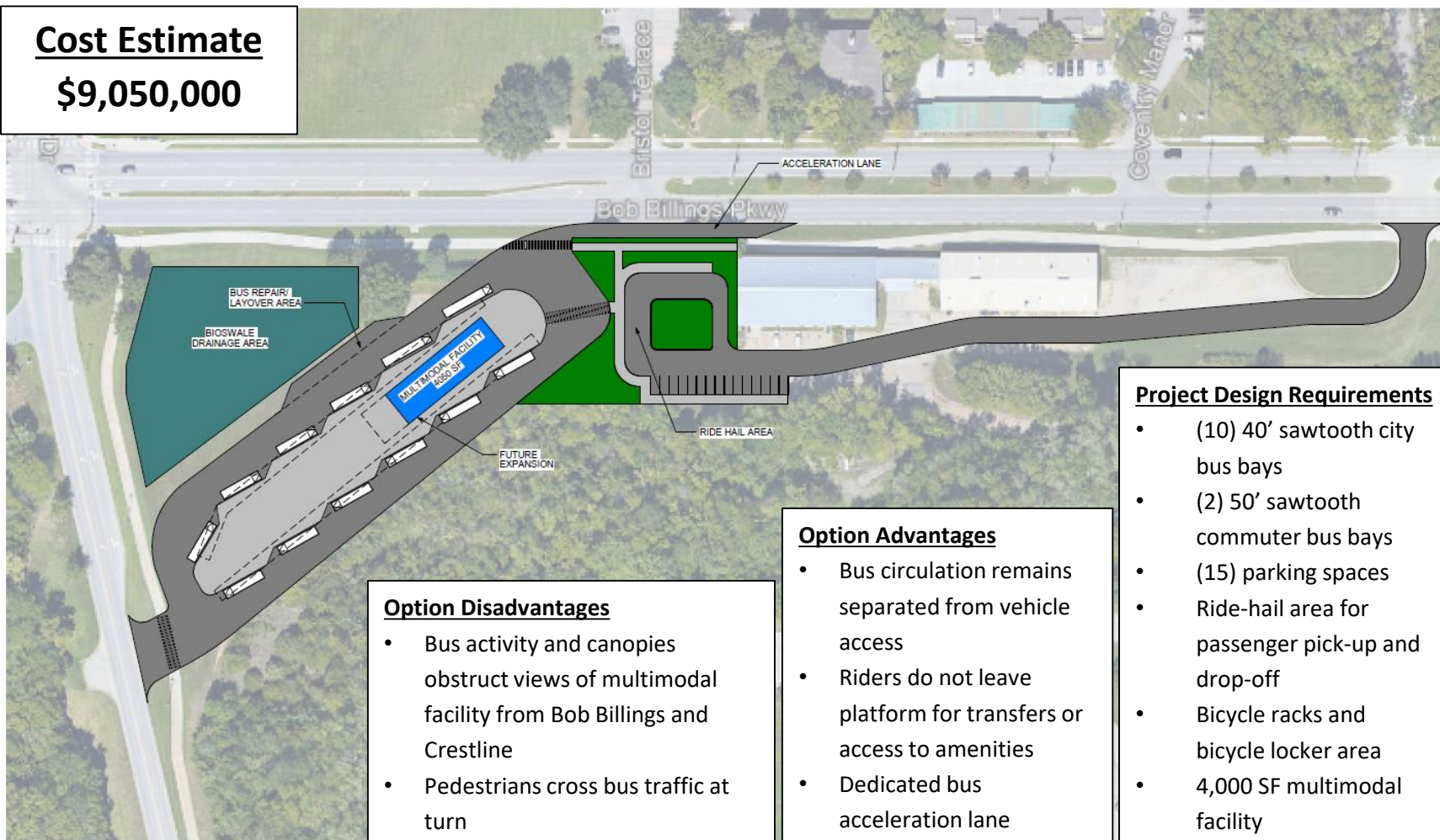
- Option Disadvantages**
- Multimodal facility and vehicle access is remote from bus platform
  - Bus operators and riders must leave the platform to access amenities
  - Multimodal facility has limited presence on Bob Billings and Crestline

- Option Advantages**
- Bus circulation remains separated from vehicle access
  - Riders do not leave platform for transfers
  - Dedicated bus acceleration lane

- Project Design Requirements**
- (10) 40' sawtooth city bus bays
  - (2) 50' sawtooth commuter bus bays
  - (15) parking spaces
  - Ride-hail area for passenger pick-up and drop-off
  - Bicycle racks and bicycle locker area
  - 4,000 SF multimodal facility

# Multimodal Transfer Facility Option #3

**Cost Estimate**  
**\$9,050,000**



### Option Disadvantages

- Bus activity and canopies obstruct views of multimodal facility from Bob Billings and Crestline
- Pedestrians cross bus traffic at turn

### Option Advantages

- Bus circulation remains separated from vehicle access
- Riders do not leave platform for transfers or access to amenities
- Dedicated bus acceleration lane

### Project Design Requirements

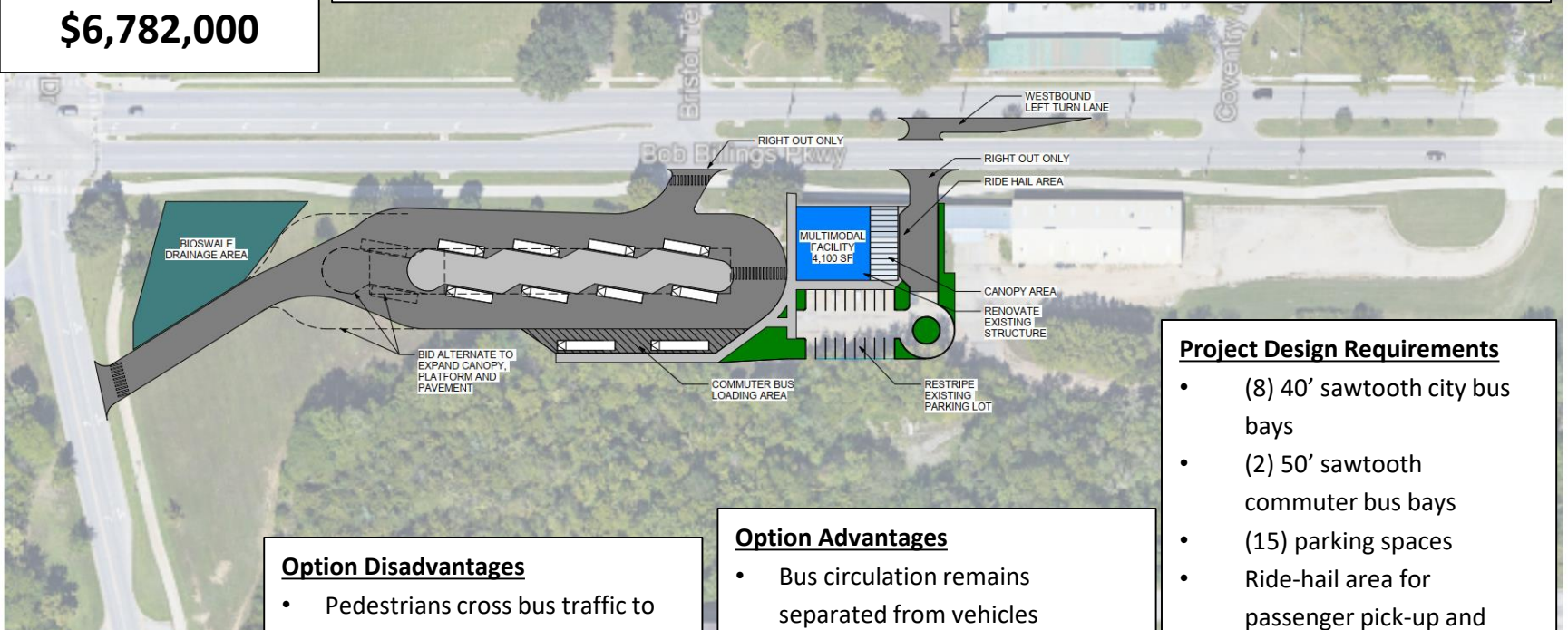
- (10) 40' sawtooth city bus bays
- (2) 50' sawtooth commuter bus bays
- (15) parking spaces
- Ride-hail area for passenger pick-up and drop-off
- Bicycle racks and bicycle locker area
- 4,000 SF multimodal facility

# Multimodal Transfer Facility Option #4

**Cost Estimate**  
**\$6,782,000**

**Consultant-recommended option**

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### Option Disadvantages

- Pedestrians cross bus traffic to access platform
- Reduced project scope by 2 bus bays, with bid alternate
- Potential unknown cost of existing building renovation

### Option Advantages

- Bus circulation remains separated from vehicles
- Riders do not leave platform for transfers
- Reduced excavation
- Adaptive reuse of existing building

### Project Design Requirements

- (8) 40' sawtooth city bus bays
- (2) 50' sawtooth commuter bus bays
- (15) parking spaces
- Ride-hail area for passenger pick-up and drop-off
- Bicycle racks and bicycle locker area
- 4,000 SF multimodal facility

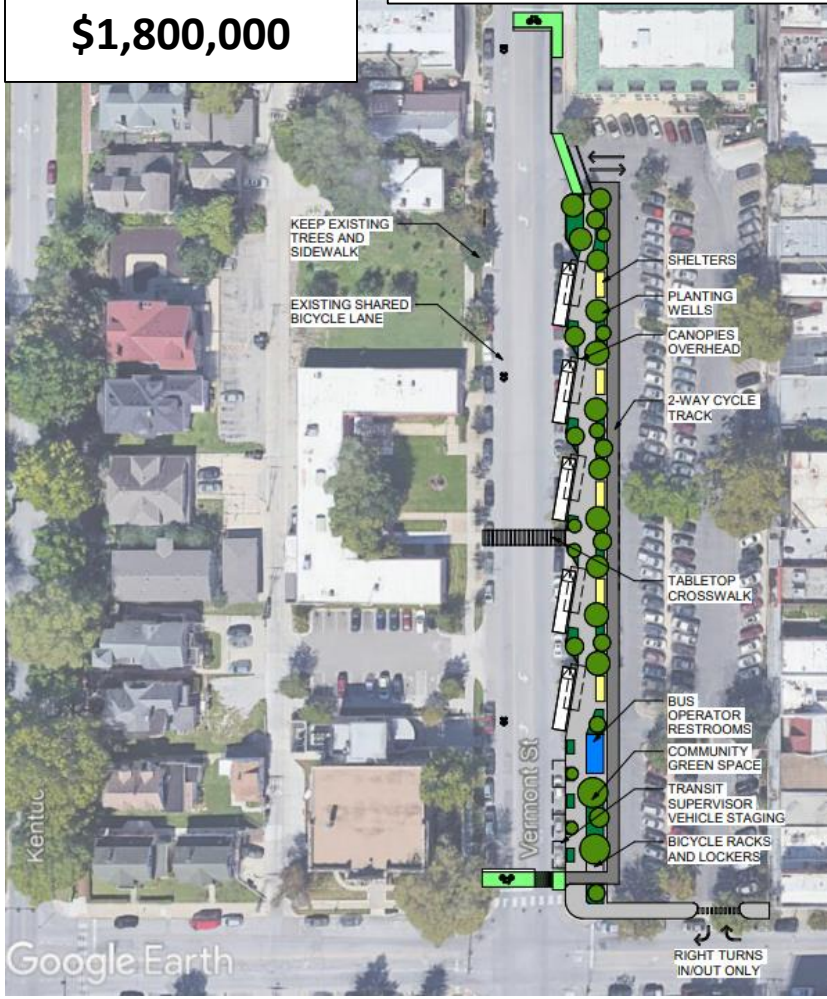


# Downtown Transfer Improvements Option #1A

**Cost Estimate**  
**\$1,800,000**

**Consultant-recommended option**

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### Project Design Requirements

