

September 2024



CITY OF LAWRENCE  
UNIVERSITY OF KANSAS



## Downtown Station – Step 3, ranking site options

*Summary for final Steering Committee meeting*

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# Background

The Steering Committee scope for the site selection process for Downtown Station contains 3 steps:

1. Establish a downtown boundary: Completed in June 2024
2. Establish site selection criteria: Completed in August 2024
3. Rank sites and recommend 3-5 for concept design: estimated completion October 2024

# Executive Summary

The Steering Committee evaluated the draft scores and ranking of 14 viable sites at its 8/19/24 meeting. 15 additional site ideas were disqualified due to one or more of the site selection criteria.

The Steering Committee participated in a dot sticker voting exercise, had discussion on some sites, and sent additional comments directly to City staff related to all sites following the meeting. In addition, members of the public and some organizations sent additional information to inform this process. All input supporting this summary can be found in **Appendix A: Additional Input between 8/19 and 9/23 Steering Committee meetings.**

Consolidating all that information appears to show Steering Committee support for 3 sites advancing to the concept phase and an additional 7 sites that need further discussion to see if they should be included in a top 5 that can proceed to concept development. 4 sites did not appear to have any Steering Committee support.

Sites that appear to have Steering Committee support to advance to concept phase	Sites that require additional discussion	Sites with no support
015 – Central Bank of the Midwest parking lot	020 – 7 <sup>th</sup> St. between Kentucky & Tennessee Streets	019 – East side of Kentucky At. Across from Watson Park
001 – 8 <sup>th</sup> St. between Kentucky & Tennessee Streets	028 – City parking lot #7 (west side of Community Building)	002 – 8 <sup>th</sup> St. between Vermont & Kentucky Streets
010 – Old Borders building	026 – City parking lot #4 (west side of 800 block of New Hampshire St.)	013 – Riverfront Parking Garage
	025 – City parking lot #8 (east side of 800 block of New Hampshire St.)	003 – 11 <sup>th</sup> St. near DGCO Law Enforcement Center
	006 – City parking lot #9 (west side of 900 block of Vermont St.)	
	005 – City parking lot #5 (east side of 900 block of Vermont St.)	
	018 – Current bus transfer area, 700 block of Vermont St.	

The feedback received by the Steering Committee, along with additional information from the public and other organizations, resulted in a draft ranked list that highlights some differences from the site selection criteria considerations. The graphic below shows draft Steering Committee ranking versus the draft site selection criteria ranking. The pages that follow help explain why, in some cases, a highly ranked site using the criteria was not favored by the Steering Committee for advancing to the concept phase. The criteria were always meant to be a starting point for discussion and a tool to eliminate sites with major challenges, which was effective.

