



16.	Bill Westerbeke	1624 W. 19 <sup>th</sup> Terr	BILL WESTERBEKE
17.	Paul Krauss	2006 Osedahl Rd.	Paul Krauss
18.	William	1644 W. 21st St	William Mungoya
19.	<del>William</del>	1638 W. 21st St	Matthew McFarlane
20.	<del>Zachary N. Ingalls</del>	1626 W. 21st St.	ZACHARY N. INGALLS
21.	Cal Down	1515 W. 21st St	CAL DOWNS
22.	Bruce Curtis	1511 W. 21 <sup>st</sup> ST.	Bruce Curtis
23.	Bob Healey	2117 Naismith Dr.	<del>Bob Healey</del>
24.	JoAnn VanHoesen	1312 W. 21 <sup>st</sup> Terr	JoAnn VanHoesen
25.	<del>Paul East</del>	2113 Osedahl	Paul East
26.	Megan Bost	2113 Osedahl	Megan Bost
27.	Melissa Campbell	1702 W. 21 <sup>st</sup> Terr	Melissa Campbell
28.	Mike Campbell	1702 W. 21 <sup>st</sup> Terr	<del>Mike Campbell</del>
29.	Clare Cover	1720 W. 21 <sup>st</sup> Terr	Clare Cover
30.	Virginia Nichols	1715 W 21 <sup>st</sup> Terr	Virginia Nichols
31.	Marcella Hangen	1826 W 21 <sup>st</sup> Terr	Marcella Hangen
32.	Ray Souza	1732 W 21 <sup>st</sup> Terr	RAY SOUZA
33.	Stacy Dorley	1809 W. 21st Terr.	Stacy Dorley
34.	Alexandra B Clark	1821 N 21 <sup>st</sup> Terr	Alexandra B Clark
35.	Kim Miller	1815 W 21 <sup>st</sup> Terr	Kim Miller
36.	Tina Shambaugh	1808 W. 21 Terr.	Tina Shambaugh
37.	Pamela Griffin	1815 W 21 <sup>st</sup> Terr	Pamela A Griffin
38.	Robert Slepigini	1701 W. 21st St	Robert Slepigini
39.	Greg Sawyer	1827 W. 21 <sup>st</sup> Terr.	Greg Sawyer

	<u>Name (print)</u>	<u>Signature</u>	<u>address</u>
40.	Joel C. Pollock	Joel Pollock	1821 West 21 terrace
41.	Austin S. Bahr	Austin Bahr	1821 WEST 21ST TERR
42.	Dennis Sawyer	Dennis Sawyer	1827 W 21ST TERR
43.	Eugene Snow	Eugene Snow (snow)	1827 W 21st Terr.
44.	Abby Habiger	Abby Habiger	1833 W. 21st Terr.
45.	Kendal LeBar	Kendal LeBar	1833 W. 21st Terr.
46.	Emma Bowles	Emma Bowles	1833 W. 21st Terr.
47.	Joy Merkle	Joy Merkle	1802 W 21st Terr.
48.	P Neil Dryden	P Neil Dryden	1802 W 21st Terrace
49.	Kayla Bennett	Kayla Bennett	1727 W 21st TERR
50.	Mane Joseph	Mane Joseph	1832 W 21st Terr.
51.	Randy Gfeller	Randy Gfeller	1832 W. 21 Terrace
52.	Sophia Rylko	Sophia Rylko	1805 W 21st Terrace
53.	Keid Cove	Keid Cove	1720 W 21st Terr.
54.	Edna Mosher	Edna Mosher	2043 Ousdahl
55.	David Mosher	David Mosher	2043 Ousdahl
56.	MARK STOCKHAM	Mark Stockham	1311 W. 21st Terr
57.	Jessica Stickham	Jessica Stickham	1311 W. 21st Terr
58.	Judy Gilliland	Judy Gilliland	1628 W. 21st TERR
59.	GARY GILLILAND	Gary Gilliland	1628 W 21st Terr
60.	Larry E Shambaugh	Larry E Shambaugh	1809 W 21st
61.	Kevin C. Travis	Kevin C. Travis	1803 W. 21st St.
62.	Vince Mrykalo	Vince Mrykalo	1833 W 21st St.

63. Madelyn Mrykalo Madelyn Mrykalo 1833 W 21st St  
64. Lisa Boley Lisa Boley 1812 W. 21st Terr  
65. Colleen Boley Colleen Boley 1812 W. 21st Terr.

Those signing below agree that the SE corner of Bob Billings Parkway and Crestline Drive is the best site for a Bus Transfer Station.

1. It's the cheapest feasible option at \$1.357 million, almost half a million dollars cheaper than the site at 1941 Stewart Ave.
2. Central location, near KU, 31st and Iowa, and 6th and Wakarusa. Will become most central of the five sites as Lawrence grows and develops to the northwest.
3. Potential to reduce bus travel times
4. Lowest impact on residential areas
5. Tied for best score of five sites on the comparative analysis from the recent Bus Transfer Location Analysis.