- (5) sawtooth bus bays with canopy coverage
- Passenger shelter area for weather protection
- Transit supervisor staging area
- Bicycle racks and lockers
- Bus operator restrooms

### Project Impacts

- Parking: loss of 18 meter spaces and 40 parking lot spaces. Add 18 total spaces at 700 VT and Greyhound stop. (net 40 loss)
- Trees: 17 existing tree loss, new trees added throughout site as shown.
- Relocation of parking lot access to the south

### Option Advantages

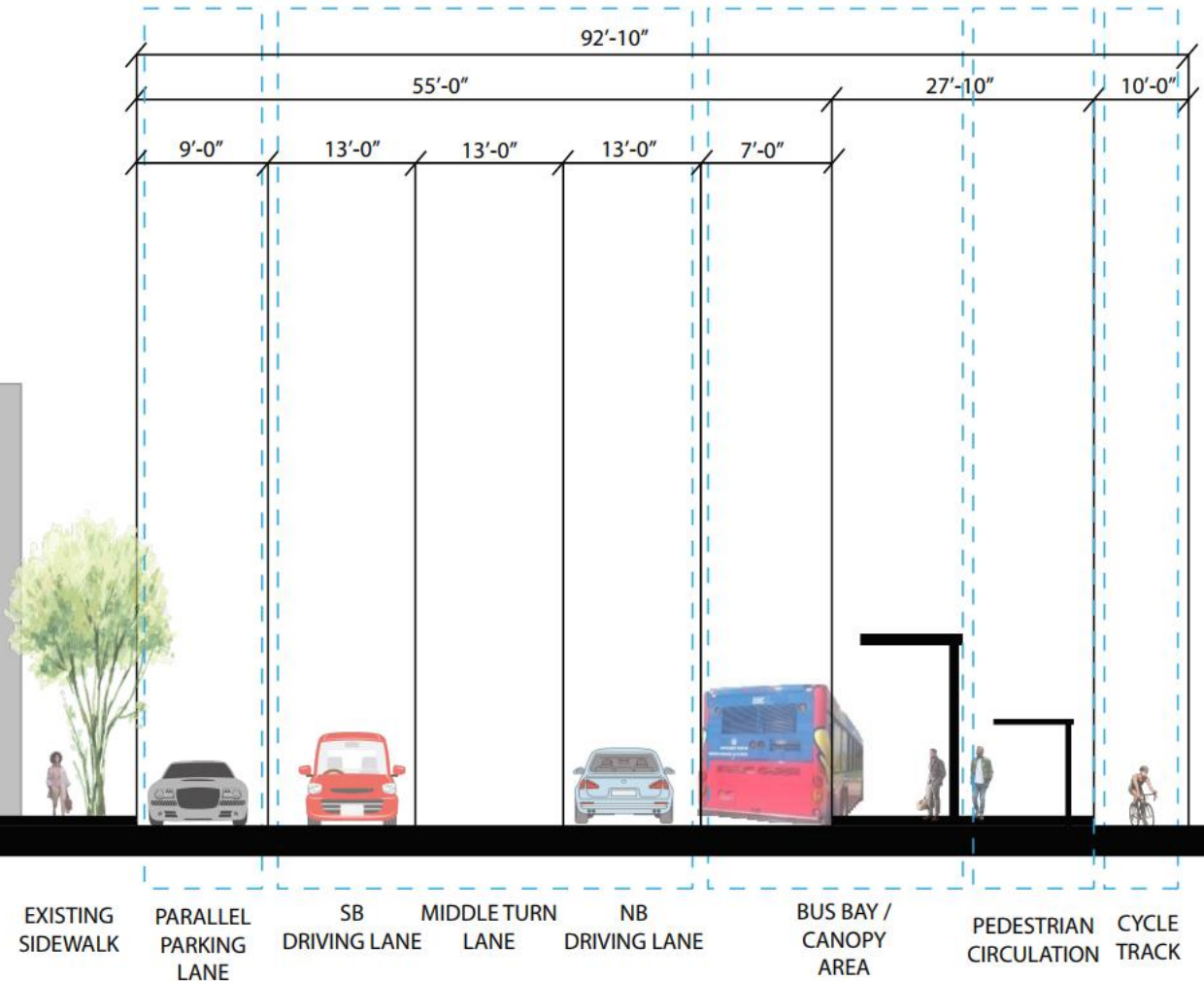
- Community green space on south corner
- Dedicated cycle track introduced
- Parallel street parking safer for on-street cyclists
- Bus and car movements are separated from each other
- Pedestrians do not have to cross bus or car traffic to get to platform
- Mid-block tabletop crosswalk
- Potential redevelopment of site remains possible

### Option Disadvantages

- Bus operator restrooms are more remote than other options
- Platform activity mixed with sidewalk activity

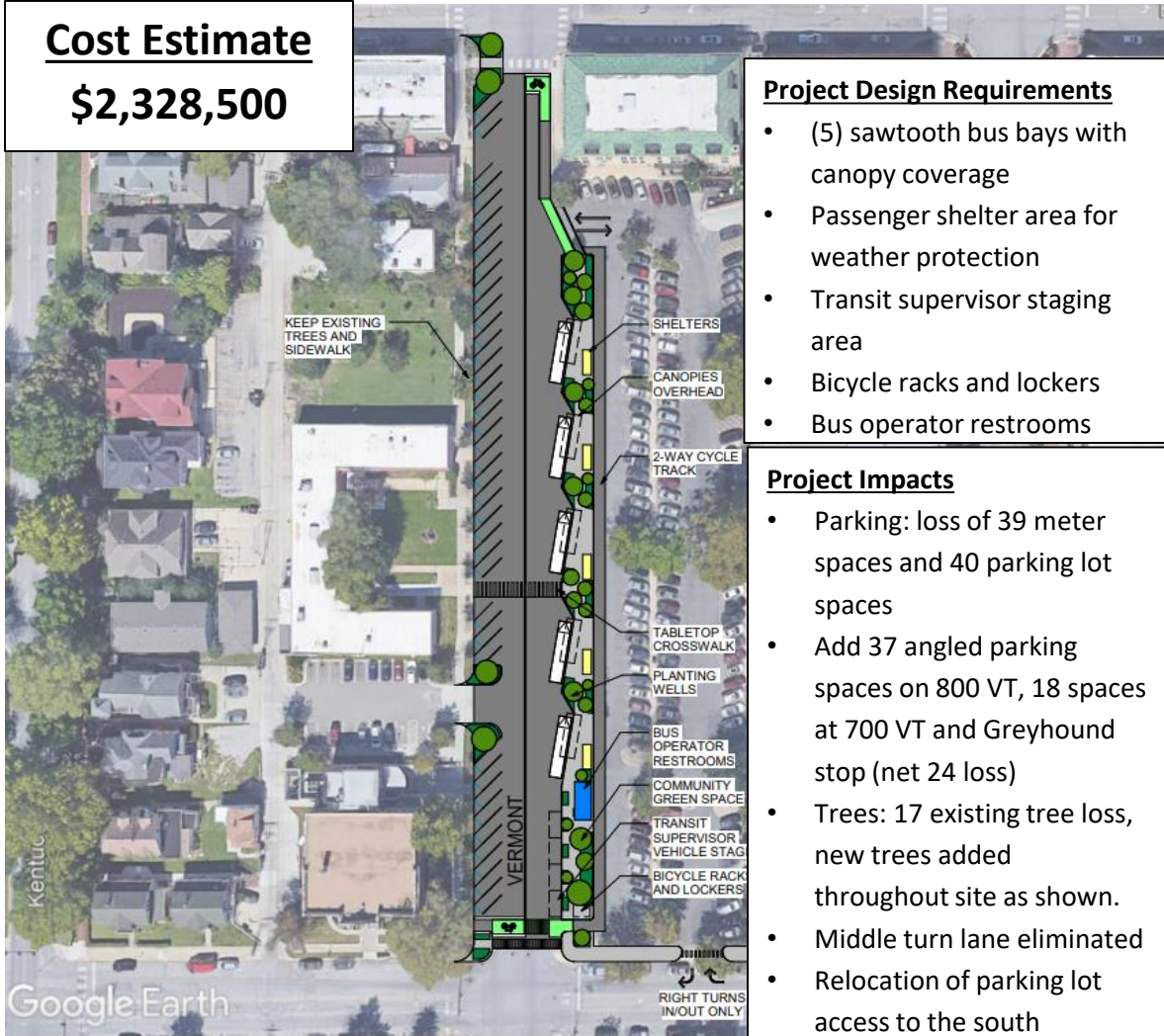
# Downtown Transfer Improvements Option #1A – Cross-section

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# Downtown Transfer Improvements Option #1B

**Cost Estimate**  
**\$2,328,500**



## Project Design Requirements

- (5) sawtooth bus bays with canopy coverage
- Passenger shelter area for weather protection
- Transit supervisor staging area
- Bicycle racks and lockers
- Bus operator restrooms

## Project Impacts

- Parking: loss of 39 meter spaces and 40 parking lot spaces
- Add 37 angled parking spaces on 800 VT, 18 spaces at 700 VT and Greyhound stop (net 24 loss)
- Trees: 17 existing tree loss, new trees added throughout site as shown.
- Middle turn lane eliminated
- Relocation of parking lot access to the south