## Reconciling criteria ranking vs. Steering Committee ranking

Site ID	Site Name	Total score	Rank	Off the table explanation
001	8th St. between Kentucky & Tennessee Streets	30.21	1	
002	8th St. between Vermont & Kentucky Streets	30.21	1	
006	City parking Lot #9 (west side of 900 block of Vermont St.)	30.17	3	
019	East side of Kentucky across from Watson Park	29.79	4	
020	7th St. between Kentucky & Tennessee Streets	29.71	5	
025	City parking Lot #8 (east side of 800 block of New Hampshire St.)	29.67	6	
010	Old Border's site	28.96	7	
015	Central Bank of the Midwest parking lot	28.96	7	
018	Current bus transfer area, 700 block of Vermont St.	28.88	9	
026	City parking Lot #4 (west side of 800 block of New Hampshire St.)	28.83	10	
003	11th St. near DGCO Law Enforcement Center	27.92	11	
028	City parking Lot #7 (west side of Community Building)	27.67	12	
005	City parking Lot #5 (east side of 900 block of Vermont St.)	26.33	13	
013	Riverfront Parking Garage	25.71	14	
024	City parking Lot #2 (west side of 700 block of New Hampshire St.)	N/A - off the table		Part of RFP #2300094
004	City parking Lot #3 (east side of 800 block of Vermont St.)	N/A - off the table		Part of RFP #2300094
007	City parking Lot #10 (east side of 1000 block of Vermont St.)	N/A - off the table		Part of RFP #2300094
021	Watson Park	N/A - off the table		In a FEMA flood hazard zone
029	Amtrak	N/A - off the table		In a FEMA flood hazard zone
022	City parking Lot #15 (600 block between Kentucky & VT streets)	N/A - off the table		Site too small for required project elements
023	City parking Lot #17 (600 block between Mass & NH streets)	N/A - off the table		Site too small for required project elements
014	East side of Kentucky across from the pool	N/A - off the table		Site too small for required project elements
027	US Bank at 9th/Mass	N/A - off the table		Site too small for required project elements
008	DGCO Law Enforcement parking lot	N/A - off the table		Property owner replied on 8/8, uninterested in selling property
016	Rueters/Midco/City parking lot #16	N/A - off the table		Property owner replied on 8/13, uninterested in selling property
009	Old Allen Press site	Private - awaiting response		
011	Old LJWorld site	Private - awaiting response		
012	Parking lot across from Dempsey's site	Private - awaiting response		
017	New Hampshire Lofts future site on NH between 10th & 11th	Private - awaiting response		

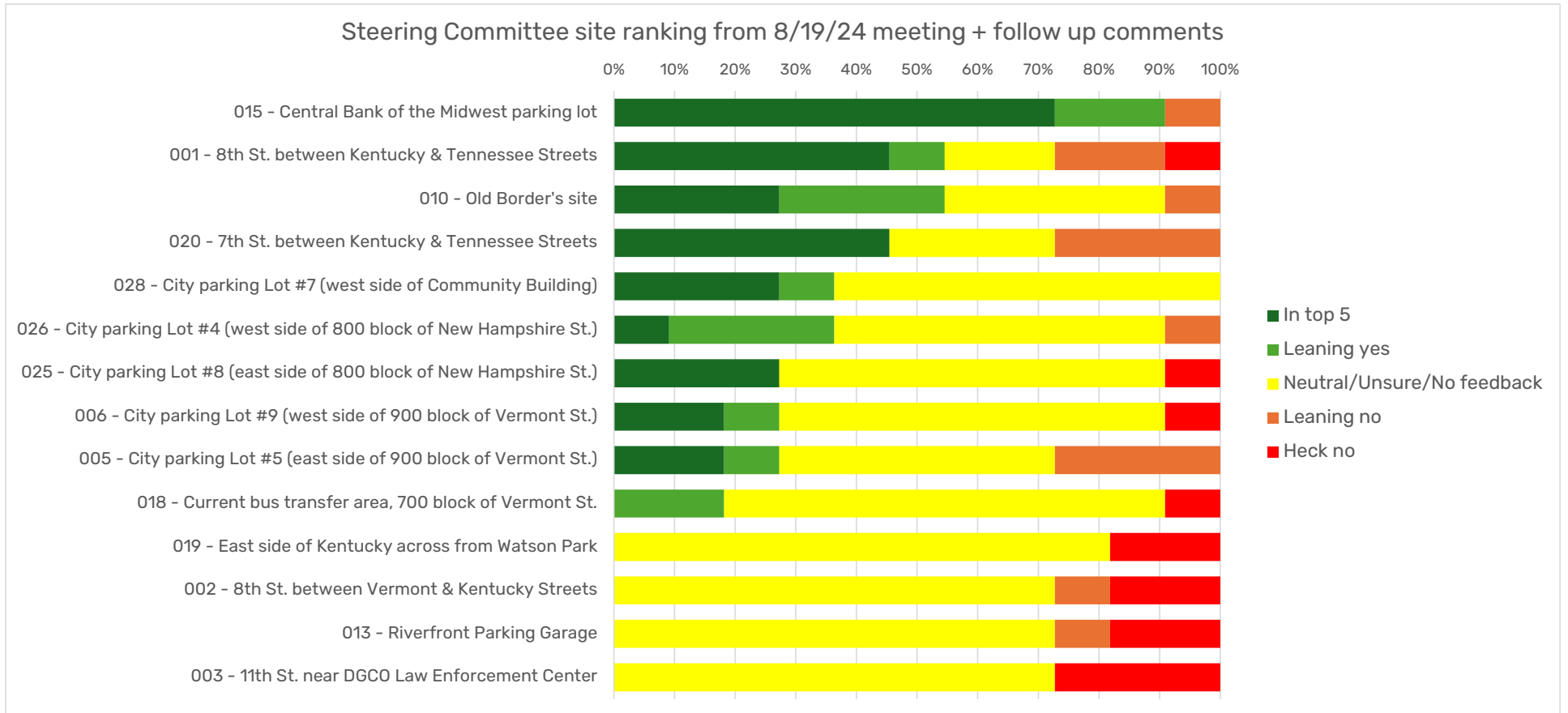
- Sites appear to have support for concept development
- Sites require more discussion to advance to concept development
- Sites with no Steering Committee support





