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CITY OF LAWRENCE  
UNIVERSITY OF KANSAS



# Downtown Station – Step 2, Site Selection Criteria

## *Public Engagement Results*

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# Background

Since 2010, Lawrence Transit has operated the majority of bus transfers from temporary locations in Downtown. Site selection studies in 2014 and 2018, in addition to a TIGER grant application in 2016, informed potential viable sites for a permanent facility. In July 2020 the City and University of Kansas agreed to develop Central Station on university property located at Bob Billings & Crestline Drive.

Because the project site is not located near a current transfer area, a Route Redesign Study was conducted in 2021-2022 to take advantage of this new facility. In the course of the Route Redesign Study, it became clear that permanent improvements for Downtown transfers are required to facilitate routes that will still operate in that area. Downtown Station improvements are now separate from the Central Station project.

With Central Station complete and served by 7 routes, 5 routes will continue to serve Downtown Station. More than \$1.6 million of state funds have been awarded for Downtown Station, and the bulk of public outreach, site selection, and concept design is anticipated to happen in 2024, with construction likely in 2025.

As part of the public engagement process, Lawrence Transit requested public input on what criteria should be used to evaluate and score site ideas. The survey was made available on Lawrence Listens from 6/18/24 – 7/12/24. The survey had 117 respondents.

Notification for how to provide public input were sent in the following ways:

- [Press release](#)
- Link posted to [www.lawrencetransit.org](http://www.lawrencetransit.org)
- Twitter posts
- Facebook posts

## Site Selection Criteria

Lawrence Transit staff drafted 14 site selection criteria for review by the Downtown Transit Station Steering Committee and the general public. The following sections demonstrate how public input informed the final site selection criteria and scoring model.

# Criterion #1: Is there sufficient space for 5 sawtooth bus bays + required amenities?

## Why is this criterion important?

- Sites not large enough to accommodate the required project elements cannot functionally be considered.
- The “puzzle pieces” shown below will be used to evaluate if sites are sufficiently large enough.

### Criteria #1: Is there sufficient space for 5 sawtooth bus bays + required amenities?

#### Scoring

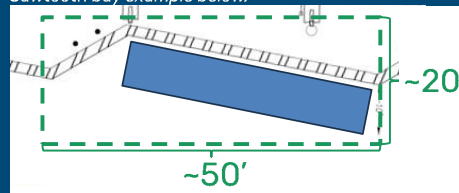
- **0=Yes, sufficient space**
- **Off the table=Insufficient space**

#### Description

##### Required elements

- 5 sawtooth bus bays
- 1 road supervisor parking bay
- Driver restroom
- Seating
- Wind and weather protection

*“Puzzle pieces” to be used in evaluation process.  
Sawtooth bay example below:*

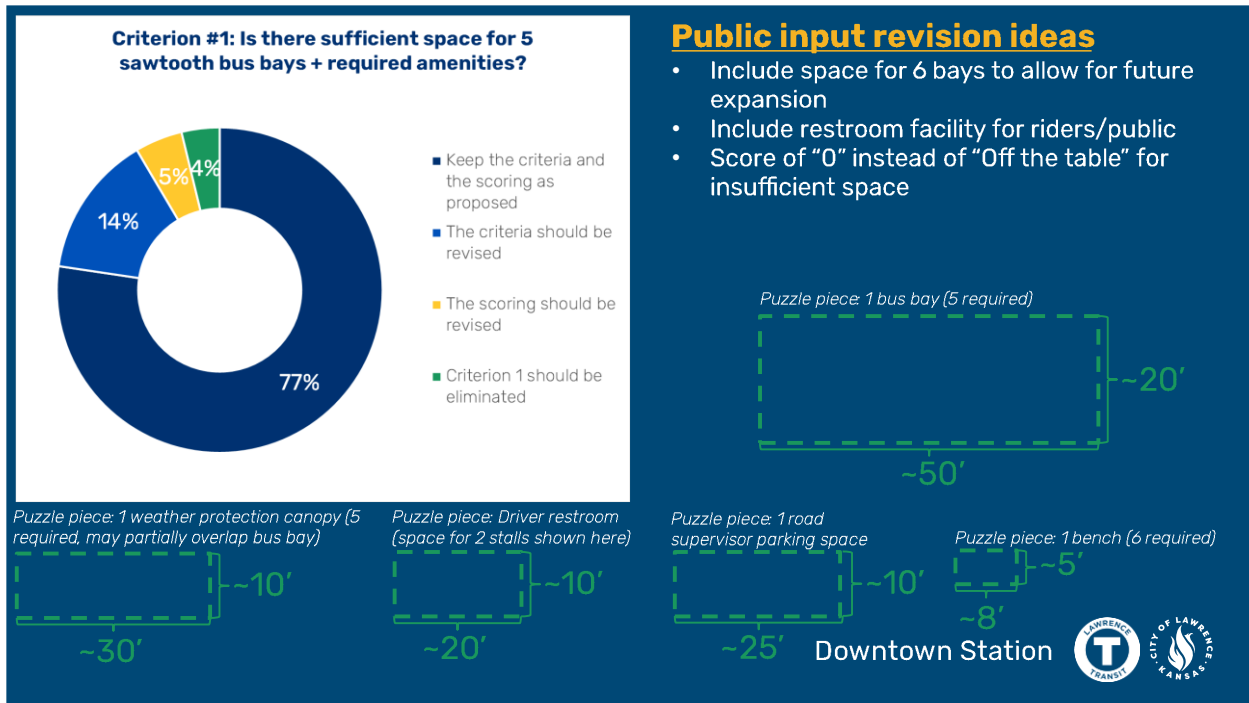


Downtown Station



## What we heard from the public

- The space requirements should include 6 bus bays instead of 5 to account for future expansion
- A public restroom facility should be included, not just a driver restroom.
- A full list of comments can be found in **Appendix A: All Survey Responses**



## Final criterion

- No changes were made to the wording or substance of criterion #1, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
1	Yes=0 No=Off the table	Yes=1 No=Off the table	2.50

# Criterion #2: Is the site a part of RFP #2300094 parking lot redevelopment?

## Why is this criterion important?

- The City of Lawrence is seeking proposals to redevelop 3 parking lots in the downtown area into mixed-use developments (see **Appendix B: RFP #2300094 News Release**). Downtown Station is partially funded through a federal grant, administered by the Kansas Department of Transportation. Lawrence Transit has received guidance from KDOT that recommends avoiding a public private partnership with the Downtown Station project due to the complexity and added timeline associated with PPP development using federal funds.
- Without strong support from the grant-funding agency, the City is unable to consider integrating a federally funded transit station within a private mixed use development.
- [Interactive map](#)

### Criteria #2: Is the site a part of RFP #2300094 parking lot redevelopment?

#### Scoring

- **0=No**
- **Off the table=Yes**

#### Description



Downtown Station



## What we heard from the public

- Comments ranged from people who do not think any downtown parking lot should be considered to people who think the 3 parking lots in RFP #2300094 should still be considered, even without state or federal support.
- A full list of comments can be found in **Appendix A: All Survey Responses**

**Criterion #2: Is the site part of RFP #2300094 parking lot redevelopment?**

Response	Percentage
Keep the criteria and the scoring as proposed	67%
The criteria should be revised	13%
The scoring should be revised	8%
Criterion 2 should be eliminated	12%

**Public input revision ideas**

- Do not allow Downtown Station on any parking lot
- Do not take RFP #2300094 parking lots off the table

Downtown Station

### Final criterion

- No changes were made to the wording or substance of criterion #2, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
2	No=0 Yes=-Off the table	No=1 Yes=-Off the table	2.50



# Criterion #3: Is the site on city-owned land?

## Why is this criterion important?

- The Downtown Station project does not include any project funding for land acquisition.
- Private property owners who are not willing to sell disqualifies the site from consideration.
- Private property owners who are willing to sell keeps the project in contention for selection, but funding would need to be identified for the land purchase.
- [Interactive map](#)

### Criteria #3: Is the site on city-owned land?

#### Scoring

- **2=City-owned**
- **1=Private + willing to sell**
- **Off the table=Private not willing to sell**

#### Description



Downtown Station



## What we heard from the public

- Only city-owned land should be considered
- The scoring weights should change
- A full list of comments can be found in **Appendix A: All Survey Responses**

### Criterion #3: Is the site on city-owned land?

Response	Percentage
Keep the criteria and the scoring as proposed	78%
The criteria should be revised	10%
The scoring should be revised	7%
Criterion 3 should be eliminated	5%

### Public input revision ideas

- Only consider City-owned land, all other land "Off the table"
- City-owned land should score higher than a "2"
- City-owned and Private/willing to sell should score the same

Downtown Station

## Final criterion

- No changes were made to the wording or substance of criterion #3, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
3	City-owned=2 Private + willing to sell=1 Private not willing to sell=Off the table	City-owned=2 Private + willing to sell=1 Private not willing to sell=Off the table	1.25

# Criterion #4: Is the site in a FEMA Flood Hazard Zone?

Why is this criterion important?

- The Federal Transit Administration will not allow federal funds to be used to build projects in areas that are likely to flood.
- Aside from the federal regulations regarding floodplains, City staff does not believe constructing in a floodplain is a responsible use of City resources, or safe for the community.
- [Interactive map](#)

**Criteria #4: Is the site in a FEMA Flood Hazard Zone? (0.2% annual chance flood hazard, 1% annual chance flood hazard, regulatory floodway)**

### Scoring

- **0=No**
- **Off the table=Yes**

### Description



Downtown Station



What we heard from the public

- Some commenters desire for flood hazard zones to remain under consideration for site selection.
- A full list of comments can be found in **Appendix A: All Survey Responses**

### Criterion #4: Is the site in a FEMA Flood Hazard Zone?

Response	Percentage
Keep the criteria and the scoring as proposed	75%
The criteria should be revised	6%
The scoring should be revised	6%
Criterion 4 should be eliminated	13%

### Public input revision ideas

- Sites within FEMA Flood Hazard zones should not be "Off the table"

Downtown Station

## Final criterion

- No changes were made to the wording or substance of criterion #4, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
4	No=0 Yes=off the table	No=1 Yes=off the table	2.50

# Criterion #5: Is the site within a historic context area?

Why is this criterion important?