## Option Advantages

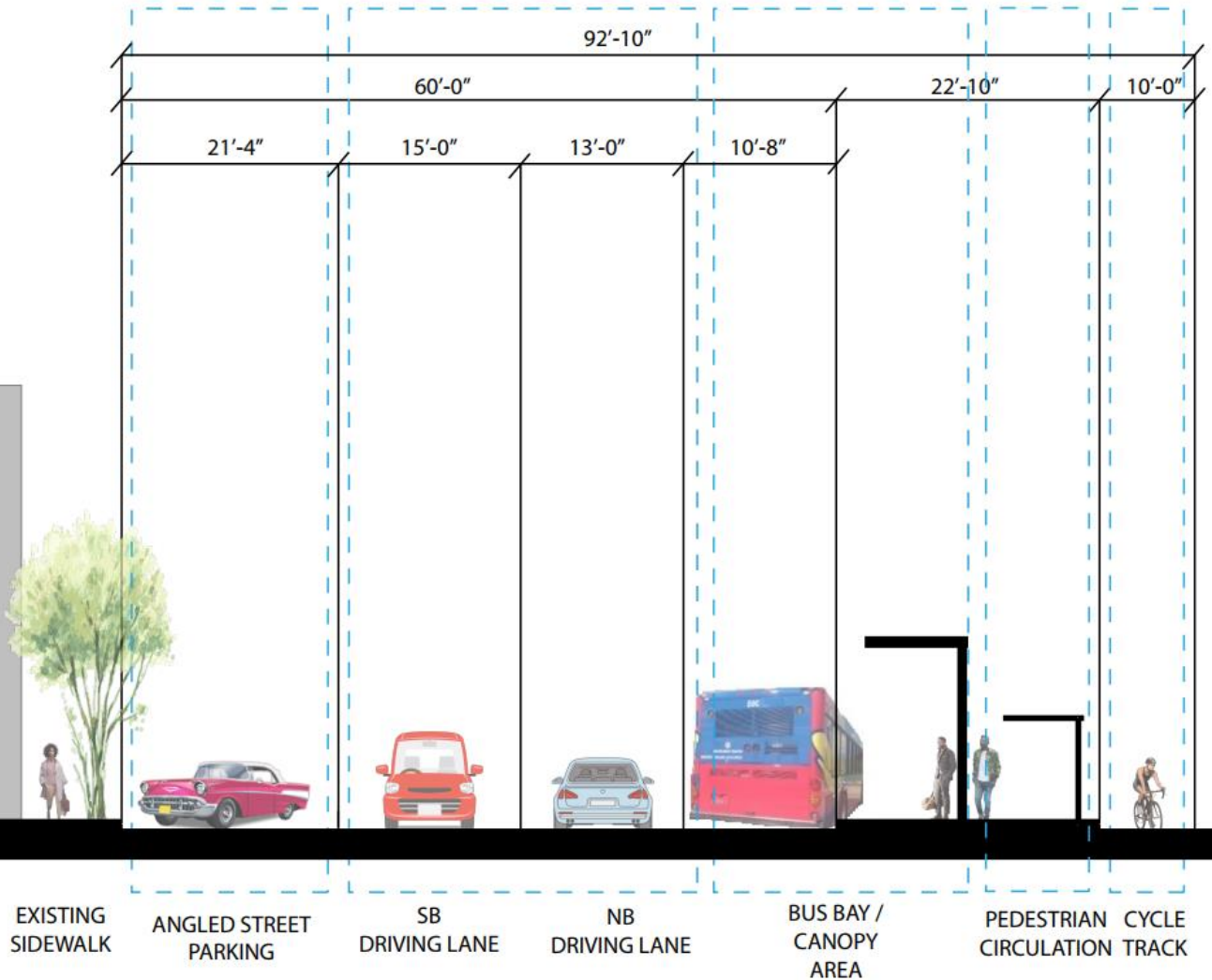
- Removal of middle turn lane and introducing bus activity provides traffic calming for the block
- Community green space on south corner
- Dedicated cycle track introduced
- Parallel parking safer for on-street cyclists
- Bus and car movements are separated
- Pedestrians do not have to cross bus or car traffic to get to platform
- Mid-block tabletop crosswalk
- Potential redevelopment of site remains possible

## Option Disadvantages

- Area of impact includes the whole street
- Angled parking is less safe for on-street cyclists
- Bus operator restrooms are more remote than other options
- Platform activity mixed with sidewalk activity



# Downtown Transfer Improvements Option #1B – Cross-section





# Downtown Transfer Improvements Option #2

**Cost Estimate**  
**\$2,453,000**

### Project Design Requirements

- (5) sawtooth bus bays with canopy coverage
- Passenger shelter area for weather protection
- Transit supervisor staging area
- Bicycle racks and lockers
- Bus operator restrooms

### Option Advantages

- Community green spaces can be incorporated into the island
- Businesses get a dedicated parking/loading area
- Pedestrian activity is close to the street, minimizing pedestrians crossing traffic

### Project Impacts

- Parking: loss of 6 meter spaces and 49 parking lot spaces
- 6 public parking spaces added to east side of site (net 49 loss)
- Trees: 15 existing tree loss, new trees added as shown.
- Limited street changes

### Option Disadvantages

- Area of impact includes entire parking lot
- Bus turning movements into and out of lot create risk
- Buses and cars share the same drive lane entry
- Passengers have to cross bus traffic from parking area



# Downtown Transfer Improvements Option #3

**Cost Estimate**  
**\$2,783,000**



### **Option Advantages**

- Station activity is removed from the street
- Businesses get a dedicated parking/loading area
- Proximity and connection to Massachusetts Street

### **Project Design Requirements**

- (5) sawtooth bus bays with canopy coverage
- Passenger shelter area for weather protection
- Transit supervisor staging area
- Bicycle racks and lockers
- Bus operator restrooms

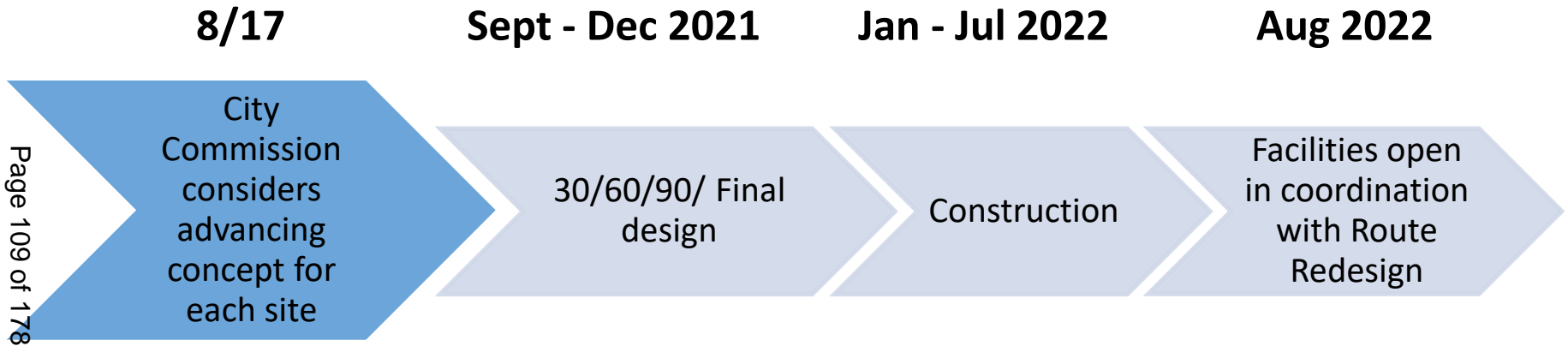
### **Project Impacts**

- Parking: loss of 4 meter spaces and 86 parking lot spaces
- 14 parallel spaces added off alley (net 76 loss)
- Trees: 12 existing tree loss
- Lot and sidewalk regrading

### **Option Disadvantages**

- Large amount of regrading work
- Pedestrians have to cross bus traffic to access the station or Massachusetts Street
- Limited ability for green space integration

# Next Steps



# Policy Questions for Downtown Site

Community-developed site selection guiding principles from 2018 included:

- Property that does not need to be purchased
- Central to Downtown core for transit passenger convenience

**Question: Are these principles still important to site selection today?**

**Question: Are there any additional principles that the community should consider?**



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**From:** Ranjbarorthodontics <Dan@Ranjbarorthodontics.com>  
**Sent:** Sunday, August 15, 2021 3:08 PM  
**To:** City Commission Agendas  
**Cc:** Ranjbarorthodontics  
**Subject:** Against Bus station 1A and 1B

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

External Email. Be careful with links and attachments.

- City of Lawrence IT Helpdesk

Dear City Commission

As a business owner and someone who also has worked with the KSHS to restore buildings on Mass street, I am concerned about the current proposal. [proposed Downtown Transfer Hub project](#) in particular the 8th and Vermont location option 1a and 1b.

I am not sure if the Kansas Historical society is in the loop with regards to this bus station within the heart of Down town Lawrence. The current favorite 1a and 1b is located directly adjacent to the Lawrences Historic Downtown district and the Carnegie Building which is also in the National register of historic places. This proposals proximity to the historical buildings down town on one side and the Carnegie building on the other will definitely alter the **environ** and directly impact the look and feel of what Downtown Lawrence is known to have protected. The tax payer funded tax credits used over the years to encourage restoration and protection of the historic structures seems to be diametrically opposed to what is being proposed.

Do not miss understand the point of this email. Most are in favor of bus stops downtown allowing for greater access. It is however, the idea of parking 5 large city busses as part of a transit station in the heart of downtown that I am opposed to. The City has provided the consulting company 3 poor choices and the consulting company obviously has a favorite. Are we at the point of being forced to chose from 3 bad choices or can better planing help address the concerns of most.

We have had the opportunity to preview what this type of bus station would look like. Currently directly across from the library on Vermont. What we see are three large Diesel busses idling off and on and it is a complete sound, smell and visual disturbance from anyones perspective. So increasing the number of busses and moving them closer to 9th street will compound the negative.

**Hopefully, the KSHS has been consulted with regarding this proposal.**

I also believe that there are statues [Kansas State Preservation Statute \(K.S.A. 75-2724\)](#) to protect the historical look and feel of these tax payer protected Kansas assets. Certainly when looking at [Article 3. Review of projects affecting Historic properties and their environs 118-3-1](#) seems to echo this.

Please feel free to reach out to me with questions. I hope that a concept where a transit station would be located away from our historic structures while at the same time providing bus stops (for smaller busses along Vermont / New Hampshire) from that station to downtown could be considered.