# Ranking Feedback

## Steering Committee site ranking from 8/19/24 meeting + follow up comments

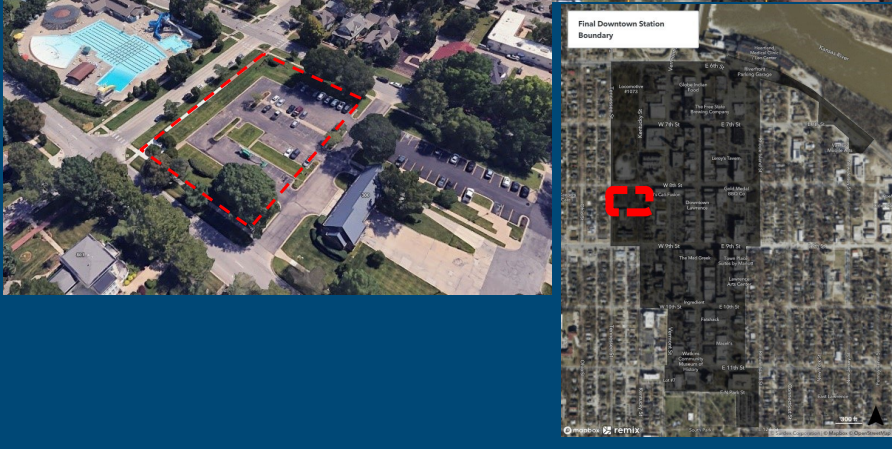


# Sites that appear to have Steering Committee support to advance to concept phase

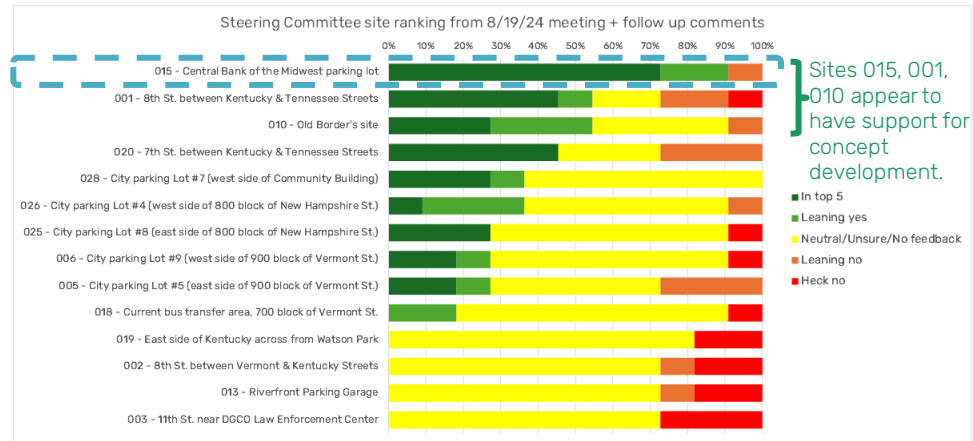


Appears to have Steering Committee support: 015 - Central Bank of the Midwest parking lot