- While not a disqualifying criterion, constructing in a historic context area requires additional time, and possibly cost, to meet historic guidelines and win necessary approvals. The shortest feasible project timeline is desirable to make improvements which will help riders.
- [Interactive map](#)


**Criteria #5: Is the site within a historic context area?**

**Scoring**

- 0=Yes
- 1=No

**Description**



Downtown Station  

What we heard from the public

- Comments ranged from people who think sites within historic context zones should be off the table to people who think that the criterion should be eliminated and not considered.
- A full list of comments can be found in **Appendix A: All Survey Responses**

**Criterion #5: Is the site within a historic context area?**

Response	Percentage
Keep the criteria and the scoring as proposed	51%
The criteria should be revised	13%
The scoring should be revised	11%
Criterion 5 should be eliminated	25%

**Public input revision ideas**

- Sites within historic context areas should be "Off the table"
- Add scaled scoring based on proximity to historic context areas or age of historic property
- Remove the criteria because site can be designed to fit historic guidelines

Downtown Station

### Final criterion

- No changes were made to the wording or substance of criterion #5, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
5	No=1 Yes=0	No=2 Yes=1	1.25

# Criterion #6: Is re-zoning required?

## Why is this criterion important?


- While not a disqualifying criterion, re-zoning a property requires additional time to win necessary approvals, and approvals are not guaranteed. The shortest feasible project timeline is desirable to make improvements which will help riders.
- [Interactive map](#)

**Criteria #6: Is re-zoning required?**



**Scoring**

- 1=No
- 0=Yes

**Description**



*The draft new code includes a new "Bus Terminal" use and allows it in the 2 draft zoning districts within the boundary. Adjustments to this are possible prior to the final approval of the new code.*

Downtown Station  

## What we heard from the public

- This criteria should be removed since properties can be re-zoned.
- A full list of comments can be found in **Appendix A: All Survey Responses**

### Criterion #6: Is re-zoning required?

Response	Percentage
Keep the criteria and the scoring as proposed	71%
The criteria should be revised	10%
The scoring should be revised	3%
Criterion 6 should be eliminated	16%

### Public input revision ideas

- Remove, since zoning can be changed

Downtown Station

## Final criterion

- No changes were made to the wording or substance of criterion #6, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
6	No=1 Yes=0	No=2 Yes=1	1.25



# Criterion #7: What is the net gain/loss of parking spaces?

## Why is this criterion important?

- During the 2021 process which evaluated 3 options for Downtown transit improvements, the public expressed concern over the net loss of automobile parking spaces. This project to improve transit access Downtown will aim to mitigate impacts to automobile parking.
- [Interactive map](#)

### Criteria #7: What is the net gain/loss of parking spaces?

#### Scoring

- **4=Gain**
- **3=0-9 lost**
- **2=10-19 lost**
- **1=20-29 lost**
- **0=30+ lost**

#### Description

*The current location of the bus transfers on the 700 block of Vermont St. occupies a space where 18 parking spaces could fit. A move of the transfer area to another site would result in a gain of 18 spaces, minus the loss of any spaces in a new location.*

*A higher number of points are awarded to sites that mitigate parking space loss.*



Downtown Station



## What we heard from the public

- Comments ranged from people who wanted this criterion eliminated or reduced in scoring weight to people who wanted the weight of this score to increase compared to other criteria.
- Bicycle parking should be included in the net calculations.
- A full list of comments can be found in **Appendix A: All Survey Responses**

### Criterion #7: What is the net gain/loss of parking spaces?

Response	Percentage
Keep the criteria and the scoring as proposed	69%
The criteria should be revised	12%
The scoring should be revised	9%
Criterion 7 should be eliminated	10%

### Public input revision ideas

- 20-29 spaces lost should score "0", not "1"
- "Off the table" if any net loss
- "Off the table" if 20+ net loss
- Lower the weight of this criteria by making the scale from 3 to 0 instead of 4 to 0
- Increase the weight of this criteria by making the scale from 5 to 0 instead of 4 to 0
- Eliminate criteria since convenient auto access is incompatible with convenient transit access
- Include bicycle parking spaces in net calculations

Downtown Station

## Final criterion

- No changes were made to the wording or substance of criterion #7, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
7	Gain=4 0-9 lost=3 10-19=2 20-29=1 30+=0	Gain=5 0-9 lost=4 10-19=3 20-29=2 30+=1	0.50

# Criterion #8: Is park space impacted?

## Why is this criterion important?

- People in Lawrence have expressed how important park space is to their quality of life. This project aims to mitigate any negative park space impacts, while providing convenient access to parks via transit.
- [Interactive map](#)

**Criteria #8: Is park space or green/open space impacted?**

**Scoring**

- 1=No
- 0=Yes

**Description**



*To protect park space, sites that do not impact park space will score higher than sites that do.*

Downtown Station  

## What we heard from the public

- Commenters generally wanted additional weight added to the scoring of this criterion, even as far as having sites disqualified if they impacted park space.
- A full list of comments can be found in **Appendix A: All Survey Responses**

### Criterion #8: Is park space or green/open space impacted?

Response	Percentage
Keep the criteria and the scoring as proposed	69%
The criteria should be revised	11%
The scoring should be revised	14%
Criterion 8 should be eliminated	6%

### Public input revision ideas

- “Off the table” if yes
- Increase “No” score from 1 to 2 (or higher)
- Scoring for criteria 8 should be same weight as for criteria 7

Downtown Station

## Final criterion

- No changes were made to the wording or substance of criterion #8, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
8	No=1 Yes=0	No=2 Yes=1	1.25

# Criterion #9: How close to the center of downtown (9th/Mass) is the site?

Why is this criterion important?

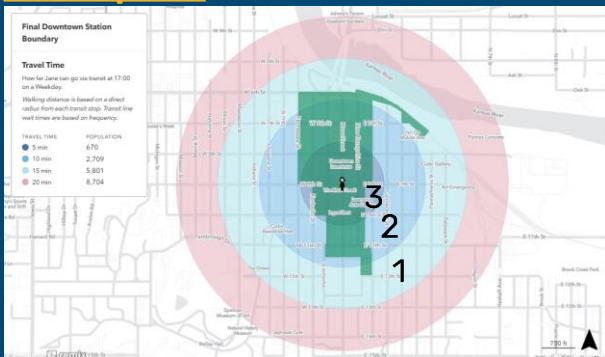
- People using all modes to get to and from Downtown (bus, automobile, bicycle, walking) desire convenient transportation access. The closer Downtown Station is to the center of the downtown area, the more convenient it will be for riders to reach most destinations using the bus.
- [Interactive map](#)

**Criteria #9: How close to the center of downtown (9th/Mass) is the site?**



**Scoring**

- **3=Within 5 min**
- **2=Within 10 min**
- **1=Within 15 min**

**Description**



*Sites nearer to the center of Downtown provide more convenient connections within walking distance to more downtown sites. Sites close to the center of downtown will score higher than sites farther away.*

Downtown Station  

## What we heard from the public

- Comments ranged from people who wanted only the 5 & 10 minute walking zones considered to people that wanted sites on the edge of downtown to score more highly.
- A commenter suggested moving the “center” location from 9<sup>th</sup>/Mass to something more north and west so that it fit in the “center” of the Final Boundary from Step 1 of the process.
- A full list of comments can be found in **Appendix A: All Survey Responses**

**Criterion #9: How close to the center of downtown (9th/Mass) is the site?**

Percentage	Revision Idea
57%	Keep the criteria and the scoring as proposed
19%	The criteria should be revised
15%	The scoring should be revised
9%	Criterion 9 should be eliminated

**Public input revision ideas**

- 15 minutes should be “Off the table”
- Reduce the weight of this question by changing scoring from 3, 2, 1 to 2, 1, 0
- Increase weight of question through more granular categories between 0-10 mins and a scale of 4 to 0, or a multiplier
- Reverse the scoring to prioritize transit on the edge of downtown
- Move the “center” to the center of the final boundary

Downtown Station

## Final criterion

- No changes were made to the wording or substance of criterion #9, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
9	Within 5 min=3 Within 10 min=2 Within 15 min=1	Within 5 min=3 Within 10 min=2 Within 15 min=1	0.83

# Criterion #10: Which Transportation Disadvantaged Zone is the site in?

Why is this criterion important?

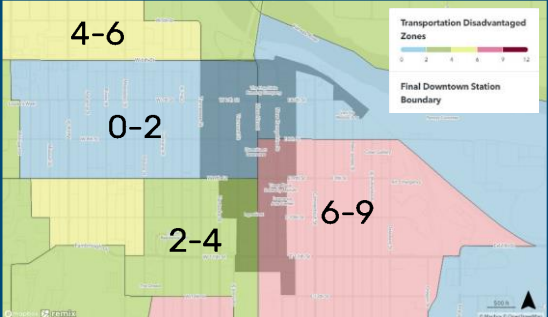
- [Transportation Disadvantaged Zones](#) are areas where people experience challenges achieving basic access to services, employment, and/or education due to socio-demographic characteristics and what travel options are available to them.
- Placing Downtown Station near higher-scoring Transportation Disadvantaged Zones would make using the bus more convenient for those most likely to rely on it.
- [Interactive map](#)

**Criteria #10: Which Transportation Disadvantaged Zone is the site in?**

**Scoring**

- 3= red 6-9
- 2= yellow 4-6
- 1= green 2-4
- 0= blue 0-2



**Description**



*Sites located near more transportation disadvantaged areas provide greater benefit to those who need it most, and result in higher scores.*

What does it mean to be transportation disadvantaged?

