

**From:** [Steve Evans](#)  
**To:** [Jessica Mortinger](#)  
**Subject:** FW: UPNA Transit Hub Survey  
**Date:** Friday, July 01, 2016 8:33:15 AM  
**Attachments:** [image001.png](#)  
[UPNA Survey Transit Hub June 2016.pdf](#)  
[2016TIGERinfo\\_Lawrence-KU.PDF](#)

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Jessica,

Please see my original message and comments below that were sent to several people as you can see on June 15 regarding the Multi-Modal Center planned for Lot 90 at KU. Our neighborhood, University Place south of campus, has many issues with this project including the potential for more congestion on 19<sup>th</sup> Street due to increased bus traffic that is projected. I have attached the survey results from University Place along with the TIGER Grant documents we received from KU and the City of Lawrence. This project certainly affects the immediate area adjacent to our neighborhood, 19<sup>th</sup> Street between Louisiana and Naismith Drive, but we share other neighborhood's concerns further to the east that will be affected also. Although improvements are on the horizon for 19<sup>th</sup> Street between Iowa and Naismith Drive and we understand that a traffic impact study is underway for 19<sup>th</sup> Street between Naismith Drive and Louisiana Street, we think it is critical that a traffic impact study be done for the entire length of 19<sup>th</sup> Street in the context of not only the transit hub at Lot 90 but other considerations including the reconstruction from O'Connell to Harper. This complete traffic study of 19<sup>th</sup> Street should be complete with environmental impacts identified prior to any final decision for budget approvals for these projects.

Please share this information with the MPO for consideration of the 25015-2019 TIP, Amendment #5 and Program of Projects for the Lawrence Transit System.

Thanks much.



Steve Evans



[scevans704@gmail.com](mailto:scevans704@gmail.com)

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**From:** Steve Evans [mailto:scevans704@gmail.com]

**Sent:** Wednesday, June 15, 2016 1:02 PM

**To:** 'Lisa Larsen' <llarsen@lawrenceks.org>; 'Leslie Soden' <lsoden@lawrenceks.org>; 'Mike Amyx' <mikeamyx515@hotmail.com>; 'Stuart Boley' <sboley@lawrenceks.org>; 'Matthew Herbert' <matthewjherbert@gmail.com>; 'Tom Markus' <tmarkus@lawrenceks.org>

**Cc:** 'Robert Nugent' <[rnugent@lawrenceks.org](mailto:rnugent@lawrenceks.org)>; 'Danny Kaiser' <[dkaiser@ku.edu](mailto:dkaiser@ku.edu)>

**Subject:** FW: UPNA Transit Hub Survey

Hello Everyone,

Although there may be plenty of time ahead to get into the weeds on the Lot 90 Transit Facility issue, we've reach a critical point in the discussion within University Place and I wanted to be sure to share this with you. My summary of the recently completed survey was sent to Nikki, Bob and Danny as you can see in the message below along with the attached survey results and TIGER Grant Information Sheet. Hope this is helpful for everyone and let me know if you want to share any thoughts at this stage.

Thanks much.



Steve Evans



[scevans704@gmail.com](mailto:scevans704@gmail.com)

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**From:** Steve Evans [<mailto:scevans704@gmail.com>]

**Sent:** Wednesday, June 15, 2016 10:28 AM

**To:** Nikki Wentling <[nwentling@ljworld.com](mailto:nwentling@ljworld.com)>; 'Robert Nugent' <[rnugent@lawrenceks.org](mailto:rnugent@lawrenceks.org)>; 'Danny Kaiser' <[dkaiser@ku.edu](mailto:dkaiser@ku.edu)>

**Subject:** UPNA Transit Hub Survey

Hi Nikki, Danny and Bob,

Attached is our complete survey of UPNA residents regarding the Transit Facility Hub in Lot 90 at KU. The survey is unedited so you have the actual results and comments provided by the respondents. I am going to provide my thoughts and comments in this message using some information that Bob has provided in the past. Although we may have unlike opinions on the project and survey results, I would ask that Bob correct any "facts/data" I provide and Nikki has my permission to use Bob's corrections. It would be great to have a collaborative article written summarizing the current state of the project from both perspectives, UPNA and The City.

Here are my comments:

1. As a refresher, University Place is bounded by the east side of Louisiana including Edgehill Road, Sunnyside Avenue, the east side of Arkansas and 19<sup>th</sup> Street. There are approximately 250

residences within these boundaries including a few multi-family buildings on Arkansas, Missouri and Maine. Our survey had 128 respondents which leads me to conclude it confidently represents “how the neighborhood feels” without precise statistical documentation.

2. I’ve attached the TIGER Grant Application information Sheet that was provided to us in April and distributed to everyone that took the survey. Without a graphic attached to a public article, I think it will be difficult at best for the project to be well-understood with written information only. My two cents, but I think it is time for the public to see the project as it is presented conceptually. I fully understand what conceptual means and Bob and his partners have made it clear the detail of the design can change as it develops.
3. Here are my comments on the survey itself:
  - a. Of the 125 responses (must have been some inadvertent skips) received, 107 or 86% do not support the plan as proposed. As you can see from the plan, three bus lanes (one exiting and two entering) are shown on 18<sup>th</sup> Street. It is my understanding from Bob that the hub will be built to accommodate 14 buses maximum, each on 30 minute routes resulting in 56 buses per hour entering or exiting lot 90 via 18<sup>th</sup> Street. The residents of UPNA that live in our “Panhandle Area” (roughly from Arkansas east to and including Alabama) have been very vocal about this and rightfully so. Clearly the neighborhood has rallied behind these folks and I believe the Lawrence community should do the same. I am personally 100 percent opposed to the current configuration and route of the conceptual design bus lanes.
  - b. The next two questions ask if one’s opinion would be different if 1) buses do not enter and exit Lot 90 via 18<sup>th</sup> Street and 2) the building itself was relocated to the west side of Lot 90 and adjacent to Naismith Drive with no direct interaction with 18<sup>th</sup> Street. The survey speaks for itself so please take a look; the “no’s” are still in the majority but not without an increase in the “yes’s” and “not sure’s”. This would be an opportunity for Bob to comment as I understand there will be considerations for bus lane realignment and possible building relocation. It is my understanding from Bob and Danny that the current KU Master Plan shows building development on east side of Naismith Drive between the new business school and Naismith Hall. I can attest that the master planning process has served the university over decades resulting in the beauty of a place we all feel part of. Additionally, times change and master plans have to adapt to change in current conditions responsibly. I’ve also seen many well-designed parking structures that would serve as aesthetic complements to the Naismith corridor in this area.
  - c. The rest of the survey is more subjective with many comments, some overlapping of course, that make for good conversation and perhaps debate. Certainly lots of stuff for Nikki to quote, please feel free to call me if any of the comments are not clear and I’ll do my best to help. The comments do provide some themes to consider:
    - i. There are a considerable number of commenters that simply would prefer the transit hub be placed in another location in Lawrence. Given the past sites studied by the City with locations either on or near Iowa Street, it seems to most people that locating a facility with this function near a major arterial and away from residential areas makes the most sense.
    - ii. There is much concern about the effects of additional bus traffic on 19<sup>th</sup> Street.

Bob has shared that preliminary studies indicate an increase of bus traffic between Louisiana and Naismith from 4 buses per hour to 16 and between Naismith and Iowa from 12 to 20. Not only do University Place residents use 19<sup>th</sup> Street regularly but a majority of Lawrence residents do the same. It is already too congested so the logic of adding more buses can only mean more problems. Note the existence of Lawrence High School within this zone and Cordley Grade School a little farther east. We are starting to hear from neighborhoods east of Massachusetts including Barker and Brook Creek that already are overwhelmed by traffic on 19<sup>th</sup> Street. Residents in the Centennial and Schwegler neighborhoods have weighed in also. I look forward to receiving the Final Environmental Impact Statement that includes a Traffic Analysis and Study Report. My understanding from Bob is that the traffic analysis will address the "immediate impact area" only. Honestly, I do not know how that is defined but would believe the entire Lawrence community would be concerned with the impact on the entire 19<sup>th</sup> Street corridor at least.

- iii. You would expect the University Place residents to be very concerned of an increase in the cut-through traffic north from 19<sup>th</sup> Street directly on Illinois and Indiana Streets to Sunnyside Avenue. If this occurs it will impact every street in the neighborhood, every walker, bike-rider, jogger and school kid headed to and from Cordley and LHS. As you know, the issue of traffic calming devices is before us now and I believe we can make good judgement as a neighborhood on what is best based on what we experience now. Not knowing the impact from the transit hub makes this extremely difficult.

The comments are considerable and there for you to read, these are my highlights only and there are certainly more key issues to note. I hope this is helpful in Nikki's next article and that Bob and Danny will add their insight and knowledge to the discussion; they have both been fantastic in responding to our questions to date.

Nikki, please call at your convenience if you want to discuss more detail.

Thanks much.