Respectfully,

Daniel Ranjbar

Daniel Ranjbar D.D.S  
**Ranjbar Orthodontics**  
4828 Quail Crest Place  
Lawrence Kansas 66049

785-832-1844

[Dan@Ranjbarorthodontics.com](mailto:Dan@Ranjbarorthodontics.com)



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**From:** Stefan Cerbin <stefan.cerbin@gmail.com>  
**Sent:** Monday, August 16, 2021 8:09 AM  
**To:** City Commission Agendas  
**Subject:** Downtown Multimodal facility

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

External Email. Be careful with links and attachments.

- City of Lawrence IT Helpdesk

To whom it may concern,

Hi, my name is Stefan and I live downtown and would be positively impacted by the new facility. I saw that there is a plan to advance the downtown multimodal facility 1A on Vermont and 9th street. I do not own a car and using the bus, riding my bike and walking are how I get around, shop and experience Lawrence. When I was walking down Massachusetts the other day I saw some signs that were against the plan. I do not know the entire story but the main point was the loss of parking for private vehicles in a city owned lot. I would like to outline why this facility should be supported and built without delay.

The newly adopted downtown plan supports this facility.

This document is a city approved guide for the direction of the city. It mentions supporting transit multiple times this facility directly fulfills having integrated improved transit downtown. I will use this all the time. Additionally the plan outlines parking for this area. (Page 29) Saying that parking should be on street or in garages. The loss of surface parking lots does not impact this plan.

The plan also identifies surface parking lots for further development. Having an improved downtown site will allow more transit and walkable development downtown (Page 34).

There is an emphasis on making it easy to get around (Page 17). Improving transit in the downtown will achieve this. The city currently devotes minimal <1% of public right of ways to transit dedicated areas. Cars are dominant. Building two transit facilities will barely affect auto in the downtown while allowing improved and access for those that rely on transit.

Current parking is available within the 2min walk shed of 9th and Vermont. The Vermont parking deck has 63% am and 72% evening occupancy (page 60). At 330 spots this works out to 121 and 92 free spots. Which is more empty spots than the parking spots that may be removed. And this is one parking lot. Downtown can absorb multiple more buildings and visitors and still have more than adequate parking. This parking will be affected by changing walk times for some by less than a minute. I would argue that serving those that cannot drive, the elderly and young, those that chose not to drive and those unable to afford expensive dining out ways those that may have to walk a couple of minutes.

This equability emphasis the city has made with the hiring of Dr. Muhammad should be another indicator that those most affected by in the improvement should be heard and addressed. The difference between walking further from a car and being able to find your bus, wait out of the rain or snow is an equability issue.

h

Sincerely,

Stefan Cerbin



Citations:

Downtown planning document: [Draft Downtown Lawrence Plan \(HQ\)](#)

[https://hlplanning.sharepoint.com/sites/ExternalShares/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FExternalShares%2FShared%20Documents%2FProject%20Shares%2FLawrence%20Downtown%20Master%20Plan%2FDowntown%20Lawrence%20Plan%2FDowntown%20Lawrence%20Plan%2DDRAFT%20HQ%2Epdf&parent=%2Fsites%2FExternalShares%2FShared%20Documents%2FProject%20Shares%2FLawrence%20Downtown%20Master%20Plan%2FDowntown%20Lawrence%20Plan&p=true&originalPath=aHR0cHM6Ly9obHBsYW5uaW5nLnNoYXJlcG9pbmQuY29tLzpiOi9zL0V4dGVybmFsU2hhcmVzL0VSVk1fN3ZlanE5QXRpeDhFd1FNby1ZQm5yYzBpMmtQOUQ5dG42UllFaHdmR1E\\_cnRpbWU9N3gzSXVZNWUyVWc](https://hlplanning.sharepoint.com/sites/ExternalShares/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FExternalShares%2FShared%20Documents%2FProject%20Shares%2FLawrence%20Downtown%20Master%20Plan%2FDowntown%20Lawrence%20Plan%2FDowntown%20Lawrence%20Plan%2DDRAFT%20HQ%2Epdf&parent=%2Fsites%2FExternalShares%2FShared%20Documents%2FProject%20Shares%2FLawrence%20Downtown%20Master%20Plan%2FDowntown%20Lawrence%20Plan&p=true&originalPath=aHR0cHM6Ly9obHBsYW5uaW5nLnNoYXJlcG9pbmQuY29tLzpiOi9zL0V4dGVybmFsU2hhcmVzL0VSVk1fN3ZlanE5QXRpeDhFd1FNby1ZQm5yYzBpMmtQOUQ5dG42UllFaHdmR1E_cnRpbWU9N3gzSXVZNWUyVWc)

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**From:** Julie Kingsbury <jewelrybyjulie@netzero.net>  
**Sent:** Sunday, August 15, 2021 8:43 PM  
**To:** City Commission Agendas  
**Subject:** Downtown Transit Transfer Hub

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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- City of Lawrence IT Helpdesk

Dear Commissioners,

I am writing to express opposition to the Option 1A, for locating the proposed Downtown Transit Transfer Hub in the 800 block of Vermont. I own Jewelry by Julie, which is across the street and many of my customers park in the lot across the street. That is one of the busiest parking lots Downtown and we can't afford to lose any of those parking spaces.

Downtown businesses are already struggling because of Covid-19 and losing 58 parking spaces in the busiest lot is just going to make things worse. We need all the help we can get. I think the bus stop should stay where it is across from the Library.

Thanks for your consideration,  
Julie Kingsbury

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Online Sleuths Say They Found Attacker, Widow Sues

<http://thirdpartyoffers.netzero.net/TGL3241/6119c302219d0430142b5st02vuc1>

Press Chief for Biden Has a 'North Star' on the Job

<http://thirdpartyoffers.netzero.net/TGL3241/6119c30240919430142b5st02vuc2>

Haitians Face Quake's Devastation

<http://thirdpartyoffers.netzero.net/TGL3241/6119c3025feac430142b5st02vuc3>

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**From:** John Seal <JDBIGWAVE@msn.com>  
**Sent:** Monday, August 16, 2021 11:53 AM  
**To:** John Seal; Lisa Larsen; Brad Finkeldei; Courtney Shipley; Stuart Boley; Jennifer Ananda;  
City Commission Agendas; Craig Owens  
**Cc:** John Seal; director  
**Subject:** Downtown Transfer Hub

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- City of Lawrence IT Helpdesk

Dear Commissioners,

I am writing to express opposition to the current recommendation, Option 1A, for locating the proposed Downtown Transit Hub in the 800 block of Vermont. Downtown Lawrence has experienced incredible stress during COVID and the pressures on our business continue. A transit hub located in the busiest surface parking lot in the most central busiest block downtown will only add to the challenges we face daily in keeping our doors open.

Of course, when work on the Downtown Master Plan was started, COVID had not started. Things have changed and will continue to change. Plans and ideas proposed in the plan should be open for fine tuning. They should not be etched in stone, but should be open for adjustments.

Empty bus ridership and bus parking should not TRUMP valuable downtown parking.

Lawrence is a unique town for many reasons including the students and out of town alumni and visitors. I know consultants have experience and a job to do, but I doubt if they have Lawrence experience.

I also wonder how many committee members and commissioners actually have Lawrence retail experience?

I suggest all committee members and commissioners volunteer to spend one day in any retail business downtown to witness the customers' and employee and owner experiences.

Additional time to study and review a location for this essential component of our citywide transit system that will allow riders to come downtown is needed. The Downtown Master Plan also needed more time for review and engagement prior to its approval last week. I respectfully ask that you do not approve the current proposal for locating the Downtown Transit Hub and allow additional time to look at the project in light of the conditions that Downtown faces in 2021 and the future.

Sincerely,

Dave Seal

Framework Gallery





## WONDER FAIR

August 16, 2021

To: City Commissioners Jennifer Ananda, Stuart Boley, Brad Finkeldei, Lisa Larsen, and Courtney Shipley  
cc: Adam Weigel

Greetings Commissioners,

We write to you today asking for reconsideration of the proposed Downtown Transit Transfer Hub location at the 800 block of Vermont Street/Lot 3.

More than this, we ask the city commission to not only reconsider the contested, low-budget/high-cost Lot 3 location, and to instead *reimagine* the potential of the Downtown Multi-Modal Transit Hub project as an opportunity to provide much more creative, ambitious public infrastructure where there currently is none. We believe it's possible to locate a new transit hub downtown that *won't* come at the expense of critical and much-used existing infrastructure, and that earlier decisions to invest as little public funding in this project as possible will ultimately prove to be money poorly spent.

No one disputes that it would be helpful to the intersectional goals of city-wide bus riders and downtown stakeholders (employees, tenants, business owners, visitors, property owners) to have a multi-modal transit hub downtown-- what we do dispute, is that this proposal constitutes significant improvements to our public transportation and services infrastructure downtown. This proposal removes 18 recently won 10-hour metered spots that were created with downtown employee parking in mind. The other 40 parking spots being removed come from our very limited supply of free parking options. This move would come in short succession to the recent parking rate and fine increases which doubled the price of parking across all lots and meters in the downtown district, and – at least in our opinion – makes the downtown less hospitable. The proposal also doesn't acknowledge the notable history of this location, known as "Project 800", a rare collaboration between the city and Downtown business owners dating to 1965. We believe the current proposal, while

perhaps a logical or economical choice in its earliest iteration, now constitutes a missed opportunity to actually improve our public transit infrastructure, without impeding on *any* of Downtown's currently well-utilized high-turnover, high-value parking lots.

It is our understanding that only properties that did not require additional land acquisition by the City were considered as possible locations for a transit hub, as the project was conceived. Our recent participation in the Downtown Master Planning process has highlighted the wealth of opportunities that exist in reclaiming the disused and derelict property in the downtown district. We believe there are creative opportunities to merge long-term, centrally-located and convenient multi-modal public transit infrastructure into the infrastructure goals that are now on the table-- opening up the riverfront by making it more accessible, ensuring Downtown does not remain a food desert, finishing the bike loop and promoting its use, and improving and increasing public use of shared transit. All of these things could be better addressed by building a multi-modal hub in a location that allows more opportunities for potential public use-- as space that could be used as a permanent farmer's market location, a long-term parking deck, and a one-stop bus/bike/train multi-modal exchange point.

While we would prefer to avoid losing some of the parking that is key to our business' accessibility downtown, we would gladly support such a project if it actually addressed long-term needs for our city. We don't believe this proposal provides much meaningful benefit in this regard, and instead trades one piece of highly utilized public infrastructure (affordable, accessible, centralized parking with high turnover) for another piece of less-optimized infrastructure. Currently, the infrequency of bus routes, their short hours, and lack of sufficient neighborhood stops makes them a non-viable alternative for the majority of downtown employees and visitors. Increasingly, we can expect private rideshare companies to capture a higher and higher portion of city transit dollars, excepting for the more frequent and full ride routes, like between campus and downtown. Addressing this issue to improve and ensure the long-term health and viability of our public transit system should be a major piece of considering the cost/benefits of investing more-- not less-- in this transit hub, wherever it ultimately is built.