- Low-moderate income households
- Minorities
- Households with an individual with a mobility disability
- People who have less than a high school education
- Single parent households
- Households without vehicles
- Youth (under 18) and senior citizens (65+)

Downtown Station  

## What we heard from the public

- The weights of these scores are too high.
- Eliminate this criteria, stops are more important than stations.
- A full list of comments can be found in **Appendix A: All Survey Responses**

### Criterion #10: Which Transportation Disadvantaged Zone is the site in?

Response	Percentage
Keep the criteria and the scoring as proposed	69%
The criteria should be revised	11%
The scoring should be revised	5%
Criterion 10 should be eliminated	15%

### Public input revision ideas

- Eliminate because service levels and stops in TD Zones are more important than stations
- Eliminate because it works against criteria for centralized location

Downtown Station

## Final criterion

- No changes were made to the wording or substance of criterion #10, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
10	6+ (red)=3 4-6 (yellow)=2 2-4 (green)=1 0-2 (blue)=0	6+=4 4-6=3 2-4=2 0-2=1	0.63



# Criterion #11: How easy is it to approach/depart the site from multiple directions?

## Why is this criterion important?

- Transit radiates from downtown in several directions: North Lawrence, the 6<sup>th</sup> St. corridor, the 9<sup>th</sup> St. corridor, East Lawrence, KU campus, and south on Massachusetts St. Sites that are slow to get in and out of will be less operationally attractive than sites that are easy to enter and exit from multiple directions.

### Criteria #11: How easy is it to approach/depart the site from multiple directions?

#### Scoring

- **2=Easy**
- **1=Neutral**
- **0=Difficult**

#### Description

*The five transit routes currently serving the downtown area approach and depart downtown from 5 different directions. A site that requires approaching or departing from only 1 direction due to something like a one-way street would be less operationally desirable than a site easily approached from multiple directions.*

Downtown Station



## What we heard from the public

- Comments ranged from people who wanted this criterion to disallow sites with “difficult” access to people who wanted the scoring weight reduced.
- A full list of comments can be found in **Appendix A: All Survey Responses**

**Criterion #11: How easy is it to approach/depart the site from multiple directions?**

Response	Percentage
Keep the criteria and the scoring as proposed	78%
The criteria should be revised	8%
The scoring should be revised	8%
Criterion 11 should be eliminated	6%

**Public input revision ideas**

- Score of "Difficult" should result in "Off the table"
- Double all scores to increase weight of criteria
- Reduce number of scoring categories and lower scores to reduce weight of criteria

Downtown Station

### Final criterion

- No changes were made to the wording or substance of criterion #11, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
11	Easy=2 Neutral=1 Difficult=0	Easy=3 Neutral=2 Difficult=1	0.83

# Criterion #12: What level of concern is there about cost-driving factors at the site? (significant slope, demolition required, safe ADA crossings need added or not, etc)

## Why is this criterion important?

- This site has maintained a project budget of \$2,030,000 since 2021, during a time where many costs are rising. With that in mind, cost driving factors could make a difference on if the required elements of the project can be afforded. Site with fewer anticipated cost-driving factors will be more attractive than sites that may require high additional cost.

### **Criteria #12: What level of concern is there about cost-driving factors at the site?**

#### **Scoring**

- **2=Low**
- **1=Medium**
- **0=High**

#### **Description**

*Significant slope, required demolition of existing buildings, required addition of safe ADA crossings, required additional lighting, security/safety improvements etc. would all increase the cost of site development. This criteria aims to identify sites that may require higher costs to mitigate these factors. Sites with fewer concerns about these factors score higher than sites with possible cost-driving factors.*

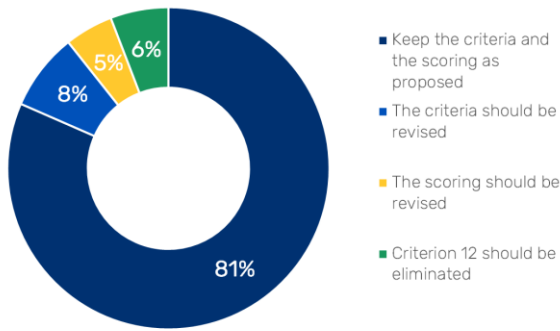
Downtown Station



## What we heard from the public

- Desire to increase the scoring weight of this criterion.
- A full list of comments can be found in **Appendix A: All Survey Responses**

**Criterion #12: What level of concern is there about cost-driving factors at the site?**



**Public input revision ideas**

- Increase the scoring to increase the weight of this criteria

Downtown Station



**Final criterion**

- No changes were made to the wording or substance of criterion #12, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
12	Low=2 Medium=1 High=0	Low=3 Medium=2 High=1	0.83

# Criterion #13: What level of anticipated impact is there at the site for downtown event reroutes?

Why is this criterion important?


- Sites that are difficult or impossible to access several times per year would create operational challenges with reroutes, reduced, or unavailable access for riders. Sites with less anticipated impacts from parades and other street closures will be more operationally desirable.
- [Interactive map](#)

**Criteria #13: What level of anticipated impact is there at the site for downtown event reroutes?**



**Scoring**

- **2=Low**
- **1=Medium**
- **0=High**

**Description**



*Downtown Lawrence is a place with frequent events and street closures. Sites that are less likely to be impacted by common street closures will score higher than sites likely to be impacted by these events.*

Downtown Station  

## What we heard from the public

- The 700 block of Vermont should be considered an area with frequent closures.
- Scoring weights should be increased or decreased.
- A full list of comments can be found in **Appendix A: All Survey Responses**

**Criterion #13: What level of anticipated impact is there at the site for downtown event reroutes?**

Response	Percentage
Keep the criteria and the scoring as proposed	82%
The criteria should be revised	5%
The scoring should be revised	8%
Criterion 13 should be eliminated	5%

**Public input revision ideas**

- Add 700 block of Vermont as area with frequent closures
- A score of "High" should be "Off the table"
- Increase the scoring to a scale of 4 to 0 instead of 2 to 0
- Decrease the scoring to a scale of 1 to 0 instead of 2 to 0

Downtown Station

### Final criterion

- No changes were made to the wording or substance of criterion #13, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
13	Low=2 Medium=1 High=0	Low=3 Medium=2 High=1	0.83

# Criterion #14: What level of anticipated traffic flow impacts are there at the site?

## Why is this criterion important?

- In an effort to reduce negative impacts on existing automobile traffic, sites that affect auto travel patterns less will be more operationally desirable.

### Criteria #14: What level of anticipated traffic flow impacts are there at the site?

#### Scoring

- **2=Low**
- **1=Medium**
- **0=High**

#### Description

*Sites that may require changes in traffic flows like changing a two-way street to one-way, or diverting traffic to other streets will have higher impacts. The lower the anticipated impacts, the higher the score. The City Engineer may need to provide input on possible traffic flow changes that could impact downtown transportation patterns.*

Downtown Station



## What we heard from the public

- Comments ranged from making high impacts to traffic disqualify a site to changing the criteria so that transit is prioritized over automobile traffic impacts.
- A full list of comments can be found in **Appendix A: All Survey Responses**

**Criterion #14: What level of anticipated traffic flow impacts are there at the site?**

Response	Percentage
Keep the criteria and the scoring as proposed	79%
The scoring should be revised	10%
The criteria should be revised	7%
Criterion 14 should be eliminated	4%

**Public input revision ideas**

- Change criteria and scoring to favor reduced traffic flow to make space for transit operations
- A score of "High" should be "Off the table"
- Increase scoring weights

Downtown Station

### Final criterion

- No changes were made to the wording or substance of criterion #14, but the scoring was adjusted to accommodate a factor that equalized weights across all criteria

Criterion	Draft Scoring	Adjusted Scoring	Factor
14	Low=2 Medium=1 High=0	Low=3 Medium=2 High=1	0.83



# Appendix A: All Survey Responses

## Criterion #1: Is there sufficient space for 5 sawtooth bus bays + required amenities?

All Criterion 1 comments
"Is there room for one or two buses to park safely and a bus stop with a bench and weather protection?" Lawrence has a new transit station. It does not need one downtown. It will become the new homeless drop-in center.
<b>0 = not sufficient space</b>
<b>1 = sufficient space</b>
<b>1 sufficient space</b>
<b>0 sufficient space can be developed</b>
<b>off the table = insufficient space/space cannot be developed</b>
<b>5 sawtooth bus bays is too much for Downton. It should be smaller.</b>
<b>Are there ever likely to be 5 buses at one time? I would think a smaller number of bays would be sufficient since there are so many routes going through central station now.</b>
<b>Are we sure we need a downtown bus depot? why do we have to have one? Why wouldn't it be closer to the train station? Or across the river in the old train depot, that is already city land with parking across the street and that old train depot has restrooms and is hardly ever used.</b>
<b>Downtown should be a bus stop not a bus station . Downtown is the tourist destination and should be kept as such . If we really need another station it should be close to places people actually need to go like 31st and Iowa or 6th and wakarusa .</b>
<b>I don't think you should have one downtown.</b>
<b>I feel that there should be public accomodations too that are ada compliant and this does not feel ada compliant</b>
<b>I think a waiting area and seating for passengers as well. Separate restrooms for drivers and passengers. Perhaps concessions too for drivers and passengers if needed such as vending machines that sell bottled water, sodas, and also chips and other snack items.</b>
<b>If 5 bays is the minimum required *today*, then we should include at least one spare bay (ideally more than one) as buffer to allow for future expansion, once Lawrence actually gets serious about municipal transit.</b>

<b>I'm not qualified to understand this, nor is the general public so I'm confused why we are getting feedback for this. As a designer, I would need to know a lot more to make an informed decision and I rely on our transportation professionals and engineers to make this determination.</b>
<b>It should consider access, not just size</b>
<b>No large bus stop/transit station downtown - we have one - you can switch there for one bus to take you downtown</b>
<b>No rationale for 5 sawtooth bus bays -- why not 4 or 3. The public deserves an explanation for the criteria; road supervisor parking bay unnecessary expense.</b>
<b>Restroom for bus riders</b>
<b>Should be public restroom available as well.</b>
<b>Specific verbiage regarding space for the creation of accessible walkways to access the buses in the bays and infrastructure support for the development of an audio system to announce the arrival of buses into the bays is requested. Current downtown transfer point lacks this, causing individuals to not know if and where a bus has arrived, especially for the blind who cannot see the visual line numbers on buses.</b>
<b>The schematic needs to expand and show full build out. Simply showing 20'x50' draws the conclusion it will only be 20'x150'. There needs to be. Schematic including sidewalk, benches, etc to show full impact size.</b>
<b>The transit hub doesn't belong anywhere near our downtown business. ðŸ™ˆ'</b>
<b>There is no criteria for audio announcement systems in the transfer point. Presently the downtown transfer point lacks any way for buses to announce or passengers to hear bus arrivals and departures, especially with multiple buses being available at the location. This is in direct violation of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973 for individuals who possess disabilities that prevents them from being able to access information visibly available on the bus.</b>
<b>The ADA's principle of "effective communication" applies here. This principle requires public entities to provide information in a way that people with disabilities can understand. Audio announcements would be one way to achieve this for blind or visually impaired riders.</b>
<b>Section 504 of the Rehabilitation Act prohibits discrimination against individuals with disabilities in programs or activities receiving federal funding. Public transit stations typically receive federal funding, so ensuring accessibility through audio announcements would be following this non-discrimination mandate.</b>
<b>Presently the downtown transfer point along with all of Lawrence Transit buses FAIL miserably with announcing arrivals at stations, transfer points, and stops. This results in especially blind individuals not being able to locate the buses and knowledge if and where their bus is located at all locations.</b>
<b>This assumes a demand for 5 concurrent buses as opposed to considering if 2 or 3 spaces are sufficient to meet current and realistic future use cases.</b>
<b>This is a technical detail best left to you, the experts.</b>

We do not need 5 bays. This entire initiative is a terrible idea and the fact that these surveys are the primary means of engaging community members shows that you are not interested in our perspective. Also this survey is completely inaccessible because of the images. So disappointed in local government.