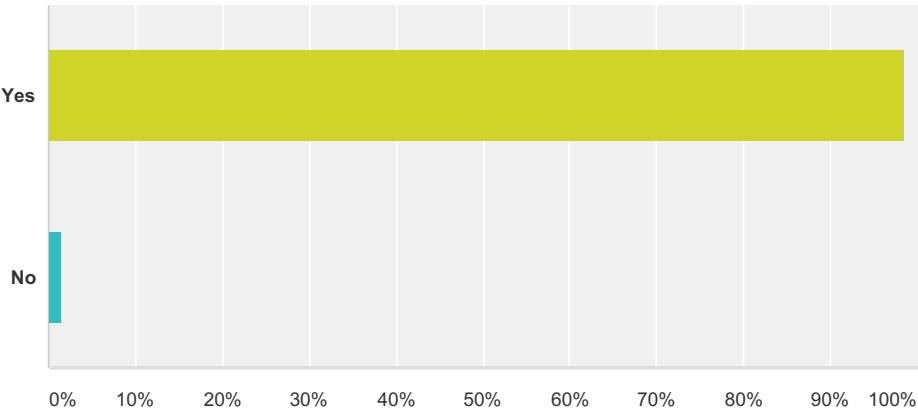
Steve Evans



[scevans704@gmail.com](mailto:scevans704@gmail.com)

**Q1 This survey is intended only for residents of the University Place neighborhood, as bordered by Arkansas, Louisiana, 19th Street and Sunnyside Avenue. Each University Place neighborhood resident is welcome to submit one survey. Do you live inside the University Place neighborhood boundaries?**

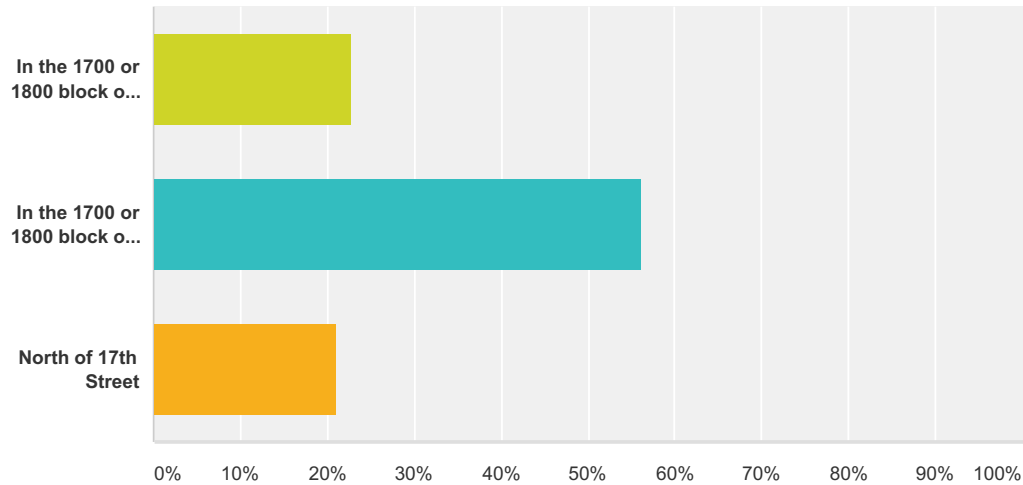
Answered: 128   Skipped: 0



Answer Choices	Responses	
Yes	98.44%	126
No	1.56%	2
Total		128

Q2 Specifically, in what part of the neighborhood do you live?

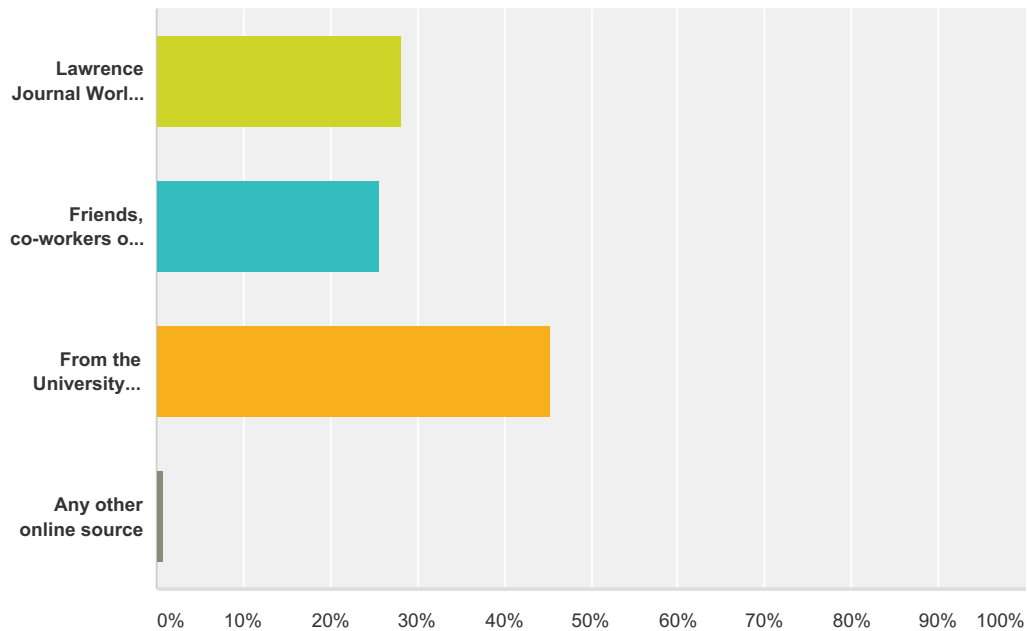
Answered: 128 Skipped: 0



Answer Choices	Responses	
In the 1700 or 1800 block of Alabama, or the 1800 block of Arkansas, Missouri, or Maine	22.66%	29
In the 1700 or 1800 block of Illinois, Mississippi, Indiana, or Louisiana	56.25%	72
North of 17th Street	21.09%	27
Total		128

### Q3 How did you \*first\* hear about the project?

Answered: 128 Skipped: 0

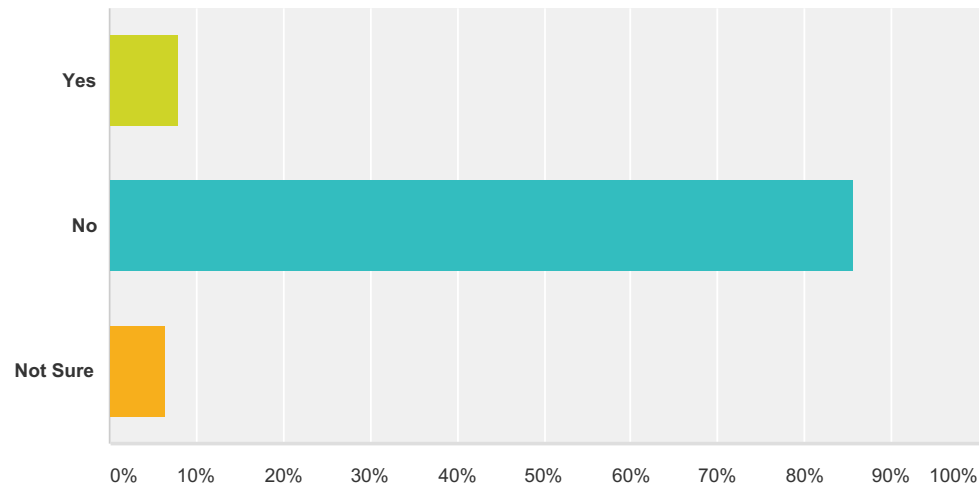


Answer Choices	Responses
Lawrence Journal World (including print and digital)	28.13% 36
Friends, co-workers or neighbors	25.78% 33
From the University Place Neighborhood Association	45.31% 58
Any other online source	0.78% 1
<b>Total</b>	<b>128</b>

#	Comment	Date
1	I own 3 duplexes in the 1800 block of Missouri street	6/14/2016 1:59 PM
2	KU kept their plans a well guarded secret - along with the City of Lawrence. Very disappointed with the city for not taking their tax payers opinions before supporting the project.	6/14/2016 12:27 PM
3	We got a flier	6/13/2016 8:28 PM
4	my neighbors are awesome! I hate loud buses!	6/13/2016 7:08 PM
5	I first heard of the transportation hub project in the Lawrence Journal World digital edition. I first heard of this proposed placement of the transportation hub location from the flier.	6/12/2016 9:48 PM
6	Flyer	6/12/2016 8:05 PM
7	Grateful to UNPA for the heads up!	6/11/2016 9:21 AM
8	It was shocking that something so impactful doesn't receive more coverage.	6/10/2016 2:00 PM
9	I attended one of the earliest presentations to the city commission on this project.	6/3/2016 9:46 AM

**Q4 KU and Lawrence Transit have provided conceptual designs for the multi-modal transit facility hub. According to these plans, potentially 56 buses enter and exit the south end of Lot 90 via 18th Street. Do you support the plan as proposed?**

Answered: 125 Skipped: 3



Answer Choices	Responses
Yes	8.00% 10
No	85.60% 107
Not Sure	6.40% 8
<b>Total</b>	<b>125</b>

#	Please explain further if you like.	Date
1	Having a bus terminal in a residential area instead of a business area is not the best choice. People need to have a place to transfer buses and buy snacks, hang out, etc. I worry about people coming into our neighborhood and making it more crowded than it already is during a KU school/work day.	6/14/2016 2:43 PM
2	The neighborhood is already difficult to get in and out of. The addition of bus traffic and cars/pedestrians will create a nightmare for residents.	6/14/2016 12:36 PM
3	Traffic in front of my house (16th & Alabama) is atrocious 6 of 7 days of the week during the school year and 5 of 7 days during the summer. People are parked in front of our house from 6AM to 7-10 PM depending on the season everyday but Sunday. I cannot imagine how having that many people getting on and off buses in our neighborhood is going to affect the parking situation and how it is going to increase an already steady amount of foot traffic in our neighborhood. We already provide a very public turn-around area (our private driveway) for all of the students and staff who park in our neighborhood and I am not interested in having increased foot traffic and parking added to this issue. We also have the added foot traffic and parking for basketball games, some football fans, the legions of people who bring their kids to Robinson for all of the tournaments EVERY weekend and the steady flow of people in our neighborhood who are going to the Rec center. I think that our neighborhood has accommodated the University with a lot of parking and we have put up with a lot of increased activities in the neighborhood over the years. Add the daily traffic in and out of LHS and the fact that 29th street is a major street thru town, and I'd say that University Place has met (and exceeded) it's limit for vehicles and traffic (both auto and foot). The bus hub would add a lot of traffic and noise pollution to our neighborhood.	6/13/2016 9:21 PM