We'd like to offer, as an example alternate location, city Lot 16 (on the 600 block between Rhode Island and New Hampshire). This lot contains 42 parking spaces that are part of our existing parking inventory but are – without question – some of the least-used parking spots in our downtown. This past Sunday afternoon at 1:30pm we did a quick survey of usage at Lot 16 compared to the 800 Vermont lot. At the Vermont Street lot, 45 of the 58 spaces due to be eliminated were in use. At Lot 16, only 1 of the 42 available spaces was being used.

Lot 16 has access from both Rhode Island Street and the alley that connects to 7th Street which would simplify the navigational challenges for large buses. If more space were needed, an adjacent lot owned by the World Company is currently for sale and could provide the Transfer Hub with a pass-through directly to New Hampshire Street. If this were to be incorporated into a larger and more ambitious project (like the creation of a city-owned business incubator space or a permanent farmer's

market home), a disused lot owned by Midco is located directly to the south and could be acquired.

Lot 16's location offers much more direct access to several of our city's other transportation services. It is two blocks from the Santa Fe Train Station, and just one block from the planned extension of the Lawrence Bike Loop and potential sites of future access to the riverfront. It is also located adjacent to additional covered parking in the Riverfront Plaza lot. The Riverfront Plaza lot is some of Downtown Lawrence's least-used parking and a portion of it could easily be converted to long-term parking for use by bus and train passengers – something that is not possible with the Vermont Street proposal.

Locating the Transit Hub at Lot 16 would help revitalize a block of our downtown that is currently entirely unused and badly in need of improvement. The two buildings on the block – the Reuter Organ building and the Channel 6 station – are both unoccupied (or appear to be so) and the rest of the block is vacant surface lots. All of these locations, along with the Journal-World building across the street, are being eyed for substantial future development and locating an attractive, feature-rich, people-oriented multi-modal transit hub is an opportunity for the city to set the tone in moving such projects forward.

To be clear we don't believe Lot 16 is the only viable solution. But it does represent one example of a Transit Hub location that could better-align with both multi-modal and downtown development priorities and wouldn't come at the expense of popular and heavily-used existing infrastructure.

We hope you will reconsider this Vermont Street location, especially in light of the priorities in our recently approved Downtown Master Plan.

Thank you,

Meredith Moore and Paul DeGeorge  
Owners, Wonder Fair  
841 Massachusetts St / 15 W. 9th St  
Lawrence, KS





## WONDER FAIR

August 16, 2021

To: City Commissioners Jennifer Ananda, Stuart Boley, Brad Finkeldei, Lisa Larsen,  
and Courtney Shipley  
cc: Adam Weigel

Hello again,

We are sending in a second public comment because we wanted our first comment to be taken seriously and we think that this idea might have been a distraction. But it is also a serious idea and it seems like the time to bring it up.

We hope that as the city sets out to acquire new buses that they will consider making some bold and creative aesthetic choices. We're thinking buses shaped like giant hot dogs. You want to increase ridership? There you go. Think about it.

Thank you,

Meredith Moore and Paul DeGeorge  
Owners, Wonder Fair  
841 Massachusetts St / 15 W. 9th St  
Lawrence, KS

August 17, 2021

Lawrence City Commission  
6 east 6 th St.  
Lawrence KS 66044

Mayor Finkeldei and Commission:

We members of the Sustainability Action Network strongly support Lawrence Transit as a key component of our community's effort to eliminate carbon emissions. Accordingly, we support efforts to expand ridership by making the system more accessible and more efficient. The planned conversion to all electric buses will be another major step toward ending our use of and dependence on petroleum based fuels. We applaud Lawrence Transit and other city offices for their efforts to improve the system. We offer the following additions to the design of the Transit Hub proposals.

Bob Billings/Crestline hub

We favor Option 4 due to the smaller footprint and better visibility of the shared use path.

We would want

- bicycle access separate from the bus driveway
- bicycle racks and lockers close to the bus island
- off-site pedestrian access to buses that does not require walking across the bus lane
- solar panels on the roof to make use of the excellent sun exposure. The cost of this should be recovered in 6 - 8 years.

Downtown secondary hub

We favor Option 1A.

To the extent that a reduction in automobile parking spaces would encourage alternative transportation, we would see that reduction as a benefit.

We would want

- plentiful bicycle lockers
- to use standard green pavement markings to delineate bicycle lanes crossing intersections
- to consider solid bus canopies with solar cells mounted on top as has been done in many other cities.

Thank you for considering these recommendations, and thank you for all your efforts and your thoughtful planning.

Sincerely,

Joe Douglas  
for the Board of Directors

CC: Adam Weigel, Transit Director

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**From:** Melissa Doebele <mdoebele@gmail.com>  
**Sent:** Monday, August 16, 2021 6:20 PM  
**To:** Felice Lavergne; City Commission Agendas  
**Subject:** Bus survey for downtown changes

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- City of Lawrence IT Helpdesk

Hello. A young man named Adam gave me a survey about the proposed changes to the downtown bus transfer location. I was not able to complete the survey before needing to catch my connecting bus. He gave me your business card and asked me to email you with my responses. From the survey:

What do you like and not like about the current downtown transfer location?

I like that it is near the public library and the post office. Something I don't like is there are no canopies or enough shelters for people to stand in when it rains.

Feedback on four concepts presented?

The 2 options on Vermont St. between 8th and 9th are still fairly close to the library. There are canopies and several shelters. I don't have a car and can't really comment on which concept has the best parking, but the other 2 concepts would remove parking lots and are farther away from the library.

I appreciate the opportunity to comment on the changes being made to the downtown transfer location as well as the new transfer facility and the route redesigns. As someone without a car, the bus system is the only way I can get to work, medical appointments, etc.

Thank you for your time,  
Melissa D.

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**From:** Amanda Barker <mandabee@yahoo.com>  
**Sent:** Monday, August 16, 2021 9:52 PM  
**To:** Brad Finkeldei; City Commission Agendas; Jennifer Ananda; Courtney Shipley; Lisa Larsen; Stuart Boley  
**Subject:** Comments on the Bus Transfer Hub at 8th and Vermont

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- City of Lawrence IT Helpdesk

Hello Commissioners,

I wanted to send you a message in regard to the Bus Transfer Hub proposal, which would move and expand the bus stops from in front of the Public Library to the northeast corner of 9th and Vermont.

My name is Manda Barker. I have lived in Lawrence for over 20 years, and I have worked downtown for 16 years. In my 3 years at Juice Stop on the 800th block, my 3 years at The Antique Mall on the 800th block, and my 10 years at The Dusty Bookshelf on the 700th block, I have had much experience with the bus system, the T, and available parking. I am now employed at Wonder Fair, at the corner of 9th and Massachusetts.

As a community member who has enjoyed shopping, going to movies and live music, and eating in our many restaurants, it is important that I feel welcomed and accommodated while downtown. Massachusetts Street has always had a strong pull. People from out of town as well as our student population and Lawrence community must continue to find a certain amount of ease in visiting, or I fear that their numbers will decrease after time. I will say the same for the folks who run and work in all of your wonderful stores and entertainment venues and eateries. Your downtown workforce is so important, and will continue to be important if treated as if they are so.

Only recently, the price of downtown parking at meters and in parking spaces, and the rate of parking fines have doubled. The proposal for the Bus Transfer Hub will remove many valuable parking spaces that are almost always utilized, and remove a small lot of 10-hour parking spaces that is also almost always full. To remove so many needed parking spaces after the rates and fines has so recently increased feels very unwelcoming and would not go unnoticed.

While downtown places a high value on our available parking, I also acknowledge the importance of our public transit system. While this bus hub is needed, I hope that you will consider ways in which our town can locate it in a place that is more beneficial to all. Surely there are options that can help us avoid interrupting an already established infrastructure, and also improve the flow, accessibility, parking, and comfort of riders and drivers alike.

I feel strongly that the Bus transfer Hub should not be relocated to the corner or 9th and Vermont. I know that there is a better option.

Thank you for your time, and for all of the work you do for our community.

Manda Barker  
812 Mississippi  
Lawrence, KS 66044

17 August 2021

Lawrence City Commission  
6 East 6th Street  
Lawrence, KS 66044

Subject: Vote on City of Lawrence Multimodal Transfer Facilities

Dear Lawrence City Commissioners,

I write today to express the Public Transit Advisory Committee's collective support of advancing design concepts for the primary multimodal transfer facility at Bob Billings and Crestline as well as the secondary facility in downtown Lawrence. We support these concepts because we believe they best satisfy the city's competing policy objectives, including making Lawrence Transit more responsive to rider, driver, and other resident needs.

Lawrence Transit has long struggled to operate routes which enable riders to reach any location in the city in a timely manner. One root cause of this issue is that the city has operated out of a series of temporary transfer facilities located in downtown Lawrence. Lawrence Transit currently uses the east side of Vermont Street between 7th and 8th Streets, a space near the Lawrence Public Library, for all bus transfers. While each of these facilities enabled the city to operate a functional transit system for more than a decade, they all posed problems:

- No location downtown has enough space to operate a sufficient number of bus bays for each route in the current route network.
- Routes with bus stops a large distance from downtown cannot provide service to each stop every 30 minutes.
- The ad hoc facilities Lawrence Transit has used made poor use of available street space by forcing buses to parallel park.
- These ad hoc facilities offloaded rider and driver amenity needs to private businesses and other public facilities.
- A lack of organization at the ad hoc facilities created safety risks, including riders and drivers crossing in front of traffic without using crosswalks or signals.

The proposal in front of you today, to advance design concept Option 4 for the primary facility at Bob Billings and Crestline and option 1A for the secondary facility downtown, advances the city's primary objective of providing quality public transportation services to residents. In addition, it will address each of the above problems:

- Using the downtown location to operate a secondary transfer facility reduces the space needed for construction and operation.
- Operating two transfer facilities, one centrally located and one in downtown Lawrence, will enable the city to run routes with service to each stop every 30 minutes.

- Preplanned facilities will intelligently use available space, including the construction and operation of sawtooth bus bays downtown.
- These facilities will contain highly requested rider and driver amenities, including restrooms conveniently located close to bus bays.
- These facilities will enhance safety by keeping foot traffic separate from vehicle traffic, maximizing parallel parking on Vermont Street, and placing crosswalks in locations that provide driver visibility of pedestrians.