W 22 <sup>nd</sup> St	Name (printed)	Signature	E-mail
1734	1. Danielle Ritterhouse	Danielle Ritterhouse	ritterhouse.d@gmail.com
	2. Gretchen Pockik	Gretchen Pockik	g.pocisk13@gmail.com
1862	3. Samantha Johnson	S Johnson	arnold_sammi@ymail.com
1832	4. Jacob Beebe	Jacob Beebe	jacobbeebe879@yahoo.com
1820	5. Felicia Brown	Felicia Brown	grannyflea@hotmail.com
1636	6. Chance Baker	Ch Baker	
1630	7. Adam Tillery	Adam Tillery	atillery@gmail.com
1708	8. Jim Woods	Jim Woods	JJWoods65@hotmail.com
1708	9. MARGARET J Woods	Margaret Woods	JJ Woods 65, hot mail, com
	10.		
	11.		
	12.		
	13.		
	14.		
	15.		
	16.		
	17.		
	18.		

## **Bobbie Walthall**

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**From:** Jeff Long <jeffreylong@gmail.com>  
**Sent:** Monday, June 18, 2018 8:20 PM  
**To:** Bobbie Walthall  
**Subject:** Bus Transfer Location Analysis

Hi,

Could you please distribute this note to the city commission regarding regular agenda item #4. Thanks you.

Dear City Commissioners,

I would like to object to the 1941 Stewart Ave. site as a potential bus transfer location. As the Schwegler Neighborhood Association has also noted traffic on Iowa Street can backup the entire length of the "block" where a site entrance and exit may be located. I believe adding the bus traffic would very negatively affect traffic there without significant additional mitigation on Iowa and even then I can't imagine how it is still not going to cause additional headaches.

I also don't see how this site would play well with 21st Street being turned into a bicycle boulevard. To me mixing bicycles and buses seems like a bad idea.

Jeff Long

Dear City Commissioners,

The Schwegler Neighborhood Association had a meeting on 6/11/2018 to discuss the results of the recently published Bus Transfer Location Analysis, and we are not sure why Site D (1941 Stewart Ave.) was chosen as the preferred site over Site C (SE corner of Bob Billings Parkway & Crestline Drive).

Sites C, D, and E all score the same on the comparative analysis, 5.5 circles. But out of the three, the conclusion only mentions Site D. Specifically, the differences between sites C & D were:

	<u>Site C</u>	<u>Site D</u>
1. Travel time	half circle	full circle
2. Ease of Constructability	half circle	full circle
3. Outside of Residential Neighborhood	full circle	empty circle

For Travel Time, the study concludes that Site C would “potentially” reduce travel time in zones A and B, but not C. It says Site D would “likely” reduce travel time in zones A and B, but not C. However, there is no attached data analysis supporting this claim. These sites are 1 mile apart, both located in the same Zone of travel (B), both adjacent to several major routes to KU and elsewhere. It’s unclear why there is a difference in the score.

And as Lawrence’s population and development grow to the Northwest, as has been the trend, Site C becomes closer to the population and geographical center than Site D, and could potentially handle an increased demand from that area of town slightly better than Site D.

On Ease of Constructability, the study concludes that Site C would need to replace a structure already on the site (why not incorporate it into the site?), perform grading improvements, and clear wooded areas. For Site D it concludes, “Construction impacts would include grading of the site due to its substantial grade changes across the property.” It also doesn’t mention the several trees on the 1941 Lot.

The half circle criteria for this category states, “Site would require moderate enhancements such as **grading** and utility upgrades for this use and/or permitting.” Site D should be scored with a Half Circle, not a Full Circle, due to substantial grade challenges on site. Changing this score down to a half circle would put Site C ahead.

The only clear and significant difference between the sites, according to this criteria, is their relation to a residential neighborhood. Site C is completely outside and scored as a Full Circle. There is an apartment complex across the street on Bob Billings, but it is buffered by the road. In all other directions, the site is bordered by KU. Site D scores an empty circle, meaning it’s “Buffered from residential areas on less than three sides of the facility.”

Another significant difference we'd like to point out is cost. The study estimates that Site C would cost \$1.357 million, while Site D with access from Iowa would cost \$1.825 million. This is roughly half a million dollars, a significant difference, especially with the City recently struggling with its budget.

One final point, is the study concludes that there is a "need to determine traffic impacts on Crestline" for Site C. But for Site D, there is no mention of its traffic impacts (on Iowa, 19th, 21st, or Stewart) or the need to determine them.

If Site D is to still to be considered, we would like a traffic analysis for both sites. Which site is better suited to handle the increased bus traffic? Iowa and Bob Billings are both four lane roads with periodic stopping at traffic lights. Physically, they are not much different. Whichever street has fewer trips per day would be more suited to handle an increase.

Iowa is our busiest road and a major arterial, while Bob Billings is a minor arterial. It has significantly fewer trips per day, and certainly can better handle more bus traffic. During rush hour (in the morning, around lunch, and in the evening), traffic can back up at the light at 19th and Iowa all the way to 21st street, well past 1941 Stewart. How well will busses be able to move in and out on Iowa during these times?

We hope that you continue to consider Site C, in our opinion the best site. It meets the needs of the project, scores well on the criteria, is the cheapest of the feasible options, and has the lowest impact to residential areas.

Thank you for your time and consideration.

Sincerely,  
Schwegler Neighborhood Association