# UPNA Survey of University Place Residents Regarding Multi-Modal Transit Facility Hub (Lot 90)

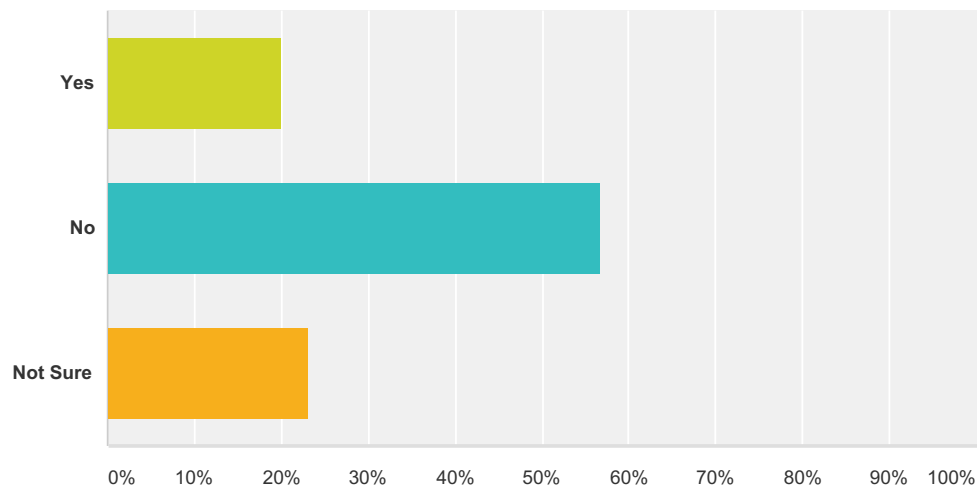
SurveyMonkey

4	18th street has a lot of pedestrians, especially during KU basketball games creating unsafe conditions.	6/13/2016 8:41 PM
5	Bus depots are nasty places and it will bring bus traffic to 19, LA., and Naismith streets	6/13/2016 7:30 PM
6	18 st is already backed up every day in the mornings and afternoons.	6/13/2016 7:10 PM
7	Please leave our neighborhood alone and also eliminate all the silly roundabouts./	6/13/2016 5:13 PM
8	Missouri st is super narrow, already not enough room for 2-way traffic while cars are parked on the side. Bus traffic would block an already busy, cramped st and make it nearly impossible for me and my neighbors to park, back out of our driveways, reach our homes by car or by foot.	6/13/2016 10:22 AM
9	We are definitely not interested in increased traffic, noise pollution or smog in our neighborhood. Increased congestion on 19th street will force traffic into our neighborhood. All of these things will combine to reduce quality of life and neighborhood values in our neighborhood.	6/13/2016 7:27 AM
10	I don't believe that the costs (both monetary and the negative externalities associated with the project) do not outweigh the benefits	6/12/2016 11:33 PM
11	I understand the need for a garage and the bus hub. I don't like the proposed location.	6/12/2016 10:38 PM
12	I would not support buses entering and exiting on the east end of 18th street (south of Lot 90).	6/12/2016 10:24 PM
13	I partly would support this plan if the traffic diverter along 18th St between Maine St and Missouri St were removed permanently. If it ever was necessary in the first place, the diverter long since has outlived its need. It only serves to direct more traffic that does not know or forgets that 18th St is not currently a continuing street between Louisiana St and Naismith Ave instead down the one block of Maine St. That traffic frequently speeds around the curve created by the diverter and down the residential block of 1800 Maine St -- a block that is terminates at both ends and is not designed to handle such traffic levels -- only to turn west on 19th St. With the long since added stop signs and traffic circles on 18th St, concerns over excess "cut through" traffic on 18th St seem overblown, and 18th St with few houses facing it and the aforementioned stop signs and traffic circles is better equipped to handle that traffic. Rather, the 1800 block of Maine St bears the brunt. Now, if any buses were to be directed through the residential block of 1800 Maine St, I absolutely would oppose this plan.	6/12/2016 10:10 PM
14	There is too much traffic now. A transit system would make it a lot worse	6/12/2016 10:00 PM
15	19th St will be heavily impacted & is ALREADY congested on weekdays during the school year. With the new KU entrance at 19th & Ousdahl, it will get worse. The bus hub & car parking garage can only make it much worse on top of that. And 19th St in that stretch is only 2 lanes, no turn lane to access side streets.	6/12/2016 9:30 PM
16	I am opposed because this will go through a neighborhood and by two schools--an elementary and the high school. It is already so busy on 19th street before and after school and very dangerous with only 2 lanes of traffic. i work at LHS and have witnessed cars running up on the north side of 19th street -fortunately no one was on the sidewalk. i am appalled that the city and Ku would choose to build this hub in the center of university place and also near centennial neighborhood. i am aware that one of the commissioners lives in centennial neighborhood and that one commissioner used to own a home in UP neighborhood. We do not want the noise, pollution and the traffic for our schools, children and neighborhood. Please move it to a site where it is off a main corridor such as 23rd or 6th; Iowa or Wakarusa.	6/12/2016 8:56 PM
17	too much traffic on an already busy (and not well maintained streetS) and too close to high school	6/12/2016 5:20 PM
18	My support is contingent on 18th Street remaining blocked between Maine and Missouri.	6/12/2016 11:03 AM
19	It is not appropriate to route that many busses down 18th street, which is residential.	6/12/2016 10:37 AM
20	This will be a huge negative impact on our otherwise quiet residential neighborhood.	6/12/2016 9:16 AM
21	This plan puts a lot of traffic on 19th St which is already a busy street. It also puts a lot of noise and pollution there near residential neighborhoods.	6/11/2016 9:28 AM
22	First of all I and all my three neighbors are not even informed by this decision. Secondly this traffic will cause delays in your schedule and creates a huge inconvenience in our lives.	6/10/2016 6:40 PM
23	I strongly urge the transit be moved to the other side of campus or community where access to commercial businesses such as restaurants, grocery stores, and services such as the hospital make for strengthening the community and providing access to those riding the bus.	6/10/2016 5:44 PM
24	No, and it's a hell of a lot more than 56 buses entering and exiting; it's hundreds of buses to this area of the City.	6/10/2016 2:05 PM
25	Heck no! It will be very horrible for us especially at 1800 block of Missouri.	6/7/2016 8:31 PM
26	We are most concerned about the extra traffic on 19th Street. 19th cannot handle the additional traffic.	6/7/2016 7:17 AM
27	My main concern is with the potentially increased traffic on 19th Street.	6/6/2016 8:03 AM

28	18th is a very small street! There are residences right on that block of 18th that will be unlivable if 56 buses/hour are on the street.	6/6/2016 12:27 AM
29	It belongs on the west campus	6/5/2016 9:14 PM
30	A facility of this magnitude does not belong next to a historic neighborhood. Clearly, it should be located in an area with wider roads and access all around -- such as Iowa and 23rd Street. This facility has the potential to destroy the quality of life in the neighborhood -- air pollution, noise pollution, and simple bus traffic.	6/5/2016 7:15 PM
31	Buses entering and exiting south to and from 18th Street is not acceptable.	6/5/2016 4:36 PM
32	Buses should enter via Naismith. They should not enter via 18th St, which is a residential neighborhood and which should not be subjected to this number of buses.	6/4/2016 11:47 AM
33	A best scenario would be placing the hub across Iowa on KU property, with exits onto Iowa Street, away from residential neighborhoods. At a very minimum, if the hub must be place so near to our neighborhood, all entry and exit should be onto and off of Naismith and Schwegler.	6/3/2016 9:50 AM
34	traffic on 19th too heavy	6/3/2016 9:47 AM
35	The lot 90 area is too close to a neighborhood and too congested. The hub should be on West Campus.	6/2/2016 7:49 PM
36	If concerns about noise, traffic congestion, and home value were allayed, I probably would be for it.	6/2/2016 4:04 PM

## Q5 Would you support this plan if buses did not enter and exit Lot 90 via 18th Street?

Answered: 125 Skipped: 3



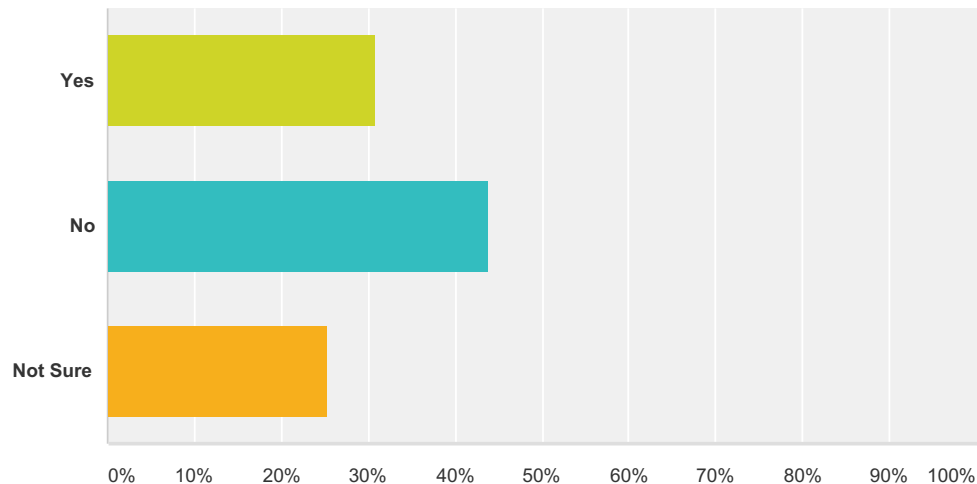
Answer Choices	Responses
Yes	20.00% 25
No	56.80% 71
Not Sure	23.20% 29
<b>Total</b>	<b>125</b>