I and the rest of PTAC hope you all vote to ask Wendel Companies to execute final services in support of design concept Option 4 for the primary facility at Bob Billings and Crestline and option 1A for the secondary facility downtown. Thanks for your consideration of this vital proposal.

Sincerely,

Mike Wasikowski  
Chair, Public Transit Advisory Committee  
City of Lawrence, Kansas

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**From:** sjones eyecarelawrence.com <sjones@eyecarelawrence.com>  
**Sent:** Tuesday, August 17, 2021 9:57 AM  
**To:** City Commission Agendas  
**Subject:** Transit Transfer Facility Concern

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- City of Lawrence IT Helpdesk

Dear Commissioners,

I am a Lawrence resident of nearly a decade and a downtown Lawrence employee of over 5 years; I am writing to express concern about the new Transit Transfer Facility that is planned to be completed in August of 2022. Both options 1A and 1B will negatively affect business operations for organizations that have been part of Downtown Lawrence for more than 40 years. Here at Drs. Dobbins and Letourneau Eye Care Lawrence, our patients are generally of an older demographic and therefore many are potential fall risks. Having more obstacles (motorized, cycling and pedestrian) would propose an increased risk for them on their way to have their annual eye exams, glaucoma and macular degeneration checks, and diabetic exams.

We adjust and repair glasses for patients nearly every week because of falling incidents; 40% of our patients are above retirement age and getting to our office shouldn't be made more challenging for those people. Additionally, one thing we've learned from the pandemic is that our patients really appreciate being able to take advantage of curbside services (optical dispenses, adjustments, etc.); we would like to be able to continue to offer this and without readily available parking, this would not be sustainable.

In option 1A, the sidewalk and the platform would overlap, resulting in less accessibility for our patients of all ages. The loss of 58 parking spots would negatively impact our business as well; between the 7 doctors (Optometrists and Dentists) that practice out of our historic building at 831 Vermont street, we see upwards of 150-200 patients come through our doors every single day. In option 1B, we would also see a loss of quite a few parking options; 42 spaces to be exact, and we would certainly feel the impact of that. Regarding option 1B, the turn lane being removed would impact deliveries that we depend on every single day as well.

Additionally, over 40 people are employed in our building alone. Downtown Lawrence employees already have high costs for parking (it has doubled recently!) and either of these plans would make parking even less accessible for those who depend on those 10-hour spots to keep our Downtown businesses thriving. The 10-hour lot to the South of our building (which houses fewer than 20 spots) would become the most convenient place to park for non-employees and we would lose almost an entire street of 10-hour metered spots if this project were to be completed as designed in either option 1A or 1B. While there was mention of replacing some of those lost parking spots during the Zoom on Wednesday, June 9<sup>th</sup> it was noted that 100% of 10-hour, long term spots are utilized in that parking lot during the early afternoon hours. Meanwhile, option 2 currently has much lower parking utilization and therefore would help minimize direct impact on businesses and Downtown employees while serving community members and bus patrons who need to get downtown.

Of the 150 patients we see daily, many make specific trips to the Downtown area to see us but also spend additional time in the area. While here, they frequently tell us about where they are stopping for lunch (Wheatfield's, Terrebonne, The Roost, etc.) or a shopping trip over to Weavers for which they wouldn't have necessarily made a separate trip. A great number of our patients visit us from West Lawrence as well as Topeka, Tonganoxie, Eudora, Overbrook, De Soto, and other smaller towns in the area.

It is my sincere hope that you'll decline to move forward with options 1A and 1B for the good of businesses and employees on the 800 Vermont block, as well as patients and consumers who visit us and the Greater Downtown area while they're here. I believe of the options given, option 2 would offer the best location with the least negative impact on surrounding parking and businesses while filling a need for a downtown bus hub. At the end of the day, we all want to same thing – to see Downtown Lawrence sustainably thrive!

Sincerely,



**Smantha Jones, ABOC**  
***Certified Optician & Specialty Contact Lens Coordinator***  
***She/Her/Hers***

Drs. Dobbins and Letourneau

Phone: (785) 843-5665

Fax: (785) 841-3153

[eyecarelawrence.com](http://eyecarelawrence.com)

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August 17, 2021

Lawrence City Commission  
City of Lawrence  
via email to: [cityhall@lawrenceks.org](mailto:cityhall@lawrenceks.org); [ccagendas@lawrenceks.org](mailto:ccagendas@lawrenceks.org)

Dear Commissioners,

On behalf of the Downtown Lawrence, Inc. (DLI) board of directors and membership, I am writing to you in opposition to the current recommendation, Option 1A, for the location of the Downtown Transfer Hub in the 800 block of Vermont. Placing such a large infrastructure component and holding space at this already coveted and intensively utilized location is short-sighted, at best. This project eliminates critical parking opportunities, frustrates an already complicated loading and servicing area on the 800 block of Massachusetts Street, and fails to address or achieve the recently approved recommendations of the Downtown Master Plan. We urge you to reject this location and reopen the planning process for further study on how to better integrate the Downtown Transfer Hub into the downtown area and align with the goals of the Downtown Master Plan.

As currently proposed, the transfer hub will cause the loss of 40 spots in the off street lot and 18 long-term parallel spaces on Vermont. These spaces and the lot itself are used by employees, residents, and guests for not only the 800 block which features the longest standing collection of retail businesses downtown, but as the central block of downtown, it serves most of the properties throughout the district. As the parklet program has shown, the loss of any single parking space is a deep concern for businesses in the downtown area. But a loss of this many spaces is potentially catastrophic.

As you are probably aware, this block of Massachusetts Street has no alley for trucks delivery. This poses a range of challenges to those businesses on that block. Integrating a massive holding and transfer area for buses will only complicate that dynamic. And as has been noted by our membership at each of the public forums, locating the transit hub in the single busiest surface parking lot in the most central block Downtown damages the broad recovery efforts that the community has undertaken to support its local businesses in the wake of the COVID pandemic. The construction process (with a one-year construction timeline) will undoubtedly frustrate the retail businesses on this block—a problem these businesses are all too familiar with after the extended project to remove the sidewalk canopy in 2018 and 2019.

The proposed Transit Hub does not align with the Downtown Master Plan, just approved at the August 10<sup>th</sup> City Commission Meeting, which recommends integrating future transit hubs with added parking by building parking decks on current city-owned surface lots. If this plan moves forward at significant expense, the option of integrating further parking in this location is lost. In addition, this proposal fails to take into consideration the multi-modal aspect of connecting the bus to ride-share, bike paths, the train, etc., highlighted in the Downtown Master Plan and touted by City transportation and infrastructure planners as key for equity and sustainability efforts.

The proposed location appears to have been driven largely by the impetus to not spend city funds on purchasing new land. This seems particularly unfortunate, given that only three City-owned sites appear to accommodate such a large and significant project. Much of the community engagement and feedback used to inform the RFP and project parameters requesting an option that did not require additional land acquisition by the City was gathered in 2014 and



2018. Lawrence's economy and sustainable business models for our locally owned, independent businesses have changed drastically since then. For a project of this size, limiting the site selection to only those City-owned sites that could accommodate the size of the project is a failure of planning such an important project. Additional time to study and identify a location for this essential component of our citywide transit system is needed.

On behalf of our organization, and our membership which is strongly opposed to this plan, we respectfully request that you do not approve the current proposal. We believe that additional time is needed to look at the impact of this significant project.

Sincerely,

Sally Monahan Zogry  
Executive Director

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**From:** Patricia Sinclair  
**Sent:** Tuesday, August 17, 2021 10:27 AM  
**To:** Lisa Larsen; Adam Weigel; Brad Finkeldei; City Commission Agendas; Courtney Shipley; Jennifer Ananda; Stuart Boley  
**Subject:** Comments Regular Agenda Item 1

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- City of Lawrence IT Helpdesk

August 17, 2021

To: Mayor, Vice Mayor, City Commissioners  
From: Patricia Sinclair, MSW  
Re: Comments on Regular Agenda Item 1

I speak as a retired Social Worker and as a senior who no longer drives and has difficulties with sustained walking and standing. I depend upon public transportation in Lawrence and currently use one of the routes planned to use the downtown transfer station. However, I hope to advocate for all who may need and desire good bus service including in a convenient and safe location downtown. I am familiar with large public transportation systems, having lived in Boston the Boston metro area for 20 years

I strongly support Option 1 A for downtown transfer. Neither of the other options proposed are suitable due to distant locations, the preservation of the Farmers Market, etc.

I have reservations about Design Concept 4 for the Multimodal Transfer Facility. First, restrooms for riders are essential and water or snacks would be nice. The dangers of riders having to cross in front of moving buses is unfortunate for both riders and drivers. Hopefully the waiting area for riders protects them from weather. Most important are the risks and limitations of rehabbing an existing building. It can never be as good as a new building, its structural and materials problems can be costly and time-consuming, and it apparently cannot contain restrooms for riders.

For a city very close to attaining a population of 100,000, an efficient, equitable, and comprehensive public transportation system and one which is designed for future expansion is essential.

I hope that in the future this will include access for non-KU riders to areas now only designed for KU (and which operate according to KU's schedule. Also Sunday service, later service, and more frequent service. The present schedule does not permit bus riders to attend City Commission meetings.

I attempted to learn about the proposed downtown transfer station and made a list of questions for an evening Zoom meeting in early June. Despite efforts by staff and myself, I was unable to use the raise your hand function but still managed to speak eventually.

This location gives easy access to the post office, the Senior Resource Center, and the library, all of which I patronize. It even is so close to a voting place, the Carnegie Bldg.

My understanding is that only certain bus routes will be using this station and that the buses will be quieter and will not be giving out fumes or they will be controlled or electric ?? Exact statement needs check with staff Staff also told me that the earlier meeting that day went smoothly and had none of the behavior that I am about to describe.

At this meeting I was subjected to the most hateful behavior by a group of business owners who had organized to oppose Transfer Station 1A. (Some who spoke had some concerns or comments and were not part of this mob.) I have never before had such an experience and was seriously upset for some time afterward.

They completely hijacked the meeting. The consultant was unable to complete his presentation and my questions went unanswered. They “chatted” all throughout the meeting, egging each other on. The owner of Papa Keno’s (which I have patronized for years) spoke at length. When it was my turn to speak he interrupted me with what I think he called a challenge or debate.

Some displayed ignorance of the most basic facts or reasons why the buses needed to move from the 700 block. They repeatedly referred in disparaging terms to bus riders. Their position seemed to be that they needed all the existing parking spaces for their staff and customers and that a transfer station here would ruin their neighborhood. Various nearby treasures were cited as being adversely affected by this plan. They even cited the little school on Kentucky St.