Why is it necessary to send buses of this size into the downtown? Are all of these buses full currently coming into downtown?

Would it be worth while to consider other bus configurations and arrangements, such as a more linear arrangement?

You need to put in there, nowhere near the library or anywhere else where children are exposed to the nonsense and violence and drugs and alcohol that you guys have brought into this city.

## Criterion #2: Is the site a part of RFP #2300094 parking lot redevelopment?

### All Criterion 2 comments

#2 should be eliminated unless these sites are particularly well suited as a location for a bus station

0 = no

1 through 5 = ranked scoring.

Add more explanation why areas proposed for parking lot redevelopment would not be considered. Could the redevelopment not include changing it to a transfer station?

again, do we have to have a downtown bus depot? Why not use the old train depot across the river across from Johnny's. already built building that is hardly ever used.

exploring options for the transit hub as a part of private development options should still be on the table.

How many downtown Shoppers are these buses bringing downtown?

I don't agree with taking parking lots for this purpose.

I propose 7th and New Hampshire at the old Borders bookstore location. Tear down some of the bookstore, but keep some of it for an indoor station for both passengers and drivers. Convert the parking lot for bays. This property is doing nothing right now and has good potential for a design to meet the site of a bus station.

I think "yes" should be a 2 or 3 but not a dealbreaker.

I'm unsure how locked in these parking lot redevelopments are, and if they could be adjusted if needed since they haven't happened yet?

I'm unsure whether this applies: Aren't there plans to develop shopping & dining on the levee directly in back of Johnny's Bar & Grill? Would the parking lot directly SE of the Locust/North 2nd intersection & South of the Union Pacific depot provide \*uninterrupted transit\* from periodic closures of the current proposed area? Is it possible to construct a multi story bldg. nearby the water plant of similar design?

**Would this provide visitors equi-distant access to levee development for dining/shopping/bridge walks/pedestrian loop/traffic lights and downtown events?**

**Please consider the possibilities of transom service to the Amtrak 9th St. corridor for visitors as well.**

**This keeps the bus traffic out of a pedestrian/auto clogged downtown, on schedule & with necessary amenities in a more isolated setting for large vehicles, allowing long-range downtown development the room it needs to, say, bring a small convention setting to the LJW building, or riverside development of the south bank towards the east and the Amtrak station without introducing crowds of people hovering in congested pedestrian-heavy areas like Vermont or New Hampshire Sts, all on underutilized or undeveloped city owned land!**

**Only if the bus terminal is part of a larger development that either includes housing or commercial. Taking up one of the RFP parking lot developments for transit and parking would be a mistake. Those spaces need to become more efficient.**

**Parking lot redevelopment is only an ambiguous desire. Why weight it so heavily?**

**Should be limited to 10th street parking lot**

**Surface Parking Lots are land that could be developed at a much higher use to generate tax revenue. Utilizing as little land that could be developed as possible is critical. If using these parking lots would reduce potential development, this is a bad idea.**

**The image is unreadable and I am unable to comment because of that.**

**the scoring does not make any sense**

**The transit hub doesn't belong anywhere near our downtown business. ðŸ˜ˆ'**

**There is already an impression of insufficient parking downtown. This impression doesn't have to be true to alter its impact the decision making process. Can the city answer the question of how much a parking space contributes to downtown businesses vs the same amount of space bus parking contributes?**

**There may be other suitable locations to be considered.**

**There should not be a hub in downtown Lawrence unless it's next to the police station**

**This criteria is extremely confusing and I don't know what it means enough to give a good answer.**

**This criteria seems like it would significantly limit the options?**

**unclear, are you talking about all the different locations as one site.**

**Why does it matter?**

**Why no parking lot redevelopment? What is RFP #2300094?**

**You need to put in there, nowhere near the library or anywhere else where children are exposed to the the nonsense and violence and drugs and alcohol that you guys have brought into this city.**

**You provide no explanation of what this rfp is making it impossible for citizens to accurately respond**

## Criterion #3: Is the site on city-owned land?

All Criterion 3 comments
Consider the former Borders Bookstore building and parking lot for the downtown terminal with additional space for patrons.
City owned only
City owned property should get a much higher score because you don't have to purchase anything.
City owned should be a 4 private should be a 1
Cost has to be a factor. Would the land be acquired at market rate? That should be scored lower than if there is a possibility of negotiation or tax credits or something.
I propose 7th and New Hampshire at the old Borders bookstore location. Tear down some of the bookstore, but keep some of it for an indoor station for both passengers and drivers. Convert the parking lot for bays. This property is doing nothing right now and has good potential for a design to meet the site of a bus station.
I think city-owned or private-willing-to-sell should have the same score. I would like other criteria to weight more heavily in the decision.
make the info better to show what is what and not just color coded as I felt more confused just looking at it as it is
More weight should be given to properties that are already owned by the city. Maybe weigh private properties that are willing to sell by their cost compared to other sites downtown.
Off the table should be eliminated. It should only be the top two.
scoring should be 0 = Off the table, private owner not willing to sell. 1 = City owned land or private seller willing to sell
Should city owned land be weighted higher?
The image is unreadable and I am unable to comment
The key on the map is incomplete, we cannot possibly tell which land is which to give a good answer here.
The transfer station should be put where it makes the most sense to minimize the use of land that could be developed. If a parcel that is privately owned has less development potential than publicly owned land, then that land should be considered. The primary criteria should be maximum efficiencies of use and minimum use of land that has potential for other purposes like commercial and housing development. Utilizing as much of the public right-of-way is ideal.
The transit hub doesn't belong anywhere near our downtown business. ðŸ˜˜'
There are privately owned parcels that may be the most suitable locations, for example the Central Bank Midwest parking lot is underutilized and is very central and walkable on the north south continuum. If it is objectively a good site, it should not be dismissed because it is privately owned or currently not for sale. Everything is for sale under the right circumstances.
There should not be a hub in downtown Lawrence unless it's next to the police station
This image is too small to read!

This is the only criteria of them all that is a financial consideration. Any time finance comes into play it seems that will dominate the opinion because funds are limited. Could this be seen as a gain/loss statement? Perhaps something like the following,

The city gaining land

The city repurposing land

why not across the bridge? I feel like there is property on N 2nd st that would work really well for this project

You need to put in there, nowhere near the library or anywhere else where children are exposed to the the nonsense and violence and drugs and alcohol that you guys have brought into this city.

## Criterion #4: Is the site in a FEMA Flood Hazard Zone?

### All Criterion 4 comments

being in a flood zone might be an added cost for construction but should not make the site off the table. sometimes uses for flood zones are beneficial.

Confirm that the FEMA map is the best choice for ensuring the area is not in a flood prone area. From my understanding, the FEMA maps are in need of an update. I suggest taking this a step further and confirm with the City engineer that the area is at minimal risk for flooding.

If anything can go into a flood zone, it is a bus transit station that can be temporarily relocated would be ideal. Flip the scoring.

If the chances are that low for flooding, those sites should be considered with some research put into dealing with potential flooding

If the site makes the most sense for downtown and the transit mission, a flood zone is not a factor.

Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.

Look, this whole scoring system is confusing. Make these easier to understand.

No bus station needed downtown all there is is crime around them

Probably about a 4 for not being in a 0.2% annual chance flood hazard zone, but not a dealbreaker as a flood would only happen once in 500 years. I might even lower that to 3 or 2 except that climate change may increase the annual chance of flooding in the future. Being in a 1% annual floodway should be a dealbreaker, however.

scoring does not make any sense on this question

The images are impossible to see or read.. which you've done on purpose, I'm sure to make sure the public is actually not informed while you pretend we are.

The map is not totally clear where the flood hazard zones are along the river. It looks like parts of the river have been included in downtown but it is not clear which parts (if any) are not in a FEMA Flood Zone. Could, for example, the transfer station be elevated, with space underneath for other park-type amenities? Also it would be helpful to have a much larger, clearer map for the purposes of this survey.
The transit hub doesn't belong anywhere near our downtown business. ðŸ˜ˆ'
There should not be a hub in downtown Lawrence unless it's next to the police station
this shouldn't matter, lots of nice stuff is built in those areas
This station needs to go at the Amtrak facility. This criteria specifically disqualifies it from that.
If flooding occurs, it will be extremely rare, and the busses would easily be moved so as not to be damaged. .
This would be an opportunity to fund improvement of flood prone areas.
Unreadable
Use fill and build if the right site presents itself.
While knowing if the area is susceptible to flooding is important, it is important to have criteria and scoring that makes sense to everyone. Also, what do the colors on the map mean?