#	Please explain further if you like.	Date
1	I am concerned about the traffic on 19th St. It can be difficult at certain times of day to get into and out of University Place using 19th St. as it is, but add bus traffic, and it could be nearly impossible. Also, dozens of kids in our neighborhood walk to school at LHS, LMCMS and Cordley. I worry about them interacting with increased bus traffic. Also, kids walk from all directions to Cordley, which sits on 19th St., and that crosswalk (at 19th and Vermont) has a difficult time functioning as it is now.	6/14/2016 2:43 PM
2	Constant bus traffic in a residential neighborhood? The city has already blocked off 18th street between Missouri and Maine to decrease traffic .... Why add more traffic and noise to an already highly congested neighborhood?	6/14/2016 12:36 PM
3	No, it is all the buses going around (surrounding) the neighborhoods that make this plan so awful.	6/13/2016 7:30 PM
4	I don 't think the 18th St. access is the issue, but rather where the buses would go after they've left 18th St.	6/13/2016 10:48 AM
5	It would depend on where it was moved to.	6/13/2016 7:27 AM
6	I think the ideal spot would be on the other side of Iowa	6/12/2016 11:33 PM
7	Don't want the transit near the neighborhood	6/12/2016 10:46 PM
8	Increased traffic on 19th Street is still a major concern for me.	6/12/2016 10:24 PM
9	Do not like the location	6/12/2016 10:00 PM
10	Buses & cars of KU employees & students will still use 19th St in much larger numbers than at present.	6/12/2016 9:30 PM
11	We would still have the noise and pollution and the traffic in front of Cordley and LHS. How does our town then promote walking and biking and healthy options in neighborhoods. This would not be accepted by Quail Run or Langston Hughes schools.	6/12/2016 8:56 PM
12	would if VERY few were on 19th, therefore accessing from Naismith	6/12/2016 5:20 PM

13	I am familiar with numerous towns with bus hubs (mostly not in the US). Most typically, such hubs are located near the main business/shopping district. With this system, all busses transit through the town center. Such a system has a clear economic and social logic. What is the logic of placing a bus hub in Lot 90, which is not a destination for many people at all? Why not keep the bus hub downtown? Or locate it near a grocery store?	6/12/2016 10:37 AM
14	No bus hub so far from major roadways. Proponents are just creating congestion and pollution where we don't need it.	6/12/2016 10:32 AM
15	Depends on where they would go. 19th Street is a better option. Naismith or Iowa even better.	6/12/2016 9:16 AM
16	I think that larger traffic and commercial streets are a better location for a bus hub. KU could run shuttles from that location onto campus.	6/11/2016 9:28 AM
17	I still believe the transit station is in an area that makes no sense.	6/10/2016 5:44 PM
18	No, no support what-so-ever for buses en masse onto non-arterial streets	6/10/2016 2:05 PM
19	If this plan unfortunately succeeds YES I definately would rather have busses entering and leaving anywhere other than 18th street especially when its right in front of my home. I am against this entire plan, the timing of the studies (mainly the traffic study) as I do not see how it could possibly reflect anything of accuracy this time of year for example-post basketball season, pre KU masterplan completion etc. the list goes on.	6/8/2016 2:02 PM
20	It would certainly be better than coming down Missouri St.	6/7/2016 8:31 PM
21	We are most concerned about the extra traffic on 19th Street. 19th cannot handle the additional traffic.	6/7/2016 7:17 AM
22	There is entirely too much traffic congestion in this area already without adding more to it.	6/6/2016 7:50 AM
23	Traffic on 19th street is already a complete MESS. Backed up from Mass. to Iowa a couple times/day. Adding all that bus traffic would be madness. Transit hub should be located on major arterial roads i.e. 15th or 23rd/Iowa.	6/6/2016 12:27 AM
24	Again, a facility of this size has no business being in the proposed location.	6/5/2016 7:15 PM
25	I would support this plan if buses exited directly to the west of the building and onto Naismith Drive or north of the building onto Schwegler Drive.	6/5/2016 4:36 PM
26	The neighborhood was not consulted about this plan. We have had no input. The plan argues that it will not affect the neighborhood because the recreation center is between it and the neighborhood. Much of the neighborhood will be affected.	6/4/2016 11:47 AM
27	That would help.	6/3/2016 9:50 AM
28	traffic on 19th too heavy	6/3/2016 9:47 AM
29	Not a good place for a transit hub.	6/3/2016 9:06 AM
30	I would support a small bus transfer facility here (1/4 this size), if exit were not via 18th, and primary facility were located on Iowa Street.	6/3/2016 6:51 AM
31	The lot 90 area is too close to a neighborhood and too congested. The hub should be on West Campus.	6/2/2016 7:49 PM
32	It still impacts 19th Street.	6/2/2016 5:16 PM
33	Entering/exiting other than 18th St. would be preferred.	6/2/2016 4:04 PM
34	Depend on what alternative is proposed	6/2/2016 3:57 PM
35	The issue I have is not so much 18th street as an egress, but that the proposed site will increase bus traffic in and around 19th street, which is already congested. If 19th street traffic increases, as it likely will, people will use University Place streets as a short cut to bypass congestion. Also, the significant increase in buses will also add environmental noise (buses are loud!). A multimodal transit facility also does not make sense in Lawrence. For example, who is going to drive their cars to this transit hub and use a city bus. If you are driving from any part of town to this site, you have already driven half the distance to your final destination. This makes no sense at all and is a waste of tax payer dollar, both federal and local.	6/2/2016 3:48 PM

**Q6 Would you support this plan if the transit facility hub was located on the west side of Lot 90, adjacent to Naismith Drive and buses did not enter and exit Lot 90 via 18th Street?**

Answered: 123 Skipped: 5



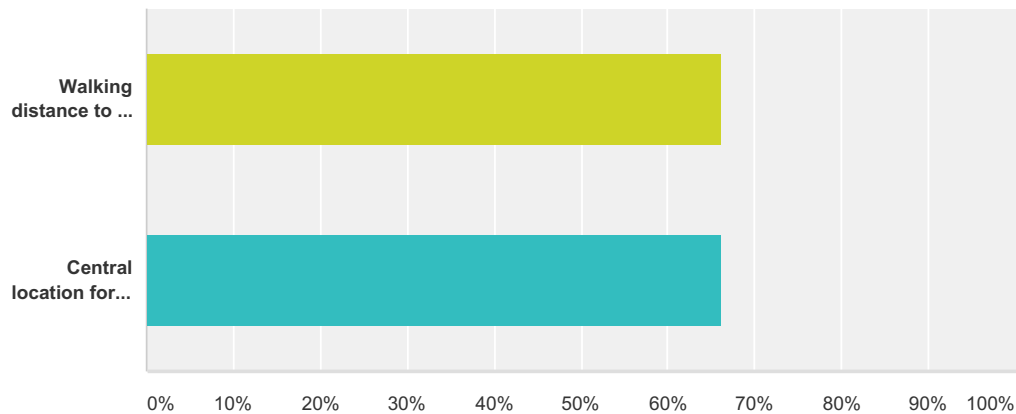
Answer Choices	Responses
Yes	30.89% 38
No	43.90% 54
Not Sure	25.20% 31
Total	123

#	Please explain further if you like.	Date
1	The CITY bus hub does not belong at KU. It needs to be somewhere in the city that is good for businesses and riders.	6/14/2016 2:43 PM
2	KU has ample space and parking spaces in their parking lot south of 23 and Iowa. Why can't KU use it?	6/14/2016 12:36 PM
3	No, only if they built a mile long tunnel to the west and discharged the buses onto Iowa St at the top of Daisy Hill	6/13/2016 7:30 PM
4	same traffic problem: congestion from Mass to Iowa	6/13/2016 7:10 PM
5	Same logic as above	6/13/2016 10:48 AM
6	The effects would be similar.	6/13/2016 7:27 AM
7	Don't think lot 90 is the best place for a transit station	6/12/2016 10:46 PM
8	I don't think the hub should be located in lot 90, but this proposal makes much more sense. Why enter via 18th? Why ruin the view of the new business school? Why ruin the view of the student funded rec center? The flow of pedestrian traffic between those buildings, campus, and the surrounding neighborhood will be impaired and awkward. This is a more logical and pedestrian friendly proposal.	6/12/2016 10:38 PM
9	Increased traffic on 19th Street is still a major concern for me.	6/12/2016 10:24 PM
10	It will not look nice for the campus.	6/12/2016 10:00 PM
11	Buses & cars of KU employees & students will still use 19th St in much larger numbers than at present.	6/12/2016 9:30 PM
12	This hub should be in a commercial district, but if it must be here, it would be better to be on the West Side of lot 90.	6/12/2016 9:30 PM