A dentist across the street was very outspoken about what he would allow—only buses to take people to KU games.

These bullies functioned like a mob. It was clear that they had recruited others to attend and disrupt the meeting. They considered downtown and these parking spaces as theirs. They stated that it was unsafe for their customers/employees to use the parking garage across from the Art Center yet suggested it as a bus transfer location.

Other far flung suggestions for the station, to the best of my recall, were on the backside of New Hampshire, the Riverfront Plaza, 6th and Mass, the Reuters bldg, Borders bldg, etc. None of these is suitable due to distance from downtown, ownership, etc

It’s understandable that businesses downtown are concerned about surviving the pandemic. We all are. But we still need to make these plans now and expect that they will contribute to downtown in the future.

I finally got to speak and told people that downtown did not belong to them, that I was entitled to go downtown every day if I wanted to and was not required to purchase a single thing (although I have shopped and eaten downtown pre-pandemic.) Sorry, no time to list the variety of occupants downtown.

Sally Zogry, Exec Dir of Downtown Lawrence, Inc , spoke and addressed issues of equity, appropriate use of long- term parking, etc.

Downtown is the site of many activities such as parades and festivals and much more.

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**From:** Kimberlee Anspach <kimanspach@gmail.com>  
**Sent:** Tuesday, August 17, 2021 11:17 AM  
**To:** City Commission Agendas  
**Subject:** Downtown Transfer Hub

External Email. Be careful with links and attachments.

- City of Lawrence IT Helpdesk

Dear Commissioners,

I am writing today as an Ex Officio Member of the Downtown Lawrence, Inc. board of directors and also as a citizen who has been an employee of various downtown businesses since 2008., I am writing to you in opposition to the current recommendation, Option 1A, for the location of the Downtown Transfer Hub.

The proposed location for the Transit Hub does not align with the Downtown Master Plan which was approved on August 10th, which recommends integrating future transit hubs with added parking by building parking decks on current city-owned surface lots. If this plan moves forward at significant expense, the option of integrating further parking in this location is lost. In addition, this proposal fails to take into consideration the multi-modal aspect of connecting the bus to ride-share, bike paths, the train, etc., highlighted in the Downtown Master Plan and touted by City transportation and infrastructure planners as key for equity and sustainability efforts.

My current office is located on the same block of the proposed site and the surface lot and street parking at the proposed location are highly used and frequently full. This block also does not have alley access for businesses to accept deliveries and the street is already frequently congested by delivery trucks, which the transit hub will only exacerbate. I agree that a well-run and efficient bus system is important for Lawrence and I think that additional time and study to identify a better location are needed.

I respectfully request that you do not approve the current proposal for the Downtown Transfer Hub location and allow additional time and expand the scope of sites under consideration.

Thank you,  
Kimberlee Anspach  
537 Elm St  
Lawrence KS

## Harrison Hall

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**From:** James Kaberline <james.kaber@gmail.com>  
**Sent:** Tuesday, August 17, 2021 11:41 AM  
**To:** City Commission Agendas  
**Subject:** Downtown Transit Hub

External Email. Be careful with links and attachments.

- City of Lawrence IT Helpdesk

To the Lawrence Commissioners,

I'm writing to lend my support for the new downtown transit hub. I have been working for Lawrence Transit and KU on Wheels for 11 years and we have been waiting for a permanent home downtown the entire time. Our drivers and passengers need a safe and decent place to use for transfers and breaks. I understand that a few voices have been raised in opposition to this but I believe most of them are worried about "undesirable" people or criminal behavior being attracted to the bus hub. As false and dehumanizing as that viewpoint is, I wanted to allay any fears by pointing out that all buses are equipped with video surveillance, transit supervisors constantly monitor the hub, and a parking lot will be left as a buffer between buses and businesses. Relatively few parking spaces will be lost if Option 1B is selected so lack of parking shouldn't be a concern either.

The funding is there. The support is there. It's time to give Lawrence residents who rely on public transportation the safety they need and the respect they deserve.

Thank you for your time and consideration.

Respectfully,

James Kaberline  
Road Supervisor, Lawrence Transit



## Harrison Hall

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**From:** Scannell, Steven A. <sscannell@ku.edu>  
**Sent:** Tuesday, August 17, 2021 11:59 AM  
**To:** City Commission Agendas  
**Subject:** Aug. 17, 2021 CC mtg - Multi-Modal Transfer Facility & Downtown Transfer Station

External Email. Be careful with links and attachments.

- City of Lawrence IT Helpdesk

City Commissioners:

I'm writing today in support of the recommended options, and to offer a few comments.

Regarding the multi-modal transfer facility, I would offer the following thoughts:

- 1) Since the area behind the existing KU building that is shown to remain is a loading dock area with a gravel service drive / parking lot south of it, I would ask that you direct staff and engineers to include an aesthetically pleasing screen wall along the east side of the new paving. I would suggest that this could be a green wall similar to the one KU recently built to screen the cooling tower on Memorial Drive east of the Spencer Research Library, or possibly an art wall built in collaboration with the KU Visual Arts programs.
- 2) Related to that idea, you may want to ask staff and engineers to also consider how the city's outdoor sculpture program could be incorporated within this area, both as a public amenity and to provide some beautiful and thoughtful objects that persons waiting for rides could contemplate and appreciate.
- 3) Since I don't see any details regarding how the existing building is proposed to be renovated, and since it is a pre-engineered structure with older metal panel exterior walls, I would ask that you direct staff and engineers to re-clad it with an aesthetically pleasing exterior wall material that is more appropriate for a permanent public building.
- 4) I remain concerned about occasional traffic jams if southbound busses on Crestline have to wait to turn east into this area while heavy northbound traffic from Lied Center events exits to the north. Though infrequent, those situations could present serious safety concerns. I would ask that you direct staff and engineers to resolve this by including some appropriate traffic control signage or other measures to address those possible situations.
- 5) I believe you should also ask staff and engineers to provide an eastbound merge lane onto 15<sup>th</sup> Street, that starts further to the west to avoid conflicts and congestion with the ride-hail entry drive. I'd suggest that it could be an extension of the entry drive from Crestline drive, which would seem to create a smooth flow of traffic into and out of the transfer facility.
- 6) You may want to ask staff and engineers to also add a bike path/sidewalk from the Crestline bike path/walk along the south of the entry road and commuter bus loading zone, to an area with bike storage lockers near the new multi-modal facility.

Regarding the downtown transfer facility:

- 1) Although a number of persons will object to this option for a variety of different reasons, I simply want to express my support of Option #1A. I believe it will best meet the overall needs of the downtown area, by centralizing those bus transfers near the heart of downtown at 9<sup>th</sup> and Massachusetts Street. Parking that will be lost under this option is available in the nearby parking garages and surface lots or streets.

Thank you for your consideration of these remarks.

*Steve Scannell*  
1005 Sunset Drive, Lawrence, KS 66044

## Harrison Hall

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**From:** Brady Flannery <bflannery@weaversinc.com>  
**Sent:** Tuesday, August 17, 2021 11:59 AM  
**To:** City Commission Agendas  
**Subject:** No on all four proposed Downtown Transfer stations

External Email. Be careful with links and attachments.

- City of Lawrence IT Helpdesk

Dear Commissioners,

We adamantly oppose all four transfer hub proposals. It is critical that our community has access to Downtown Lawrence. But all four proposals are certain to create more challenges for the district's employees and customers. I simply ask that these proposals be thrown out and the process begin anew. With helpful input from downtown business stakeholders.

Personally, I was saddened to see the lack of understanding, cooperation and courtesy some members of city staff and the consultants showed those who sought to assist this process. Many downtown business leaders spent a great deal of time attempting to provide helpful feedback and insight.

Respectfully,  
Brady

--

Brady Flannery  
President  
(785) 843-6360  
[bflannery@weaversinc.com](mailto:bflannery@weaversinc.com)

The logo for Weaver's, featuring the word "Weaver's" in a stylized, cursive, dark red font.



# First Transit

Lawrence Transit is proposing downtown transit improvements. If you would like to provide public comment for the August 17<sup>th</sup> City Commission meeting, please answer the questions below. Staff is providing images of the four proposed concepts.

First name: Kayla Last Initial: H

What do you like and not like about the current downtown transfer location?

There is shade a lot of the day. There is places to sit

Feedback on four concepts presented?

Waterfountains!!!! just because we are riding on the bus we are still dehydrated  
Shelters  
Bus stop info

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# First Transit

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First name: Don Last Initial: K

What do you like and not like about the current downtown transfer location?

Prefer leave it where it is - like because its  
close to library

Feedback on four concepts presented?

IA n IB comes in second place

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# First Transit

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First name: Sommer Last Initial: S

What do you like and not like about the current downtown transfer location?

close to library, familiar, ~~easy access~~

Feedback on four concepts presented?

LA

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# First Transit

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First name: Patty Last Initial: W

What do you like and not like about the current downtown transfer location?

Easy location - like.  
Not sure about the dislike - I imagine the Library needs  
a change - a lot of unwanted activity & behaviors.

Feedback on four concepts presented?

I like the idea of two locations (Bob Billings?)  
Option 1A is the best.

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First name: DAVID Last Initial: C

What do you like and not like about the current downtown transfer location?

no restroom and a new shelter  
But overall I am OK with the current place

Feedback on four concepts presented?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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# First Transit

Lawrence Transit is proposing downtown transit improvements. If you would like to provide public comment for the August 17<sup>th</sup> City Commission meeting, please answer the questions below. Staff is providing images of the four proposed concepts.

First name: Oby Last Initial: S

**What do you like and not like about the current downtown transfer location?**

I like the timing, they are 85% accurate. Most drivers are really helpful and friendly. The only downside I see is the fact that we don't know if there is a delay we don't get any information.

**Feedback on four concepts presented?**

I like the fact that toilets would be available now with the new concept and we can see when a bus will be late and know how many minutes to wait.

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First name: ERIC Last Initial: M

What do you like and not like about the current downtown transfer location?

I LIKE THEIR JOB AND TIMING BUT VERY HOT WALKS  
IN THE SUMMER

Feedback on four concepts presented?

I LIKE THE IDEA OF THE MARQUEES AND BACK OF BUS  
IDENTIFIERS

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First name: ALLison Last Initial: S

What do you like and not like about the current downtown transfer location?

It's easy to get on/off other buses. Makes it easier for  
people with disabilities to get on off.

Feedback on four concepts presented?

would like to see improvements. want bus arrival board.  
Drinking fountain? Vending machine?

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First name: JACK Last Initial: S

What do you like and not like about the current downtown transfer location?