## Criterion #5: Is the site within a historic context area?

All Criterion 5 comments
A site within historic context should be off the table
Are you kidding? This map is unreadably small.
As long as you don't tear up, no issue. Everything is historic.
do not put this in a historic area period
Explain what a historic context area is.
Explanation of reasoning and impact. Maybe additional score to include proximity. Ex. Off the table if w/in 1/4 mi of site=0, within 1/2 mile of site=1, >1/2 mi=2. Of course I don't know what the exact distance should be, but I hope that demonstrates my thought.
Historic criteria is crushing the future of Lawrence. Nobody in 40 years is going to give a damn when they can't afford anything.
Historic structures are important but shouldn't receive undue weight.
I believe scoring should be era based:
>2000 - 5

**1950-2000 - 4**

**1900-1950 - 3**

**1870-1900 - 2**

**1854-1870 - 1**

**<1854 - 0**

**With -1 deductions for the following:**

**\* War/Military (-2 for Civil War)**

**\* KU**

**\* Current & Former Schools & Related**

**\* Abolitionism**

**I don't understand the relevance**

**I don't think this is relevant. The city needs to focus on helping people of today.**

**If it's going to be downtown, it's going to impact the historic character of the area even if not technically in a protected area. And that's where people want to go, so forcing it to move means it will be less convenient.**

**Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.**

**Include multiple tiers for areas in multiple HCA (with our rich history it should not rule out its placement if it can be done without destroying structures.)**

**It appears that so much of downtown is within historic context area (if that's what the red spots are on the map, again, no explanation is given for the colors on the map).**

**Keeping things out of a historic context area is going to make this really challenging. Our City needs to evolve to meet the needs of the future, and one of those elements is having a viable public transportation system. We cannot freeze things in place. A transfer station could be designed so it was in keeping with adjacent architecture.**

**No bus station needed downtown, all there is is crime around them.**



No one can see the image this is completely inaccessible and we should not make decisions based on historic areas. You are already disregarding public space and parking so who cares about historic areas
Off the table if yes.
reverse 0 and 1
Should also consider if itâ€™s in a design guideline district
The images are impossible to see or read.. which youâ€™ve done on purpose, lâ€™m sure to make sure the public is actually not informed while you pretend we are.
The site should not impact historic context areas. Scoring should be revised to Yes = off the table
The transit hub doesn't belong anywhere near our downtown business. ðŸ˜’
The value of "historic context areas" vary, especially in terms of what can and cannot be developed. I would recommend an asterisk signalling the a need for discussion, research, etc. rather than a number score.
There should not be a hub in downtown Lawrence unless itâ€™s next to the police station
this does not seem to be a relevant criteria since we can design the facility to fit into the historic guidelines.
This is not relevant. Efficiency is paramount. This is only relevant if a significantly historic structure would be altered.
This severely limits the choices and should only be included if it will make the building process much more difficult.
Transit use should beat out any 'historic' concerns, which are usually just used as a front to impede modern developments (such as a bus terminal). Just build it in the best location, and that will be a more useful historical legacy.
Unreadable.
Well of course. All of downtown Lawrence is historic. And why does this matter?
Yes= off the table
Yes=off the table

## Criterion #6: Is re-zoning required?

All Criterion 6 comments
2 rezoning not required
1 rezoning possible
0 rezoning not possible
Additional score for likelihood of rezoning approval.

<b>Again no one can read any of this text if competing this survey on a phone or using a screen reader. Do better. I'm so disappointed in local government</b>
<b>doesn't matter if the site is right</b>
<b>I don't understand this map.</b>
<b>I don't understand this one well enough to have an opinion.</b>
<b>Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.</b>
<b>Image unreadable</b>
<b>It is ridiculous that Planning is going to require that you rezone this proposed space, when city commission has previously waived zoning requirements for other city projects (e.g. Pallet Shelter Village)!</b>
<b>It seems like zoning is overridden all the time when it suits political goals, so why not now?</b>
<b>Maybe let's not adopt a zoning code with this limitation, and if we do, an exception will need to be made anywhere within the project area.</b>
<b>More detail is needed here, because from the map it looks like there are multiple zoning districts within the downtown boundary. This is going to be difficult to site, so I would suggest that we settle upon the best location and make the zoning changes necessary. The history of zoning is complex and the existence of a dated zoning regulation should not derail the placement of a transfer station.</b>
<b>Reduce options.</b>
<b>Rezone if needed. WHO cares. It's all made up.</b>
<b>since the zoning can be changed, it seems irrelevant to score this criteria either way.</b>
<b>The buses do not benefit downtown at all</b>
<b>The images are impossible to see or read.. which you've done on purpose, I'm sure to make sure the public is actually not informed while you pretend we are.</b>
<b>The transit hub doesn't belong anywhere near our downtown business. ðŸ˜ˆ'</b>
<b>There should not be a hub in downtown Lawrence unless it's next to the police station</b>
<b>This is the worst slide yet. Completely unreadable. If you want public opinion, which you should always, you have to make this more accessible. This is ridiculous. Signed, a professional survey designer for a major tech company.</b>
<b>We change zoning all the time in Lawrence. This seems like an unnecessary criteria given this option always exists.</b>
<b>Zoning is completely arbitrary and should be re-thought to maximize the potential effectiveness of this transit station.</b>

## Criterion #7: What is the net gain/loss of parking spaces?

All Criterion 7 comments
<b>0 score at 20 spaces lost. Adjust other scores to meet that</b>
<b>2=gain, 1=net zero, off table for any lost</b>
<b>6=Gain</b>
<b>3=0-9 lost</b>
<b>0=10-19 lost</b>
<b>Off the table=20+ lost</b>
<b>a gain of parking is way better than a loss of 10 20 or 30.</b>
<b>Again, the map is too small to read! Intentionally, I gather.</b>
<b>I propose 7th and New Hampshire at the old Borders bookstore location. Tear down some of the bookstore, but keep some of it for an indoor station for both passengers and drivers. Convert the parking lot for bays. This property is doing nothing right now and neither is the parking lot, and has good potential for a design to meet the site of a bus station. No parking spaces would be lost. They are not being used.</b>
<b>I think having a bus stop/station downtown is more important than and serves more people than 18 parking spaces. Relatedly, I don't think parking spaces should be rated so highly compared to other criteria.</b>
<b>3 gain</b>
<b>2 0-14 lost</b>
<b>1 15-29 lost</b>
<b>0 30+ lost</b>
<b>I think that a loss of 20 parking spaces should be considered off the table.</b>
<b>If there are any lost spaces this is not accessible. These parking areas are all full at any time of day every day of the week. You will kill downtown with this plan</b>

<b>If we want people to use buses, we need (1) more frequent service, (2) the most convenient possible bus terminal, and most importantly here (3) LESS parking for private automobiles. This criterion merely continues to privilege the use of private automobiles, which is wholly antithetical to the very idea of convenient, highly-utilized municipal transit. Please eliminate this criterion. Anyone who wants to keep this criterion is admitting that their real goals are to keep cars supreme and public transit as a second-class mode of transit.</b>
<b>Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.</b>
<b>Image unreadable</b>
<b>Maybe we can include bicycle parking as "parking spaces"</b>
<b>Most criteria are scored zero - off the table or 0 - 1. By putting 4 potential points on this one, it will have an outsized influence on the final decision.</b>
<b>Net loss or gain of parking should not be a consideration.</b>
<b>Parking is going to be affected no matter what, so we need to embrace that and move on.</b>
<b>Parking is the lowest possible use of land and we have too much. This shouldn't even be considered as parking will be a non-issue in 20 years when cars are truly driverless.</b>
<b>Parking isn't as big an issue as lazy visitors make it out to be. By facilitating better bus system we don't need those spots.</b>
<b>perhaps near the RR station in east Lawrence??</b>
<b>Revise both the criteria and scoring to this: 3 = Gain; 2 = 0-9 lost; 1 = 10-19 lost; Off the table = 20 or more lost.</b>
<b>Revise to:</b>
<b>5 - Gain</b>
<b>4 - 0-5 Lost</b>
<b>3 - 6-10 Lost</b>
<b>2 - 11-20 Lost</b>
<b>1 - 21-30 Lost</b>
<b>0 - &gt; 30 Lost</b>
<b>(-1 point for every 10 spaces gained beyond the first space gained   -1 for 11, -2 for 21, etc.)</b>
<b>The buses still do not benefit downtown</b>

the city could choose to add parking in another location to make up for any that are lost specifically to this design solution.
The images are impossible to see or read.. which youâ€™ve done on purpose, Iâ€™m sure to make sure the public is actually not informed while you pretend we are.
The transit hub doesn't belong anywhere near our downtown business. ðŸ˜’
There should not be a hub in downtown Lawrence unless itâ€™s next to the police station
To go along with the score values you've used for other criteria, you need to adjust these (0-4?!). I would use negative numbers for a loss, or any large loss of parking spots would be a deal breaker and off the table.
<b>1 = Gain</b>
<b>0 = 1-3 lost</b>
<b>Off the table = 4 or more lost</b>

## Criterion #8: Is park space impacted?

All Criterion 8 comments
<b>1 = No</b>
<b>Off table = Yes</b>
<b>2=No</b>
<b>0=Yes</b>
<b>Add a green space area to the plan</b>
<b>Again-you prioritize park space but no parking so people can visit it</b>
<b>Do not impact any park spaces.</b>
<b>do not impact green space - this is SO confusing</b>
<b>Green space lost should be off the table</b>
<b>Green space lost should be replaced elsewhere or the site should be off the table</b>
<b>I would increase the score for "no" to 2 (instead of 1).</b>