13	Absolutely not for the same above reasons. It would still include increased bus traffic through neighborhoods and 19th street, which affects LHS and Cordley. Why make this quiet area a major corridor.	6/12/2016 8:56 PM
14	sorry, can' t quite picture that.	6/12/2016 5:20 PM
15	It would still use the same streets which are neighborhood collector or side streets	6/12/2016 11:37 AM
16	That placement would vastly improve the plan, but still does not address the question of what makes lot 90 an appropriate location for a bus hub in the first place. Shifting the site away from 18th street would help preserve that part of the neighborhood, but the overall increase of bus traffic on 19th street, in particular, is concerning, especially in light of the fact that there are two schools on 19th to which many children walk, often unaccompanied by adults. In addition, there are many new drivers at LHS, and any increase in traffic at school start and end time may increase the risk of accidents. Finally, traffic on 19th street already seems to be very high, particularly between 7-9 am and from 3-6 pm. It does not seem wise to further increase traffic.	6/12/2016 10:37 AM
17	Same reason as stated above.	6/12/2016 10:32 AM
18	Buses should not enter our neighborhood on a residential street.	6/12/2016 9:16 AM
19	I think this is BETTER but still think is preferable to locate on larger streets.	6/11/2016 9:28 AM
20	Having a transit station without commerical support makes no sense to me. people who ride the bus are left off in an area where there is no resturants, shopping or services.	6/10/2016 5:44 PM
21	No, no support what-so-ever for buses en masse onto non-arterial streets	6/10/2016 2:05 PM
22	Definitely would be a plus as this is the logistical detail of my greatest concern, However I can not say I would support this plan because I (somebody who has lived here a very long time) have many other areas of logistical concern involving this project as a whole	6/8/2016 2:02 PM
23	It would certainly be better than coming down Missouri St.	6/7/2016 8:31 PM
24	We are most concerned about the extra traffic on 19th Street. 19th cannot handle the additional traffic.	6/7/2016 7:17 AM
25	A hub west of Iowa makes more sense.	6/6/2016 7:50 AM
26	I still think WAY too many buses would be added to 19th street congestion; the buses would cause traffic problems with emergency vehicles from the fire station on Stewart, with Lawrence High School 2x/day traffic congestion	6/6/2016 12:27 AM
27	This would be the best option if the facility is to be located in Lot 90 and should be as far away from 18th Street as possible.	6/5/2016 4:36 PM
28	I would prefer the bus hub to not be in this lot at all. But it would be much better if it was located on the west side of lot 90, which puts it more in the university. Buses definitely should not enter and exit via 18th St.	6/4/2016 11:47 AM
29	Possibly	6/3/2016 10:02 AM
30	A much better plan!	6/3/2016 9:50 AM
31	still think traffic too heavy on 19th from the east to the proposed transit hub	6/3/2016 9:47 AM
32	Needs to be accessible from a major connector, such as Iowa Street or possibly 31st Street.	6/3/2016 9:06 AM
33	I would support a small bus transfer facility here (1/4 this size), if exit were not via 18th, and primary facility were located on Iowa Street.	6/3/2016 6:51 AM
34	Maybe. Tell me more....	6/2/2016 7:49 PM
35	Both 5&6 are "less bad" but do not change the fact that a transit hub needs to have immediate access to one or more arterial roadways.	6/2/2016 5:21 PM
36	I'd be much more inclined to	6/2/2016 4:44 PM
37	More likely to support if enter and exit on West side.	6/2/2016 4:04 PM
38	Probably, although depends on how LHS and CMS are protected from the great traffic increase	6/2/2016 3:57 PM
39	A facility of this nature should be located on a major artery like 15th street or 23rd street. The density of housing near the university is also greater than other sites owned by KU, so development will impact more people compared to say a facility on 15th street, west of Iowa..	6/2/2016 3:48 PM

## Q7 What aspect(s) of the project do you believe are positive?

Answered: 71 Skipped: 57



Answer Choices	Responses
Walking distance to a multi-modal transportation hub.	66.20% 47
Central location for transit center in city promoting efficiency of operations in community.	66.20% 47
Total Respondents: 71	

#	Add other positive aspects if you like.	Date
1	I think our bus system is broken.	6/14/2016 1:30 PM
2	No positive aspects. None. KU owns a commuters lot already - why not use it?	6/14/2016 12:53 PM
3	May be efficient for students, but no one else.	6/13/2016 8:45 PM
4	There are no positive aspects	6/13/2016 8:32 PM
5	no positive aspects	6/13/2016 7:12 PM
6	None of the above	6/13/2016 5:14 PM
7	None	6/13/2016 2:40 PM
8	Efficiency in and of itself is not necessarily a positive, especially if quality of life is eroded and/or increased tax assessments are produced.	6/13/2016 1:01 PM
9	No positives at this proposed site	6/12/2016 10:48 PM
10	KU needs more parking.	6/12/2016 9:38 PM
11	None.	6/12/2016 9:31 PM
12	no positives--The town has grown further west and north so this is not the central area. West campus could be considered as more central. Suggestions of other sites with 4 lane roads and no schools right near road: Iowa and 15th or 23rd and west campus: or Iowa and 19th where KU has other land.	6/12/2016 9:05 PM
13	hub a necessary idea, concept	6/12/2016 5:23 PM
14	I don't see any positive aspects	6/12/2016 11:37 AM
15	None. Regarding these two pts. in Q. 7: We can already ride and connect with buses and it doesn't furnish as much congestion in the neighborhood. A central location may be desirable for Transits plan but the right location just may not exist, ever. So change the plan.	6/12/2016 10:39 AM
16	Increased access to basic transportation for those not socioeconomically privileged	6/12/2016 10:30 AM

# UPNA Survey of University Place Residents Regarding Multi-Modal Transit Facility Hub (Lot 90)

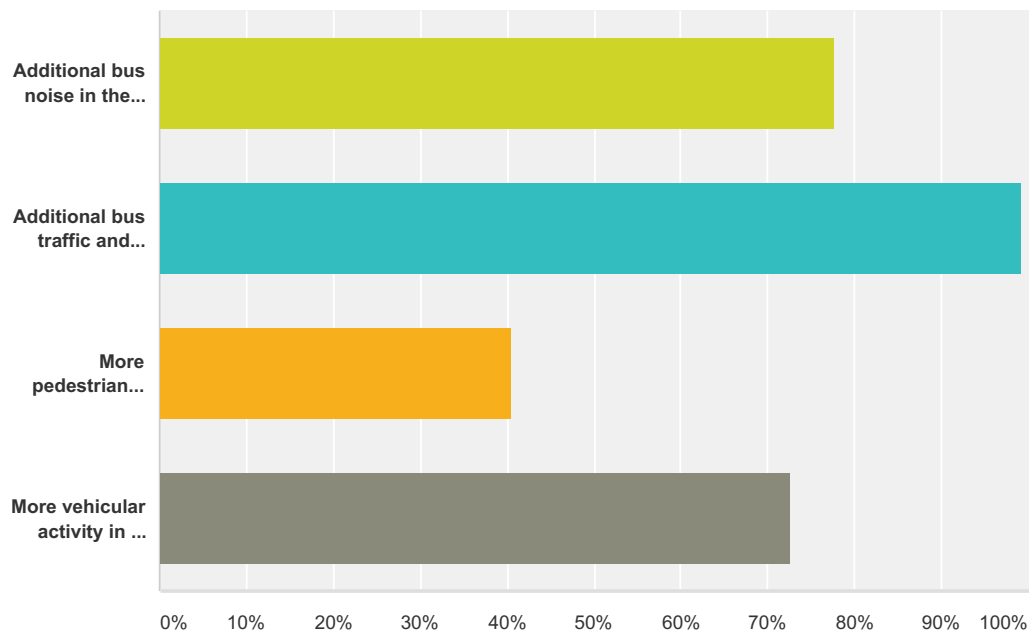
SurveyMonkey

17	not sure.	6/11/2016 3:24 PM
18	Considered 2 transit centers with a shuttle between?	6/11/2016 9:30 AM
19	None	6/11/2016 12:23 AM
20	None - i believe a city transit center should be located on a main artery not in a quiet secuded neighborhood. Having a bus stop at this location would be helpful but not a hub.	6/10/2016 5:59 PM
21	There are no positives to this in this area. It lacks almost ALL urban planning and transit values.	6/10/2016 2:10 PM
22	I beleive city buses are a plus in realistic perspective to our city. It is just hard for me to see anything positive about this project when convenience, central location, and efficiency warrant putting the bus hub on our neighborhoo, in front of my home where adjoining routes are clogged with constant sporadic gridlock. This leaving me to question the possibility of buses running on time via widened 19th and running efficiently. As far as walking distance to the bus hub? I would rather walk to a bus stop to get to the hub than have the hub in the area proposed.	6/8/2016 5:45 PM
23	None	6/6/2016 10:43 AM
24	This plan would enhance the quality of public transportation in Lawrence--much needed!	6/6/2016 8:08 AM
25	Selfishly, I would like to be walking distance to city-wide transportation. But the site would not allow for efficiency or growth.	6/6/2016 12:35 AM
26	None	6/5/2016 9:22 PM
27	Again, I feel a west campus location would be a better location. Access to both Iowa and 23rd St.	6/5/2016 9:16 PM
28	I do believe a bus stop would be positive. However, a bus stop is a long way from a multi-modal transportation hub. I do not see any positive attributes of this being in the proposed location	6/5/2016 7:29 PM
29	None	6/5/2016 6:15 PM
30	If a bus hub is actually needed in Lawrence then it should be located near an arterial street and commercial areas. The location proposed in 2014 near The Merc at 9th and Centennial was idea.	6/5/2016 4:40 PM
31	None	6/4/2016 11:52 AM
32	I do not see the proposed location as "central".	6/3/2016 9:54 AM
33	To my mind, there are no positive aspects to locating the transit hub in Lot 90. I have throught about this a lot, and I can't come up with even one.	6/3/2016 9:09 AM
34	Parking garage replacing lot 90 -- more efficient	6/3/2016 6:54 AM
35	None of the above.	6/2/2016 7:51 PM
36	Potential for fewer high schoolers parking in neighborhood, increased property values, benefit for elderly who cannot drive	6/2/2016 6:19 PM
37	This looks like a win-win for the University and the Lawrence community more broadly.	6/2/2016 4:42 PM
38	Increased home value?	6/2/2016 4:22 PM
39	I don't use the bus system due to it's time inefficiency. A city bus hub should be located on a major arterial road.	6/2/2016 3:49 PM
40	Bus service is useful for those who cannot drive.	6/2/2016 3:40 PM



## Q8 What aspect(s) of the project do you believe are problematic?

Answered: 121 Skipped: 7



Answer Choices	Responses
Additional bus noise in the neighborhood.	77.69% 94
Additional bus traffic and congestion on streets adjacent to the neighborhood.	99.17% 120
More pedestrian activity in the neighborhood.	40.50% 49
More vehicular activity in the neighborhood.	72.73% 88
Total Respondents: 121	