IN SUN ALOT/ NO WATER SOURCE/ DANGEROUS FOR BUS DRIVERS TO  
PULL IN AND OUT/ (GOOD) CLOSE TO LIBRARY

Feedback on four concepts presented?

OPTION TWO SEEMS TO FIT ALL NEEDS BETTER

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First name: Susan Last Initial: D.

What do you like and not like about the current downtown transfer location?

It's fine ... Never had a problem

Feedback on four concepts presented?

I like 1A first! but 1B is OK...

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# First Transit

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First name: Johnny Last Initial: B

**What do you like and not like about the current downtown transfer location?**

Dislike - Standing and sitting in the heat

**Feedback on four concepts presented?**

Option 3 - more shelter just in case of rain. Put fans in the bus shelters

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# First Transit

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First name: William Last Initial: G

What do you like and not like about the current downtown transfer location?

I like Downtown - Close to My Eye Doc

Don't like ART WORK ON Shelters - Can't see - Safety

of getting mugged -

Feedback on four concepts presented?  
1st = close to Eye Doc & Library -

Bus stops need more shelters

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# First Transit

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First name: Vanessa Last Initial: H

**What do you like and not like about the current downtown transfer location?**

the current location is also good. Maybe its missing a house when its raining

**Feedback on four concepts presented?**

I like the new concepts where everything is sorted out

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# First Transit

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First name: Apekshya Last Initial: Kairala

What do you like and not like about the current downtown transfer location?

Option 2, 3 and 4 are not convenient for me.  
So, I choose option 1A.

Feedback on four concepts presented?

option 1: Dedicated cycle track is nice. The location is convenient.  
option 2: Far  
" 3: Far

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# First Transit

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First name: Panda Last Initial: \_\_\_\_\_

What do you like and not like about the current downtown transfer location?

on street blocks traffic

Feedback on four concepts presented?

good to try an off street option  
with shade - away from library

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# First Transit

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First name: David Last Initial: \_\_\_\_\_

**What do you like and not like about the current downtown transfer location?**

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**Feedback on four concepts presented?**

IA  
IB

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# First Transit

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First name: Cassandra Last Initial: T

What do you like and not like about the current downtown transfer location?

To much buses at once

Feedback on four concepts presented?

1A

Written public comment must be received by the City Clerk's Office by 12:00 p.m. on the day of the meeting, August 17th. Comments can be sent to [ccagendas@lawrenceks.org](mailto:ccagendas@lawrenceks.org). This comment card can also be returned to your bus operator by August 16<sup>th</sup> and will be provided to the City Commission as public comment. Computers can be accessed at the Lawrence Public Library. For more project information and to view concepts: <https://lawrencetransit.org/transfer-facility/>



# First Transit

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First name: Teia Last Initial: P

What do you like and not like about the current downtown transfer location?

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Feedback on four concepts presented?

option 2 closer to home + to Vermont towers

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Written public comment must be received by the City Clerk's Office by 12:00 p.m. on the day of the meeting, August 17th. Comments can be sent to [ccagendas@lawrenceks.org](mailto:ccagendas@lawrenceks.org). This comment card can also be returned to your bus operator by August 16<sup>th</sup> and will be provided to the City Commission as public comment. Computers can be accessed at the Lawrence Public Library. For more project information and to view concepts: <https://lawrencetransit.org/transfer-facility/>



# First Transit

Lawrence Transit is proposing downtown transit improvements. If you would like to provide public comment for the August 17<sup>th</sup> City Commission meeting, please answer the questions below. Staff is providing images of the four proposed concepts.

First name: Daniel Last Initial: R

### What do you like and not like about the current downtown transfer location?

I like that it is across from the library, that is convenient for the restroom as well as the use of the library. I can go in to check out or return books as well as use the computer lab so that is very convenient. Dislike - perhaps lack of covered shelters. Also sometimes not knowing where my bus will be.

### Feedback on four concepts presented?

If there are no restroom options I prefer 1A and 1B as they are closer to restrooms at the library, as well as just to use the library. Also 1A and 1B are more centrally located to businesses on Mass St (and Vermont + Nth) so you don't have to walk from one end to the other.

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# First Transit

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First name: Paul Last Initial: J

What do you like and not like about the current downtown transfer location?

needs benches + shelters - hot in summer, hard in rain

Feedback on four concepts presented?

IA location works - amenities <sup>much</sup> needed for riders with disabilities  
make sure Route 3 connects with KU downtown

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# First Transit

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First name: Brent Last Initial: A

What do you like and not like about the current downtown transfer location?

Its closest to my house

Feedback on four concepts presented?

I like 1A because of convenience

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First name: Lolita Last Initial: \_\_\_\_\_

**What do you like and not like about the current downtown transfer location?**

\_\_\_\_\_  
more shelters  
\_\_\_\_\_  
\_\_\_\_\_

**Feedback on four concepts presented?**

\_\_\_\_\_  
1A, it's closer to the library end  
\_\_\_\_\_  
\_\_\_\_\_

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First name: Matthews Last Initial: B

What do you like and not like about the current downtown transfer location?

Opt. 1 is the preferred one -> don't like: curbing is one spot

Feedback on four concepts presented?

Opt. 1. => open space & access from several sites

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First name: John Last Initial: T

What do you like and not like about the current downtown transfer location?

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Feedback on four concepts presented?

Any option will work

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First name: Pylen Last Initial: H

**What do you like and not like about the current downtown transfer location?**

Not convenient but the buses do feel inconsistent sometimes

**Feedback on four concepts presented?**

I think bathrooms aren't as big a deal. People usually just use the first stop for most of these things next to bus.

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First name: Patrick Last Initial: B

What do you like and not like about the current downtown transfer location?

The proximity To the library

Feedback on four concepts presented?

I like 2 it looks like It will make transfers quick and easy

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First name: Jillian Last Initial: D

What do you like and not like about the current downtown transfer location?

Not enough shelter spaces, no parking that's easily accessible

Feedback on four concepts presented?

Option 2 is the best, I think because it provides shelters and is a more centrally located area to downtown.

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First name: MOHAMMAD Last Initial: S

**What do you like and not like about the current downtown transfer location?**

The current location is a bit unorganized and does not have any amenities for  
passengers.  
One thing that I like about it is that it's near Lawrence Public  
Library.

**Feedback on four concepts presented?**

I like concept 1A the most. Concept 3 is okay too but it is way too far  
from the Library.

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First name: Jason Last Initial: N

**What do you like and not like about the current downtown transfer location?**

No shelters

**Feedback on four concepts presented?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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First name: Alvaro Last Initial: P

**What do you like and not like about the current downtown transfer location?**

The amount of spaces in the parking space is too small.

**Feedback on four concepts presented?**

I liked option 2 the most because it provided the largest area for the services provided

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First name: Patrick Last Initial: G

What do you like and not like about the current downtown transfer location?

Location/proximity to my routes

Feedback on four concepts presented?

1A + 1B seem like the best use of the street and doesn't take away all the parking lot. I'm happy to see it happen!

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First name: Rylin Last Initial: G

What do you like and not like about the current downtown transfer location?

The price, the wait.

Feedback on four concepts presented?

I like the 4th concept best it seems most convenient.

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First name: Valerie Last Initial: M

What do you like and not like about the current downtown transfer location?

I like that it is near the car park & the library. I don't like how far it is from the center of downtown.

Feedback on four concepts presented?

My preferred favorite is 1B. 8th & 9th is closer to the center of downtown. It may encourage more bus usage by the general public with it being in a visible spot. I don't like the ones on 10th/11th. It's too far away from the library, which is very important to our at risk populations

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First name: Jazmin Last Initial: J

What do you like and not like about the current downtown transfer location?

We don't have a bathroom we can get to on the later buses.  
The passengers cannot see our routes on our buses.

Feedback on four concepts presented?

option 1 B. is which I would choose because it gives back  
the parking and keeps the hub open to the community.

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First name: Darren Last Initial: B

What do you like and not like about the current downtown transfer location?

The lack of a crosswalk and how close the signs are to the road,  
Stopping at the front of every bus in a long line with alot of blind spots

Feedback on four concepts presented?

1B ~~one~~ one keeps trees and is on side of road is better for buses  
leaving not as congested

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First name: Tony Last Initial: D

What do you like and not like about the current downtown transfer location?

*like Ease of pull in and pull out ~~no~~ No congestion to pull out An Exit Dis Like Driver Rest Room All the way other End should be central*

Feedback on four concepts presented?

*Concept 1A seems the most viable with the lowest impact*

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First name: Gale Last Initial: S.

What do you like and not like about the current downtown transfer location?

I believe it is out of the street.

Feedback on four concepts presented?

Then @ the same time I know personally it's hard finding parking spots downtown.

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First name: Stacy Last Initial: B

What do you like and not like about the current downtown transfer location?

*It's crowded for buses, not very pedestrian friendly. It lacks easy access to restrooms for drivers and safe crossing for drivers or passengers.*

Feedback on four concepts presented?

*I like option 2 (1B) best because although it doesn't meet all wish list options. It keeps some parking, more bus room, safer crossing shelters and bike access. Making the downtown hub more pedestrian friendly will encourage ridership.*

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First name: James Last Initial: K

What do you like and not like about the current downtown transfer location?

I like having the library close by so we can easily get people to that location. I dislike the lack of shade, cover, restrooms, benches and space.

Feedback on four concepts presented?

I prefer IB. Transit staff need dedicated restrooms to avoid using private businesses. This option also adds more control to the traffic on this block, which will greatly aid safety. It also leaves a large parking lot in place as a buffer between businesses and buses on the east side of Vermont.

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First name: Daniel Last Initial: G

What do you like and not like about the current downtown transfer location?

I don't like how unkempt areas of the location are. Cigarette butts, trash, poorly maintained trees in square sections of the deboard zone with poorly mulched muddy trip hazards that dictate where a bus can open its doors and put out its ADA ramps/lifts. It should be one long stretch of cement without impediments.

Feedback on four concepts presented?

No great preference but 1A and 1B seem to be the most viable for efficient continuation of route services with minimal turns and possibility of blockage/bottlenecking traffic.

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First name: Amanda Last Initial: N

What do you like and not like about the current downtown transfer location?

close to shops and library

Feedback on four concepts presented?

option 1B seems to be the one to makes the most sense to me.

I don't like option 2 or 3

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First name: Michael Last Initial: B

What do you like and not like about the current downtown transfer location?

we the drivers that do not go to the new Bob Billings transfer facility will need the support of the local businesses, we, the drivers, bring a lot of business to the businesses downtown, it's time that the downtown gives us a permanent home.

Feedback on four concepts presented?

I feel that concept B is the best for both the bus's and parking

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