<b>If criteria 7 remains as written, then criteria 8 should weigh just as heavily as criteria 7, if not more. The criteria as they currently are prioritize parking considerations and deprioritize green spaces. We're trying to get people to use the bus; it should be okay for parking to be decreased. Loss of downtown green space for automobile use is probably not the message you're wanting to send.</b>
<b>If yes, it should not be considered at all. With new development happening all over town (which is good), our existing green space is more precious than ever. It helps maintain people's mental health, physical health, the city's air quality, water quality, manages flooding, etc. Moving the buses is NOT WORTH removing green space. And there are enough other options downtown to pick something different.</b>
<b>Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.</b>
<b>Impact to park space should be considered as a greater negative than a delta of 1.</b>
<b>Increase scoring because our downtown park spaces are so limited and need to be protected.</b>
<b>No loss of green space or open space should count for more than 1 point—it should be 3-4 points.</b>
<b>Not with my proposal.</b>
<b>Note: by having four points on the previous question and one point on this one, we are valuing parking spaces over green space. This does not reflect my values.</b>
<b>park and green space can be added in another location to make up for any lost by the specific site selected. this should be considered as part of the design solution.</b>
<b>Park space should not be reduced or negatively impacted. Scoring should be revised to Yes = off the table</b>
<b>reverse 0 and 1</b>
<b>The images are impossible to see or read.. which you've done on purpose, I'm sure to make sure the public is actually not informed while you pretend we are.</b>
<b>The transit hub doesn't belong anywhere near our downtown business. ðŸ˜ˆ'</b>
<b>There is no need for a bus station downtown</b>
<b>There is such low-density in downtown that the majority of greenspace in the area is underutilized. Current greenspace could provide the best opportunity to activate underutilized land that is not generating any tax revenue and could fund additional improvements around existing greenspace.</b>
<b>There should not be a hub in downtown Lawrence unless it's next to the police station</b>
<b>This criteria should be very heavily emphasized. This bus station, like the existing one, will be a magnet for the homeless, who will overrun South Park if the station is located anywhere south of 9th Street. The Scoring on "no" should be at least 2 or 3 points.</b>
<b>Tighten up your definitions of green space.</b>
<b>Unreadable</b>
<b>Yes should be off the table. We lack green spaces as a community and losing one would be a shame.</b>
<b>Yes=off the table</b>

## Criterion #9: How close to the center of downtown (9th/Mass) is the site?

All Criterion 9 comments
15 minutes is too far. 5 or 10 should be the only choices.
15 minutes should not be an option, only 5 or 10 minutes.
2 points five min, 1 pt 10 min, 0 if 15 min. You have given too much weighting to this question.
4 - Within 1 minute
3 - Within 5 minutes
2 - Within 7 minutes
1 - Within 10 minutes
0 - > 10 minutes
A 10 -15 minute walk is too far!
A station in the middle of downtown would disrupt traffic flow, pedestrian foot traffic, and parking. Scoring should be higher for sites on the edges of downtown.
Anything within 10 minutes for pedestrians should be fine (special needs population notwithstanding).
be sure to indicate that we are talking about walking distance/time, as opposed to driving time. is there a consideration for parking and walking?
Either switch to a 7 min and 14 min circle (just two options), or weight the 5 and 10 minute circle the same. 9th and Mass is already one of the only places in town that has traffic issues. Centering a bus stop too heavily there might exacerbate traffic issues.
Eliminate the 5 minute criteria
Hard to read, is this walking time?
how many people want to get to the center of downtown? if there was a free small bus or trolley that went up and down mass it would transport people from one side the other making the valuable land that pays a large amount of property taxes (if sold or private) to allow us to keep funding projects like this.
I don't think it is particularly important to be so close to downtown. I think the scoring should actually be reversed.

<b>I think putting the station at the far north or south ends would be more desirable to keep the downtown environment uninterrupted with bus traffic</b>
<b>I think this should score higher or at least be equal to the score for gained parking spots.</b>
<b>I would eliminate 5 minutes and instead make it 10 minutes, 15 minutes or more.</b>
<b>I would revise the scoring from 3-2-1 to 3-1-0. Locations farther than a 10-minute walk should not be rewarded with points. Farther than 15 should be off the table. This is a downtown transit hub. It needs to be downtown. That means as close to 9th and Mass as possible.</b>
<b>If you go out to a 10 minute walking radius, it becomes unmanageable for lots of people who would otherwise use the bus, either because it's inconvenient or physically too difficult. 15 minutes out, you might as well just go to central station. Downtown bus service only works if it goes downtown.</b>
<b>Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.</b>
<b>It's unclear if the scoring minutes are walking or driving. It should be clarified that a station is within 5 minutes walk of downtown. A greater than 10 minute walk to downtown is unacceptable, 0 score. Walkability should be a higher rated/more impactful score. Additional note: it is impossible to see any detail in the maps within each criteria.</b>
<b>4 within 5 min walk</b>
<b>2 within 10 min walk</b>
<b>0 greater than 10 min walk</b>
<b>Miles, not minutes. We're on busses...</b>
<b>Needs to be clear that these are walking times, not driving and allow for accessible crossings.</b>
<b>Proximity is critical; therefore, the scoring should be weighted more heavily. Perhaps five rings rather than three.</b>
<b>Revise the scoring from 3,2,1 to 3,1,0. We should not reward sites more than 10 minutes from 9th and Mass. This is a Downtown Transit Hub. It should be located near the center of Downtown if possible.</b>
<b>Should not get points for being close to the center to southern end. Should have a penalty if it takes parking spaces closer to the courthouse and South Park</b>
<b>The center of downtown could be moved to the geographic center of the area that the steering committee has determined to be downtown instead of where the center of Mass Street is. I think it's likely the station won't be directly on Mass Street for a variety of reasons so relying on all of what is considered downtown may be a better criteria.</b>
<b>The center of downtown is not the focus. I don't think we need to rate it given the fact any part of the area is accessible from the proposed site map.</b>
<b>The criteria should explicitly include "by walking."</b>



<b>The images are impossible to see or read.. which youâ€™ve done on purpose, Iâ€™m sure to make sure the public is actually not informed while you pretend we are.</b>
<b>The people riding the buses are not looking to come shop downtown</b>
<b>The proximity to 9th &amp; Mass is irrelevant. Workers and customers who need/want to access the downtown area can be served by standard bus stops. You're offering a false equivalence here. There's really no need to crowd a mass transit hub into an already crowded area that needs constant infrastructure updates and is a historical area.</b>
<b>The transit hub doesn't belong anywhere near our downtown business. ðŸ˜’</b>
<b>There is already a bus depot close enough to downtown. This entire project is not needed and a complete waste of taxpayer money</b>
<b>There should not be a hub in downtown Lawrence unless itâ€™s next to the police station</b>
<b>This is the single most important factor to a successful transit center, which is to provide the most convenience possible. Anything outside of 5 minutes is a failure. This scoring should have a 2 or 3x multiplier.</b>
<b>To me, this is the most important criterion. Yes, the others need to be considered, but if the station is inconvenient, it won't be used. That makes all the other criteria irrelevant.</b>
<b>Unreable</b>
<b>Use a walking-time estimator (even just Google Maps will do it) to build a REALISTIC model of walking distance to the center of downtown. I promise you it won't look like the simple bulls-eye model that someone quickly drew on the downtown map in the graphic shown here!</b>
<b>While, it's nice to think about getting it really close to 9th and mass, it's really just not feasible to get a large, busy terminal in that area</b>
<b>With so many other elements to consider in an unnecessary project, this is hoping for too much.</b>
<b>within 10- 15 minutes</b>
<b>5 min is too close to the center</b>
<b>Within 15 min should be off the table. Within 5 minutes should score 4 or 5 instead of 3.</b>
<b>Within 15 min=off the table</b>
<b>Within 5 minutes with my proposal.</b>
<b>You need to use diamonds, not circles, because of the local rectangular street pattern (taxicab geometry, reflecting actual walking distances which will be along streets and sidewalks).</b>
<b>Also, I would change the scoring to:</b>
<b>4 = within 5 minutes</b>
<b>3 = 5 to 10 minutes</b>

**1 = 10 to 15 minutes**

**dealbreaker for over 15 minutes**

**2/1/2000**

## Criterion #10: Which Transportation Disadvantaged Zone is the site in?

### All Criterion 10 comments

**A centralized location should be the priority, this criterion could work against that.**

**A site could be outside of a high scoring transportation disadvantaged zone but still provide good access to the people who live in one. It should be about access for people in higher scoring zones, not just being placed in that zone.**

**A station can't solve all problems. Again, convenience is paramount or the station won't be used.**

**Convert 2-4 and 4-6 to 6-9.**

**Doesn't matter if the routes go to these places**

**Downtown is not a good place for a bus stop**

**I am assuming that any location outside the study area is a dealbreaker. I wouldn't mind if the station ended up in the SE quadrant of the study area as a result of this criterion though.**

**I think this should score higher or at least be equal to the score for gained parking spots.**

**if the transportation disadvantaged are in the red, why not put the bus depot down in the center of the red? why does it need to be downtown?**

**Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.**

**Image unreachabable**

**Maybe revise to a 0-2 scale. Maybe eliminate entirely. One can walk one block and go from red to blue. Central to downtown considers the convenience of transportation challenged people who live across town and want to use the library, pool etc., not just those in adjacent neighborhoods.**

**My proposal is in neither.**

**Nearly the whole proposed site area (grey) is within a 10 min walk of all "zones". It's one thing to consider when you're looking at routes but this criteria only serves to bias the selection towards the southeast corner.**

No one can read this text as it gets completely smushed and blurry on a phone. It is also not screenreader accessible. Do better. This is people
oh puhleez
Take 2-yellow, 4-6 out. There is no reason to reward a site that far from the center of Downtown.
The images are impossible to see or read.. which youâ€™ve done on purpose, Iâ€™m sure to make sure the public is actually not informed while you pretend we are.
The transit hub doesn't belong anywhere near our downtown business. ðŸ˜’
There should not be a hub in downtown Lawrence unless itâ€™s next to the police station
This calculation by household assumes that people are only going to and from home and downtown. In fact, people need access to the downtown area for lots of things, and may be coming from other routes (work, school, etc.) If you were willing to consider a 15 minute walk radius, which is ridiculous, you are already assuming people are walking a ways to downtown, so this criteria becomes even less meaningful.
This has no bearing on the placement of a downtown stop. Disadvantaged transportation zones should definitely be served by more bus stops. But a bus hub doesn't serve the same purposes as a normal stop and shouldn't be placed with this need in mind. This should be taken into account when planning routes, not hubs.
Transportation disadvantaged zones should be better serviced by the entire transit map, rather than just putting a central station somewhere in the zone. I don't think it matters which corner of downtown the transfer station is in, if someone 3 miles east still can't access a bus to get there.
Transportation SERVICE should be in disadvantaged areas but not the station. The station should be located for most efficient transfers, and preferably NOT in a disadvantaged area due to environmental justice. Bus stations can bring undesirable behavior to their location.
What is a disadvantaged zone today may not be a disadvantaged zone tomorrow - although important this should not be the priority like criteria 9. By this logic the transit center could be 10 blocks from downtown which would be a failure. The scoring should be reduced.
With so many other elements to consider in an unnecessary project, this is hoping for too much. It does raise a question though: Why not put the station in the middle of a transportation disadvantaged zone while having regular bus stops downtown? Buy or rent one of the closed elementary schools. They may already have bus parking spots.
You should award higher points for the disadvantage zones if they are those who most benefit.