#	Add other problematic aspects if you like.	Date
1	All of the above, plus kids walking and playing around noise and traffic and possibly bus riders who decide to stroll in the neighborhood.	6/14/2016 2:45 PM
2	Concern about street & curb maintenance. Streets & curbs have significant deferred maintenance as they stand today. I'd like to understnad what the City's commitment to this maintenance would be if the transit hub is built.	6/14/2016 1:38 PM
3	Increased pollution in a residential neighborhood. Increased foot traffic leading to increased neighborhood criminal activity. Decreased safety for residents (especially the children who want to play outside).	6/14/2016 12:53 PM
4	Increased noise, increased trash problems- I already clean up enough trash thrown on my lawn and in front of my house by the students. I am not interested in picking up other people's trash.	6/13/2016 9:25 PM
5	More people in the neighborhood bringing potential for increased crime.	6/13/2016 8:45 PM
6	Get rid of the roundabouts too	6/13/2016 8:32 PM
7	It's a multi-modal transit facility hub -- it will bring tremendous traffic to neighborhood streets	6/13/2016 7:35 PM
8	Additional traffic would make 19th street more unsafe for the grade school, high school and college students in the area.	6/13/2016 12:12 PM
9	to locate a major transit hub without arterial streets (like Iowa and 23rd) to absorb the traffic is truly shortsighted. The ideal place for the hub is across Iowa at 23rd where the large KU making lot already exists.	6/13/2016 10:56 AM

10	The placement of this hub is directly in front of the business school and the rec center, two of the busiest buildings on campus. I worry about student pedestrian traffic around those buildings and the neighborhood with 400 buses entering the area per day.	6/12/2016 10:41 PM
11	Congestion on 19th street; danger to Cordley schoolchildren and Lawrence High School students	6/12/2016 9:31 PM
12	Very negative for the schools --LHS and Cordley.	6/12/2016 9:05 PM
13	Nothing in immediate vicinity for people to do who are not KU students besides wander campus or the neighborhood. Should be somewhere with access to shopping/dining, etc.	6/12/2016 7:11 PM
14	by neighborhood, I'm including 19th St. and our neighbors,LHS	6/12/2016 5:23 PM
15	Adding additional congestion to LHS and Cordley traffic is problematic on many levels.	6/12/2016 4:57 PM
16	These all say "in the neighborhood" but what about "around the neighborhood" and other neighborhoods?	6/12/2016 10:49 AM
17	Also, I don't regard this location as 'central'.	6/12/2016 10:41 AM
18	Cost. This went from a \$3M city bus transfer station to a \$19.5M taxpayer supported project because KU has dangled a land opportunity in front of the City so taxpayers can help build KU a new parking garage.	6/12/2016 10:39 AM
19	19th	6/12/2016 10:24 AM
20	More trash in the neighborhood. Loss of property value and the neighborhood becomes even more of a drive-through for KU. Loss of safety.	6/12/2016 9:17 AM
21	Not having sidewalks in this area.	6/11/2016 2:22 PM
22	All and so many more than listed	6/11/2016 12:23 AM
23	This project jeopardizes the quality of life of University Place. It is not a city thoroughfare but a neighborhood. Nothing the city does should destroy the quality of life in a neighborhood. Rather the transit hub needs to be located in a commercial area where both the city and the owners can benefit from its presence. The quality of sound and air, additional traffic congestion are just a small part of the problem. The large traffic flow of buses lowers the value of homes in the neighborhood which is currently a viable community of mixed ages and interests - home owners and renters that live in harmony. To me this project will destroy the integrity of this neighborhood.	6/10/2016 5:59 PM
24	The City going along with the University to snatch federal transportation funds to buy the KU a parking garage for Allen fieldhouse	6/10/2016 2:10 PM
25	Additional bus traffic for streets IN the neighborhood, 18th & Missouri, people loitering, pollution even from buses that run on batteries, I hear they still have diesel. Loss of parking for residents on Missouri St. to keep the street 2-way traffic. Also,this project has not been presented to the PUBLIC at large >> it has a very large tax bill when we are already struggling to balance the books.	6/7/2016 8:36 PM
26	Walking to/from LHS and Cordley will be more difficult and dangerous. Sidewalks on 19th are not safe. 23rd and Louisiana is already congested. Location of hub will add delays to city residents travelling by bus (location is not efficient because it is far from arterials).	6/7/2016 7:24 AM
27	A transit hub should be in a commercial area.	6/6/2016 10:43 AM
28	19th Street is already overused around the high school on weekdays at 8 and 3, and after ball games.	6/6/2016 8:08 AM
29	Parking garage will not relieve congestion of cars seeking free parking on UPNA neighborhood streets; traffic would instead INCREASE	6/6/2016 12:35 AM
30	19th St is a mess already at certain times of the day. This will only expand on that problem.	6/5/2016 9:16 PM
31	Safety issues with children walking to and from the schools. Really, as well safety issues for all pedestrians. The integrity of this historic pocket of homes will be forever altered. There is no going back from this project once it's done. The city of Lawrence covets Mass Street and the historic downtown and works to preserve it. There are only a handful of historic areas that aren't run down by heavy traffic and high percentage of rental houses. This facility will lower the quality of life here and lower property values. Additionally, air pollution, noise pollution and possible water pollution with the very high water table here is a risk.	6/5/2016 7:29 PM
32	It is totally unacceptable for buses to exit and enter along any part of 18th Street; this is a problem for most of the neighborhood not just the homes on 18th Street between Arkansas and Alabama.	6/5/2016 4:40 PM

33	On 19th Street are two schools, Cordley and Lawrence High School. Cordley is a neighborhood school and children walk to school. 19th St. is very difficult to navigate now. It will be impossible with all these buses. There are also many highschool drivers and walkers on 19th.	6/4/2016 11:52 AM
34	Noise pollution, air pollution, potential property devaluation	6/3/2016 9:54 AM
35	Traffic and congestion are primary problem.	6/3/2016 6:54 AM
36	19th already gets very backed up during peak times, adding all these buses will make it much worse	6/2/2016 11:17 PM
37	Safety for school students and faculty and families. Congestion is already significant	6/2/2016 10:06 PM
38	Lowering of property values; difficulty using 19th street; lack of safety; Can't walk my kid to school	6/2/2016 7:51 PM
39	Assumed reduction of property values, increase of rental property which reduces value of homes as that is partially due to the city does do code enforcement more violations with more rental and reduces value of our property. Streets are not designed to handle the traffic which increases traffic in UPNA to get around the back log, environmental impact including noise and air pollution etc., potential hangout location which increases trash and possible crime, personal safety, bus numbers keep increasing - buses stored in and now outside hub, just too big of project for the area, I don't think the city is looking ahead with adequate footprint this site will be too small - how will or what will they look to do to correct? I fear it will damage our wonderful neighborhood beyond repair.	6/2/2016 6:20 PM
40	Traffic on 19th street is already a problem at certain times of day; 19th street will need to be widened between Naismith and Harper to accommodate more trafficto deal appropriately with traffic	6/2/2016 6:19 PM
41	Safety of pedestrians on and crossing 19th street. This is especially true of children going to and from Cordley - which has no current safe path to/from UPN. The additional bus traffic to/from Naismith from/to Massachusetts will greatly exacerbate this already unsafe condition.	6/2/2016 5:21 PM
42	Possible negative effect on home value.	6/2/2016 4:22 PM
43	Additional foot traffic and bus traffic near an elementary school (Cordley) and this high school seems like a bad idea. It is already difficult enough for the kids to get to their schools safely. Let's not add to the problems on 19th.	6/2/2016 3:53 PM
44	Taxpayers already contribute too much in order to subsidize the transit system. Putting more money into the transit system in financially irresponsible	6/2/2016 3:49 PM
45	Environmental concerns	6/2/2016 3:42 PM

## Q9 Do you have any further comments about this project?

Answered: 64 Skipped: 64

#	Responses	Date
1	I hope the city will listen to all sides of this!	6/14/2016 2:45 PM
2	I believe there is already so much congestion in the area . How about the park and ride lot ?	6/14/2016 2:02 PM
3	I'm disappointment that City Hall has approved this project with no significant study or understanding of neighborhood and infrastructure impact.	6/14/2016 1:38 PM
4	I have two young children, who walk to school at Cordley Elementary and it is concerning to me that there would be more traffic in the neighborhood for them to navigate	6/14/2016 1:30 PM
5	If the city is going to spend our tax payer money on this project they should let tax payers vote on the issue. What is wrong with the city commissioners and planners? We already have problems with traffic in the neighborhood - why create a dangerous situation that will decrease property values for property owners? Is KU attempting to decrease the property values in the neighborhood so they can force residents out and use our properties for additional parking or dorms? I'm am so disappointed with KU and the city for making this decision without consulting its residents and considering the effects it will have on our neighborhood.	6/14/2016 12:53 PM
6	I am for a bus hub and transfer station but I find it ridiculous that one would be planned so close to several neighborhoods, all of which are already over-capacity in terms of traffic and activities.	6/13/2016 9:25 PM
7	The streets in the neighborhood are narrow. Off street parking is a challenge and the bus hub would add to the congestion in the neighborhood and on 19th street.	6/13/2016 8:45 PM
8	This does not belong in any neighborhood. Put it west of Iowa on KU property	6/13/2016 8:32 PM
9	There are no positive aspects that I can really think of. For the \$20 million dollar taxpayer contribution that this project has we could buy the citizens of Lawrence Uber rides free of charge for 25 years AND no hub needed.	6/13/2016 7:35 PM
10	west campus would be a possible alternative	6/13/2016 7:12 PM
11	19th street is usually at a standstill around rush hour making it nearly impossible to onto my block ( Alabama) Adding a transit hub would exacerbate the issue.	6/13/2016 6:16 PM
12	I hope KU and the City revisit their decision to locate a transportation hub near 18th and Naismith. I can clearly foresee the problems this hub would cause. They would be more than we could handle.	6/13/2016 4:52 PM
13	The proposed plan is extraordinarily poorly designed, was proposed with virtually no in-put from the people and property owners who would be most affected (adversely) by the plan, and dramatically ratchets up the level of congestion (noise, people, vehicles, and pollution) in the site area and adjoining neighborhoods. A new site (or sites) should and must be proposed.	6/13/2016 1:01 PM
14	The main campus is too congested already.	6/13/2016 12:55 PM
15	Explore the fields on the northwest corner of 23 and Iowa for the project.	6/13/2016 12:12 PM
16	It is very important that the planners provide a full traffic study. The implications for 19th street are very troubling, especially 19th and Louisiana for school traffic.	6/13/2016 12:00 PM
17	See previous comments. Not interested in this project for our neighborhood in any form.	6/13/2016 7:29 AM
18	I've also heard that widening 19th will be problematic when it comes to sidewalks and walking to school.	6/12/2016 11:33 PM
19	Would like to see it NOT be built in lot 90	6/12/2016 10:48 PM
20	Please see my comments about the negative effects of the inefficient 18th St traffic diverter on the 1800 block of Maine St and the relevance, if any, to this plan.	6/12/2016 10:14 PM
21	I do not support this project at all.	6/12/2016 10:01 PM
22	Disappointed that this project seems to be being railroaded through by KU & the city. The location is bad for non-KU transit passengers - almost all will have to take at least 2 buses to reach a non-KU destination.	6/12/2016 9:38 PM
23	Fuck busses	6/12/2016 9:11 PM

24	When I heard about the project, I was very upset to hear that nothing was said to home owners or parents of school children in either of these schools. I thought it was quietly slipped into an agenda without many people hearing about it. Nothing was given to the school board or parents of either school. Also it seems to be conveniently slipped into agendas as schools are let out for the summer.	6/12/2016 9:05 PM
25	The thought of 400 buses daily going through a neighborhood means noise and air pollution to an extraordinary degree!	6/12/2016 8:35 PM
26	Bring it on! Looks like a great project. Keep it up Lawrence and KU.	6/12/2016 8:07 PM
27	Seems to be good for KU, but not Lawrence residents as a whole.	6/12/2016 7:11 PM
28	It will increase noise and reduce property values immensely.	6/12/2016 6:32 PM
29	hub should be located out on west campus where all those parking lots are already established.	6/12/2016 5:23 PM
30	Buses are unclean things with greater pollution rates. Bringing more "around the neighborhoods" will not help with anything, not even traffic.	6/12/2016 10:49 AM
31	We already have traffic problems in this neighborhood and I am concerned that more traffic on 19th street will lead even more people to try to cut through.	6/12/2016 10:41 AM
32	This is a terrible proposal that if realized will have City leaders or their successors dealing with mitigation of the bus traffic along 19th, Naismith, and Louisiana Streets for years to come.	6/12/2016 10:39 AM
33	They should look at the Iowa Street alternative option .	6/11/2016 3:24 PM
34	It would be good if the streets weren't so tight and if there was sidewalks for the people to walk on and stand on to wait for the buses.	6/11/2016 2:22 PM
35	please no more busses on my 18th & Missouri street, it is already congested enough with people exiting during school time. I hear too much noise on this street as it is and do not need busses.	6/11/2016 12:31 AM
36	It belongs at 23rd and Iowa, not 18th and Naismith Dr.	6/11/2016 12:23 AM
37	There is already an atrocious amount of noise every day from the emergency vehicles, construction vehicles and regular cars. My walls and windows rattle when the construction vehicles drive down 19th and they are so loud. I don't want another noise maker. I'VE HAD ENOUGH!	6/10/2016 6:46 PM
38	I really can not imagine 400 buses coming a day on Missouri, which is not a big street and it will be terrible everyone(bikers or pedestrians)	6/10/2016 6:43 PM
39	I urge the city and University to reconsider this project in its present location. Bus terminals are essential and when well placed enhance our quality of life.Traveling by bus needs to be convenient and cost effective. But this location leaves riders without access to many community services commuters need to desire to ride a bus. This location does not accomplish any of the goals for enhancing and enriching our lives or our neighborhood.	6/10/2016 5:59 PM
40	Lots, but I'm not interested in being a part of this collaboration any further.	6/10/2016 2:10 PM
41	I am for buses running EFFICIENTLY and PUNCTUAL. In regards to the CENTRAL LOCATION topic, Wouldnt it be more cost effective, efficient with effective bus ETAs, and less stress on the bus drivers to even have a not so central location by arteries that could support this operation? Utilizing a small to connect the city bus hub to KU buses on lot 90 for convenience if needed. Putting it in the middle of a sporadic gridlock traffic jungle that cannot be possibly accurately reflected via traffic study at this time(post basketball season, pre KU Masterplan completion off W 19th etc.) As far as the convenience of walking to the bus hub? Walking in general can be stressful without the onslaught of hundreds of buses traversing in front of my house and my neighborhood. So please! If and when this plan cashes in more emphasis on the buses staying off 18th St will be greatly appreciated!! If only the supposed widening of 19th st, and the roundabout @ 18th and Naismith could make me feel better about this!	6/8/2016 5:45 PM
42	I am very upset that supposedly a few UPNA residents were asked what they thought about this project and I was told they were OK w/ it but the people most adversely impacted by bus traffic were not asked. This is not the "transparency" that Lisa Koch was glowing about. It feels like our property is being devalued by a TIGER grant.	6/7/2016 8:36 PM
43	The university is trying to get the city to pay for its parking garage.	6/6/2016 10:43 AM
44	I would like to see this project succeed, but with sensitivity and accommodation to concerns of neighborhood and the amount of traffic on 19th St.	6/6/2016 8:08 AM
45	KU Park & Ride is the obvious location for a project this size, not a small residential neighborhood.	6/6/2016 12:35 AM
46	This project will dramatically change the ambiance of this great little neighborhood. And not for the better.	6/5/2016 9:22 PM

47	It's heart-breaking the university and the city would consider putting this project here, when it clearly belongs someplace else. If Roosevelt hadn't put the National Park System in place, surely these special places would be developed and ruined. Far from the same scale, though you surely see my point. The quality of life in a community is based on several factors. University Place Neighborhood is a special, quiet pocket here in old Lawrence. The facility will forever change it for the worse. In closing, this project is a nightmare and if allowed to move forward will not only bring negative impact to the neighborhood, but will destroy one of the loveliest areas to walk in around this city. Once you pave paradise , there's no un-doing it. Need examples? Look at Noland Road in Independence, Missouri -- Metcalf Avenue, in Overland Park -- Santa Fe in Olathe. Those city leaders sold out and now those areas are the armpits of the community. We'd like to preserve this little haven, which is a feather in Lawrence's cap, and the university.	6/5/2016 7:29 PM
48	Don't lower my property values.	6/5/2016 6:15 PM
49	The traffic analysis should evaluate the impact for the entire 19th Street corridor; i.e. Iowa to Venture Park and future connections to the east. Many neighborhoods and the entire Lawrence community are affected by this potential impact.	6/5/2016 4:40 PM
50	The traffic on 19th Street now is terrible as it is a major exit for KU students from the campus. This bus traffic will make navigating this street impossible.	6/4/2016 11:52 AM
51	I would like the city commission and KU to seriously consider moving the hub at least to the west side of Naismith or across Iowa.	6/3/2016 9:54 AM
52	I am not against the proposed KU parking facility, only against pairing it with the bus transfer hub.	6/3/2016 9:09 AM
53	A major transit hub needs to be located on a major street, preferably Iowa Street.	6/3/2016 6:54 AM
54	Adding this traffic to 19th street and particularly high school pedestrian, vehicular traffic that occurs for over 1000 persons plus families and event attendees	6/2/2016 10:06 PM
55	Stop this project. Get it away from University Neighborhood. It belongs on West Campus where there is abundant land and it will not affect neighborhood culture, livelihood and property values.	6/2/2016 7:51 PM
56	As this is a direct impact to our homes; this is not a political office vote I would support a resolution from UPNA to openly oppose.	6/2/2016 6:20 PM
57	I welcome the idea of the transit facility in our neighborhood; it will be a benefit to the whole of Lawrence; I hope those few houses which are actually on the routes of the buses will be compensated for their sacrifices for the good of the city	6/2/2016 6:19 PM
58	This neighborhood has,over the years been largely ignored and mistreated with regard to HSW issues by the city. There have been two notable exceptions to this (the raised pedestrian crossing across Louisiana and the traffic barrier on 18th street near KU Rec bldg). The traffic calming devices have helped some with traffic speed, but have never been made permanent. They look like no one cares. So in spite of residents being held responsible for mowing their lawns, keeping their property tidy, and their sidewalks clear of snake and debris, the City can place temporary obstacles in the middle if the road that are not maintained. This sends a message. That message is that no one cares about this neighborhood's environment. Just a follow up - the aforementioned traffic calming devices were installed with the City's assurance that they would be the first thing on the street department's to-do list. That was many years and major street projects all over town ago.	6/2/2016 5:21 PM
59	No	6/2/2016 4:42 PM
60	How will noise and air pollution be controlled?	6/2/2016 4:22 PM
61	Any Lawrence neighborhood should be free from having to defend itself from this sort of assault	6/2/2016 4:00 PM
62	This project is a bad idea. It is simply a way for KU to have a parking garage constructed near Allen Field House. Lawrence is a small town and the benefits of a facility of this type don't make sense in this location or city. This is a waste of tax payer dollars and a detriment to our University Place neighborhood. I can't believe that this entire project has made it this far without any voice from the neighborhoods that will be affected.	6/2/2016 3:53 PM
63	The city of Lawrence does not have the population density required to support a traditional fixed route bus service. There are more cost, environmental and time efficient ways to provide transit to the community.	6/2/2016 3:49 PM
64	We moved into this neighborhood a little more than a year ago and have thoroughly enjoyed walking our dog in a safe, peaceful and quiet environment (I also feel safe running in the early morning hours in our neighborhood). I'm genuinely concerned this project will have a negative impact on the safety and walkability of our streets, not to mention the negative impact on our property value.	6/2/2016 3:42 PM