## Criterion #11: How easy is it to approach/depart the site from multiple directions?

All Criterion 11 comments

0 difficult 1 not difficult. what is the actual difference between easy and neutral?

Again, you're offering a false equivalence related to the proximity to downtown. The need can be served by well placed and established simple bus stops. There's no need to spend millions of dollars on an un-needed development.
Difficult should deem it off the table
Double the scoring weight for this one. In other words, 4 = easy, 2 = neutral, 0 = difficult.
Fairly minor consideration; shouldn't receive much if any weight in site selection process.
Higher for easy. This is also important for younger kids and private drivers who don't pay attention around bus stops.
I would make 1=easy and 0=not easy
If necessary, think outside the box -- e.g. consider bus-only turning lanes to get into a difficult area. Getting the greatest public use out of municipal transit should be our top priority -- thus we shouldn't be afraid to slaughter the 'sacred cow' of nigh-unlimited deference shown to private automobile ownership. Build the site & roads to suit transit, and don't merely be satisfied with whatever scraps the car-centered hegemony might wish to leave us.
Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.
it would be good to clarify that the approach and departure we are talking about in this criteria is for the busses themselves, not the riders or pedestrians?
Maximum Efficiency of use is the goal. This criteria should have higher weight.
My proposal there could be 4 directions.
needs to be easy
No one cares if it's hard for the bus to get in or out. They care about the impact on downtown and it's merchants
Tennessee is included in this map and is one way. Yes, it is less desirable, but doesn't take it off the table. Other intersecting points within the traffic buffer for entrances and exits on the opposite side of the street would be a concern for any site. A two way street is just as dangerous with people turning left out of an opposing exit and buses backing out.
Terms like "easy," "neutral," and "difficult" should be more clearly defined, so cutlines are open to less subjective interpretation.
The images are impossible to see or read.. which you've done on purpose, I'm sure to make sure the public is actually not informed while you pretend we are.
The transit hub doesn't belong anywhere near our downtown business. ðŸ˜’
There should not be a hub in downtown Lawrence unless it's next to the police station
This seems like a question for the folks driving the busses to figure out, not random citizens.
To be consistent with your other scores,
<b>1 = Easy</b>

**0 = Neutral/Difficult**

**Or**

**1 = Easy**

**0 = Neutral**

**-1 = Difficult**

**Criterion #12: What level of concern is there about cost-driving factors at the site? (significant slope, demolition required, safe ADA crossings need added or not, etc)**

**All Criterion 12 comments**

**Before assigning a score, has anyone looked at the correlation between the disadvantaged areas and the sites that may cause higher cost? If not, these two will likely cancel each other out.**

**Criteria is worded awkwardly (in my opinion)**

**Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.**

**Low should be 3 or 4. High should be -1 or -2.**

**Low=6**

**No one case read this text. Do better. Please invest in a program like Alchemer or Qualtrics that can host surveys in an accessible manner that can be used on myriad devices. This is people**

**Possibly this should be doubled also.**

**Some demolition and additional lighting with security safety improvements. Crosswalks already at location with stop lights for crossing.**

**The transit hub doesn't belong anywhere near our downtown business. ðŸ™¸'**

**There should not be a hub in downtown Lawrence unless it's next to the police station**

**This criterion sounds like people are just making things up. Either actually try to realistically account for how much something might cost, or don't pretend that a simple 0/1/2 metric can accurately encapsulate the effects of area that might have dramatically different costs.**

**this entire survey is so stupid - difficult to follow**

**Too much going on downtown for a bus stop**

**We don't care what it cost. We don't want it! The citizens of Lawrence do not want the nonsense that comes with your people that you've brought into this town that are using the bus. Unless you get rid of those people and make the bus only for Lawrence citizens IEE people that have been here before we became a sanctuary city**

## Criterion #13: What level of anticipated impact is there at the site for downtown event reroutes?

All Criterion 13 comments
<b>700 block of vermont street should be added as an area of frequent closure for library and green space events if it weren't for the buses demanding the space and preventing events.</b>
<b>High should be "off the table"</b>
<b>High should be scored as Off The Table</b>
<b>I'd up the scoring for each:</b>
<b>4 - Low</b>
<b>2 - Medium</b>
<b>0 - High</b>
<b>(I would also like a better explanation of what "low", "medium", and "high" entails; That would help answer this question better.)</b>
<b>Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.</b>
<b>Maybe go to an "off the table" score since the station would not be able to be used during events where it would have the highest use or events would have to change routes.</b>
<b>My proposal is away from such events and street closures. Events and closures can be modified too.</b>

No one wants a central bus station downtown, where our children are constantly endangered by the people you brought into this city and are constantly enabling
not downtown proper - on the outskirts of downtown
Specific street names and blocks should be defined in the criteria.
The transit hub doesn't belong anywhere near our downtown business. ðŸ™ˆ'
There should not be a hub in downtown Lawrence unless it's next to the police station
This should be either 1 or 0. Does not seem more important than, say, zoning or costs.
Too much going on downtown for a bus stop, look what's happening in front of our library
Unreable

## Criterion #14: What level of anticipated traffic flow impacts are there at the site?

### All Criterion 14 comments

"Impacts" are not necessarily a bad thing per se. There are potentially changes to traffic flow that could be a good thing for Downtown.
Although a priori definitions to the categories may be difficult, any non-zero score should be explained in detail.
Another criterion that reads like it was written by the American Automobile Association, rather than by anyone who is passionate about providing world-class municipal transit service. If that is really our goal, then we need to accept that transit has long played 'second fiddle' to the private automobile... and it's time to do something about it. The question should be: are current traffic patterns having an adverse impact on the convenience, speed, and level-of-service of our city's bus system? And if so, let's change the private-automobile traffic design to maximize transit use. To my way of thinking (and I own a car), slowing down and reducing auto traffic would be a POSITIVE (not negative) impact. If that won't fly politically, then let's at least delete #14 so as to not utterly kowtow before the car-addicted masses.
Get the buses out of downtown
High =off the table
High should be œoff the table?
I don't think a 2 way street should be changed to 1 way unless it's clearly marked. There's already much confusion about that.
I think that low changes to the traffic flow should be weighted higher with a score of 4.
ld up the scoring for each:
<b>4 - Low</b>

2 - Medium

0 - High

(I would also like a better explanation of what "low", "medium", and "high" entails! That would help answer this question better.)

Image lacks alternative description as required under ADA Section 2 mandating web conformity with the Web Consortium Accessibility Guidelines.

Low impact should have a much high score.

Low=6

My proposal has traffic and busses already in this area.

No downtown bus station

The transit hub doesn't belong anywhere near our downtown business. ðŸ˜˜'

There should not be a hub in downtown Lawrence unless it's next to the police station

This only address car traffic impacts. Please consider pedestrian and bus impacts as well.

This should be weighted heavier as it seems to be one of the more important questions.

## General Comments

### All general comments

**(1) Focus on what is best for bus transit! If it impacts private automobile traffic patterns, so be it.**

**(2) Include bus accessibility: repair+pump mini-station, lots of conveniently-located bike racks, protected lane access to the site from multiple directions.**

**A large transit hub in downtown is not recommended or needed.**

**As lovely as it would be for the Amtrak station to be a viable option for the downtown bus hub, it simply is not. In addition to 7th Street/New Jersey being a blind curve with no wiggle room for road widening, there is already significant heavy truck traffic along that stretch of road due to the Penney's concrete plant. If a goal for Lawrence Transit is to improve the appeal of public transit for those who have other options, the robust homeless encampment behind the station is also a factor to be considered, given the skittishness of many folks to be in proximity to the unhoused and the likelihood of the bus hub amenities being heavily utilized by residents of the encampment. It's also not actually downtown, with subpar sidewalks leading from downtown to the station on both sides of the street.**



**Because we can anticipate some behavioral issues at the bus station, it would be good to place it away from where our more vulnerable citizens gather. The current location across from the library is not ideal. I'm hoping that having comfortable shelter and restrooms at the station will help reduce stress as riders wait for transfers.**

**Best locations include areas immediately adjacent to courthouse / police station OR the city hall / riverfront mall..**

**Consider a site downtown-- former Borders bookstore, Allen Press building or othe New Hampshire Street property.**

**Do citizens of Lawrence and Douglas County want a bus station downtown? I don't think we do, especially considering the effects of the multi-bus stop across the street from the Lawrence Public Library (LPL). It does not feel safe to use the parking lot between the Eldridge and the LPL, the parking garage by the LPL and swimming pool, to walk along that block on either side of the street, or to approach and enter the LPL. There is a brand new bus station already. Think smaller for downtown with sheltered bus stops on Vermont and New Hampshire between 6th and 11th, on Massachusetts from 11th southward. If you must have an office and restroom downtown, I recommend the long-abandoned Borders at 7th and New Hampshire.**

**Downtown is a destination, not a transit hub. Regular bus stops going up and down Vermont and New Hampshire are a better solution to those looking to work or do business downtown.**

**Get it away from the library.**

**Good start. We should reward sites that are close to Downtown, are low impact, and are economical to implement. Potential sites should be judged on the value they add to the transit system.**

**I donâ€™t think we need this downtown station**

**I think the location and how it impacts traffic, businesses, neighborhoods, and fulfills the mission of the transit program far outweigh taking up a few parking spaces. I think the parking lot bordering south park should be considered. It is adjacent to downtown and parking can always be accommodated. I applaud the city for redeveloping its parking lots. It would be a shame to thwart that by placing a transit hub and maintaining the surface parking instead of pursuing developmnt.**

**I think the parking lot in the 1000 block of Vermont is the best location Not many use that parking lot.**

**I think with revision and a design that would comfortably be beneficial to all with the above criteria would conclude the old Borders bookstore at 7th and New Hampshire would be best. It is only one block away from Mass St and 5 to 10 minutes walking from 7th to 11th Streets. It will not affect the foot traffic of downtown since most is on Mass St. With a partial teardown of the bookstore and renovation of some of the bookstore should suffice for a waiting area that is climate controlled with restrooms and a snack area. Crosswalks are already in place with stop lights for passengers. Some additional lighting with security cameras needed as well.**

**I was surprised not to see a criteria that asks what the perceived economic impact to surrounding businesses would be for each proposed site.**

**I willingly participated in this because I think it's important to give feedback. However, as a general idea - I'm opposed to it. Ridership is up. That's great but I believe Lawrence and particularly the downtown area has so many more pressing infrastructure and historical preservation concerns. Is there not a mass transit hub (planned) out on Bob Billings that is central to the whole town? I believe the bus route needs can be**

served by well placed bus stops. We are not a metropolitan city - this is not needed and constitutes a waste of money. In my opinion. Thank you for the opportunity for feedback.