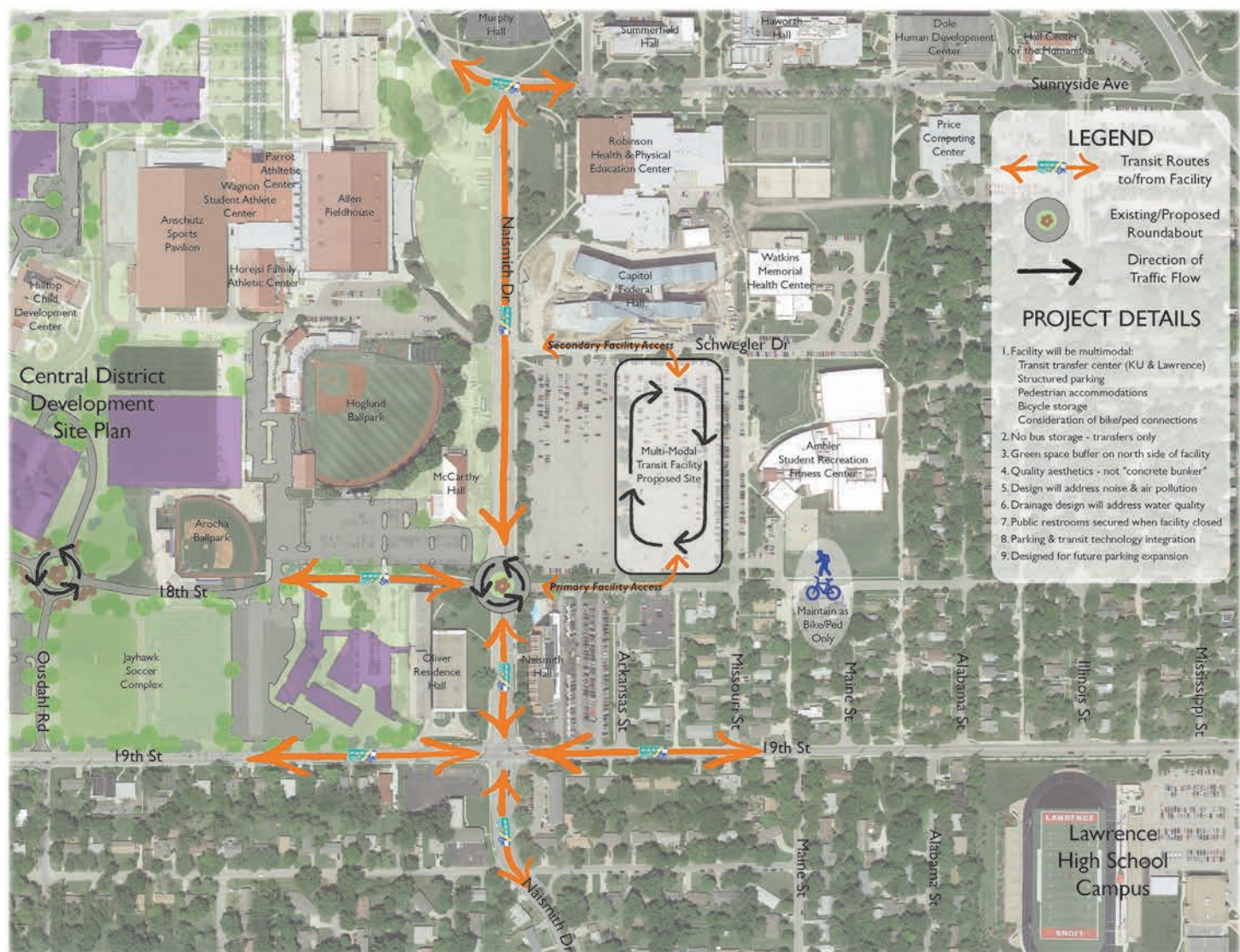
## THE FUNDING OPPORTUNITY

Lawrence Transit and KU on Wheels have submitted a joint application for a **T**ransportation **I**nvestment **G**enerating **E**conomic **R**ecovery grant. TIGER is a discretionary grant program administered by the US Department of Transportation. More information about the TIGER program can be found at [www.transportation.gov/tiger](http://www.transportation.gov/tiger).

If successful, the grant will fund design and construction of a \$30.6 million Multimodal Transfer Facility. The application requests \$15.6 million, which will be matched by \$15 million in local funds. The City will contribute \$4 million generated from a half-cent sales tax and KU will bond the remaining \$11 million in matching funds.

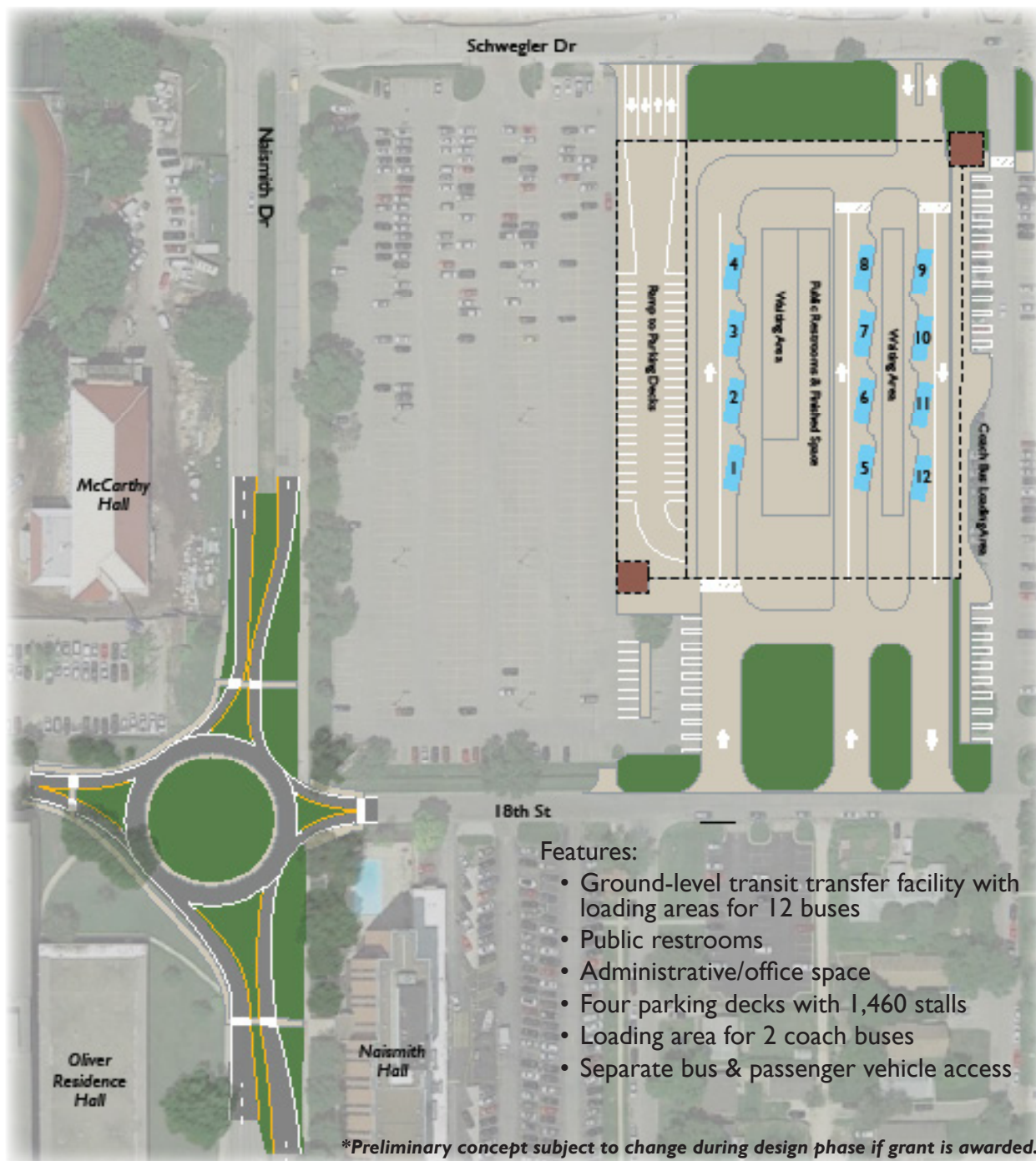
## PROJECT OVERVIEW

The proposed site is in KU Lot 90 at 18th Street and Naismith Drive. A roundabout at this intersection will provide site access. All buses will access the site using streets where transit routes currently run. The ground floor of the five-level structure will provide a permanent centralized facility for transit transfers. Parking decks will be located on the upper levels. A traffic impact study and environmental study are underway.



*Click on the image above to download a copy of the overview graphic*





Features:

- Ground-level transit transfer facility with loading areas for 12 buses
- Public restrooms
- Administrative/office space
- Four parking decks with 1,460 stalls
- Loading area for 2 coach buses
- Separate bus & passenger vehicle access

\*Preliminary concept subject to change during design phase if grant is awarded.

[Click on the image above to download a copy of the concept plan](#)

## PROJECT TIMELINE

### APRIL 2016

Preliminary Concept Planning

TIGER Grant Submission

### MAY/JUNE 2016

Environmental Study (federal requirement)

Traffic Impact Study

### AUG/SEPT 2016

TIGER Grant Awards Announced

### 2017

Project Design Phase (if TIGER grant awarded)

### 2018

Facility Construction (if TIGER grant awarded)

FOR MORE INFORMATION CONTACT: Robert Nugent • [rnugent@lawrenceks.org](mailto:rnugent@lawrenceks.org) • 785.832.3462

LAWRENCE TRANSIT & KU ON WHEELS MULTIMODAL TRANSFER FACILITY