It is absolutely imperative that this station be built with both human traffic and vehicle traffic in mind. The most ideal location is the old Allen Press building at 11th & Mass (if coupled with the sale of the old Salvation Army building). Combine those two blocks. And either cement in New Hampshire there and make a solid building across the street. Or, if budget allows, having a sky bridge or tunnel going under New Hampshire to connect the station (New Hampshire side) with the bus bays (Mass St side)

Having said that, I think having one closer to 9th might be better. This is just the most cost-efficient spot that has enough room downtown.

**NO DOWNTOWN BUS HUB!!!!**

Please consider pedestrian safety as they approach. We WILL likely have folks running into the street, often impaired, etc. unless significant changes are made to the whole operation. Right now, it's chaos, so scoping the site to prevent car / pedestrian contact would be helpful.

Please reconsider the area north of the river for a more balanced approach to introducing a bus transfer depot. You can provide amenities like a roofed pedestrian cover on the North 2nd St. bridge, or to include small 8-person ferries to 9th Street which don't require the road space large buses need. The Locust/2nd St. intersection already accommodates large turn needs, and any future development along the levee riverbank guarantees a steady customer base. North Lawrence residents are certainly within the income range established for disadvantaged populations, and an existing parking lot can more easily be transformed than trying to squeeze a time-driven bus depot into a busy, often interrupted traffic congested area currently under consideration.

Please think in a 50-year planning & development window, rather than one directly tied to one corridor (i.e., 9th St.,) and think about bus traffic as exterior services to the entire area currently outlined in this plan, rather than an interior service. Thank you for any consideration of my suggestions.

Sorry to say, this was one of the most confusing surveys I have ever encountered. It lacked so much pertinent information, it was really hard to answer the questions in a thought out manner. I kind of had to guess at some things. I do want to wish you all good luck with this project, it is very needed, and a very challenging one to say the least!

Thank you for working on this important topic. I appreciate the opportunity to comment.

Thanks for soliciting public comment!

The eastern side of downtown should be seriously considered. If were outside the "Downtown" area as described there could be a regular tiny bus that would loop through downtown.

The goal of the Comprehensive Plan is to improve walkability and multi-modal transportation downtown. In addition, downtown and surrounding neighborhoods will become more dense over time. This should be planned accordingly with an increase of downtown and urban core population with between 10k-20k additional residents within 1 mile of this location. Planning this location for today is foolish so things like parking impacts should be ignored in the near term. Reduce the impact on potential developable land and maximize the improvements of City Owned property that cannot or will not be sold.

<p>The major determining factors from my perspective centers around accessibility and safety concerns. The present downtown transfer station is not a suitable transfer station from both of these perspectives. The location makes it difficult to hear and locate buses as they arriving, increasing my chances as a blind individual to miss the bus. This is something that I have experienced several times, and have known sighted individuals who share the same experiences. The second is the safety of the location. The present transfer station leaves much to be desired for safety and security for passengers and nearby businesses.</p>
<p>The scoring for gaining or losing parking spots should be lowered, I don't think it should be ranked higher than the factors around transportation disadvantaged zones and the distance from the center of downtown.</p>
<p>The transit hub doesn't belong anywhere near our downtown business. ðŸ˜˜'</p>
<p>The way the scoring is worded is prone to misunderstanding. I got confused at first whether it was a high score (like baseball) or a low score (like golf) that increases the probability of selecting that site. Also, I realize that "=" is a symmetric relation, but it would have been easier to read if you had written "yes = 1 point" instead of "1 = yes".</p>
<p>there should be a criteria related to pedestrian safety. For example, is there anything about the site that lends itself to increased visibility, increased safety versus another site that potentially has more security concerns.</p>
<p>There should not be a hub in downtown Lawrence unless it's next to the police station</p>
<p>These are all worthy elements. The city needs to consider its goals with this station, though. To me, that should be convenience of use and opportunity to increase foot traffic downtown. We need people to use the bus, and if it isn't convenient, nothing else matters.</p>
<p>These criteria are an excellent start. Potential sites should be rewarded for the value they add to the transit system, and the ease and minimal impact of their implementation. Potential sites should not be penalized for a perceived threat they present to the atmosphere of Downtown. The more centrally located the site, the better it serves both the transit clients and the Downtown merchants.</p>
<p>This entire plan is unnecessary and will negatively impact downtown. The plan was obviously created by people who do not use public transit nor access downtown. You are not at all informed on the priorities of the community and your approach is so disappointing.</p>
<p>This project should go one of 3 places. Train depot, formerly the Visitor's Center.</p>
<p><b>By Amtrak Station</b></p>
<p><b>By Law enforcement center/courthouse.</b></p>
<p>This station needs to go at the Amtrak facility. There is already infrastructure there, and folks are used to the pedestrian and added traffic. Also, it's far away from parks and downtown business so they won't be overrun by homeless people, like the Library is now.</p>
<p>This survey has accessibility barriers for people who are blind or visually impaired, and for those who cannot access images. Images lack alternative descriptions (alt text), which violates accessibility standards like the Web Content Accessibility Guidelines (WCAG). This prevents anyone who relies on alt text, including people with visual impairments and those on slow internet connections, from fully participating in the survey. This violates Section 2 of the ADA and Section 508 of the Rehab Act of 1973 as amended.</p>

**This was not accessible to those with screen readers, low contrast vision, poor quality internet, or low quality screens. Additionally, the language of the survey was not written at a level that the general population can follow. I'm sure you've analyzed the typical population who rides the busses and will be impacted by this change, yet you are not catering the survey to them.**

**We are doing this once and we should do it right. Centrality, accessibility, walkability, convenience and adequate space should be the primary drivers. Sites like the Amtrak Depot are just really not suitable for anyone walking to/from west of Mass or south of Ninth Street. Twenty years from now, whether or not we spent another \$200k will not matter. Today's "transportation disadvantaged" is tomorrow's gentrified. Some of these criteria could go away or have fewer points assigned.**

**We love downtown. We live in NoLa. We walk and allow our kids to walk with guidance. The bus stop on Locust was vandalized several months ago. I think you have to look closely at the personal safety/security aspect of any public access space ---lighting, cameras, proximity to where other people are walking, gathering, and where someone would go to access help if they were being harrassed, followed, assaulted. The increased police presence in 2024 has helped in downtown. However, I had to call the police from Squishingtons Candy last month, someone lost control over their behavior when refused additional samples ---beating the windows, doors and screaming at the teen clerks and my family. When you look at our wonderful library, our unhoused community members sleep in the parking lot stairwell, shout and argue on the sidewalks, and fight near the bus stops. Where you place the station will play a big part in how safe it is. We need this station. However, its design and placement needs to consider the very real risks to the personal safety of its riders.**

**why does it need to be downtown? it makes no sense? why can't we have smaller busses? Most aren't anywhere near capacity except on campus. Why drive huge %80 empty busses around when you could have small ones that are full.**

# Appendix B: RFP #2300094 News Release

## Put your stamp on Downtown Lawrence

*City seeking proposals to redevelop downtown lots for mixed-use projects*

The City has published a Request For Information (RFI) seeking proposals for redevelopment of one or more City properties in Downtown Lawrence. Proposals must be for mixed-use projects and may include plans for a single property or multiple properties. The below properties, which are currently operated as City-owned public parking lots, are being considered for redevelopment:

- 711 New Hampshire St.
- 828 Vermont St.
- 1010 Vermont St.

Downtown Lawrence has served as the heart of our unmistakably unique community since Lawrence's founding in 1854. It has been listed on the National Register of Historic Places since 2002 and is covered by the Downtown Urban Conservation Overlay District. The area contains many significant historical and cultural resources. Additionally, Massachusetts St. was designated a ["Great Street" by the American Planning Association](#) in 2010.

This project is intended to enhance and reinforce the overall vision of Downtown Lawrence, adding value and complementing the surrounding area. The City is interested in long-lasting developments that project a positive community image and enhance opportunities for pursuing an urban lifestyle.

During the evaluation of submitted proposals, the City will place a high value on the following (in no particular order):

- A vision that supports Downtown Lawrence as the heart of the community, making efficient use of the development area and demonstrating a positive impact on surrounding property and the Downtown area overall.
- A vision that incorporates elements of an attractive pedestrian environment, that may include but is not limited to characteristics such as prominent entries facing public streets, public outdoor seating, and public art.
- Superior architectural and urban design that aligns with the Downtown Lawrence Plan.
- A track record of completing sustainable, dynamic development projects.
- Projects incorporating sustainable design elements, including green building features.
- Tenant letters of interest/commitment for high quality potential retail and office uses.
- Positive economic impacts, that may include direct and indirect tax revenue generation and support of permanent, high-wage jobs.
- Compensation for land purchase from the City.
- Projects incorporating one or more public benefits.
- Limited use of public incentives and/or high cost/benefit ratio for incentives that may be requested.

The RFI is currently available for review [online](#). All responses are due by January 16, 2024. Following the review of qualified responses, City staff will deliver a ranked list of shortlisted proposals to the City Commission for project consideration in March 2024.

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