## 015: Central Bank of the Midwest parking lot



Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>Lower-use lot that is north/south central to downtown makes it very attractive.</li> <li>I think this is a great spot- especially with its shade cover, which could make for pleasant conditions while waiting for the bus in the summer.</li> <li>Good size</li> </ul>	<ul style="list-style-type: none"> <li>Would it be expensive to do the modifications?</li> <li>Not centrally located enough</li> </ul>
<b>Staff comments</b>	
<ul style="list-style-type: none"> <li>Off-street creates fewer traffic flow impacts</li> <li>Less likely to impact parking/driving/event traffic</li> <li>Possible coordination opportunity with Farmer's Market in Central Bank lot</li> </ul>	<ul style="list-style-type: none"> <li>Will staff ideas for mitigating OWL concerns about safety impacts be supported?</li> <li>Unknown cost/timeline for property acquisition/easement</li> </ul>



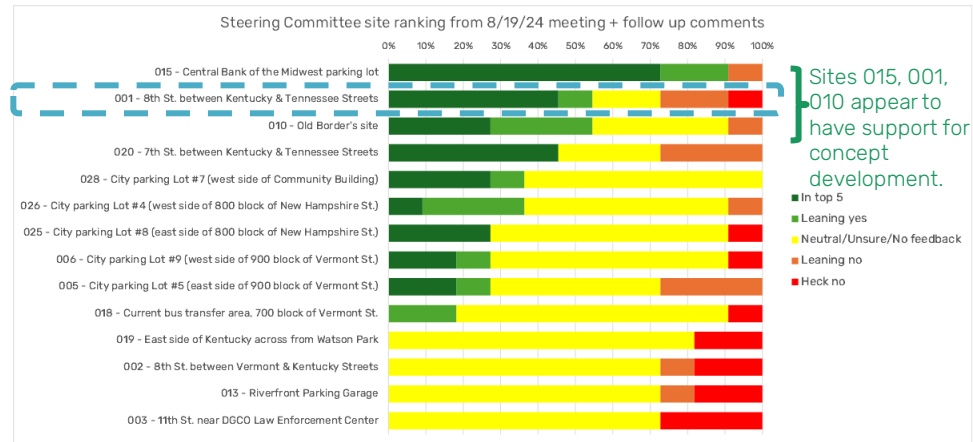


Appears to have Steering Committee support: 001 - 8<sup>th</sup> St. between Kentucky & Tennessee Streets

## 001: 8<sup>th</sup> St. between Kentucky & Tennessee Streets



Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>This strikes me as a good option</li> <li>I love the pedestrian flow of this site. Should minimize jaywalking/ mid-block dart outs. I think this is the only site that has only 1 historic context zone. I'd kind of like to imagine what that will look like.</li> </ul>	<ul style="list-style-type: none"> <li>Concerned about the traffic flow for fire/medical.</li> <li>Not centrally located enough and possibly too close to emergency services.</li> <li>Traffic flow coming onto 8th from Kentucky and Tennessee, pedestrians need space to walk safely</li> <li>Will narrowing of 9<sup>th</sup> St. cause more traffic impacts at this site?</li> </ul>
<b>Staff comments</b>	
<ul style="list-style-type: none"> <li>Existing concrete street could save costs</li> <li>Relatively close to existing site, less rider disruption</li> <li>Less likely to impact parking/driving/event traffic</li> <li>2025 bulb outs added to 8<sup>th</sup>/Tennessee can be coordinated with Downtown Station project</li> <li>Possible coordination opportunity with Farmer's Market in Central Bank lot</li> </ul>	<ul style="list-style-type: none"> <li>Will staff ideas for mitigating OWL concerns about safety impacts be supported?</li> </ul>



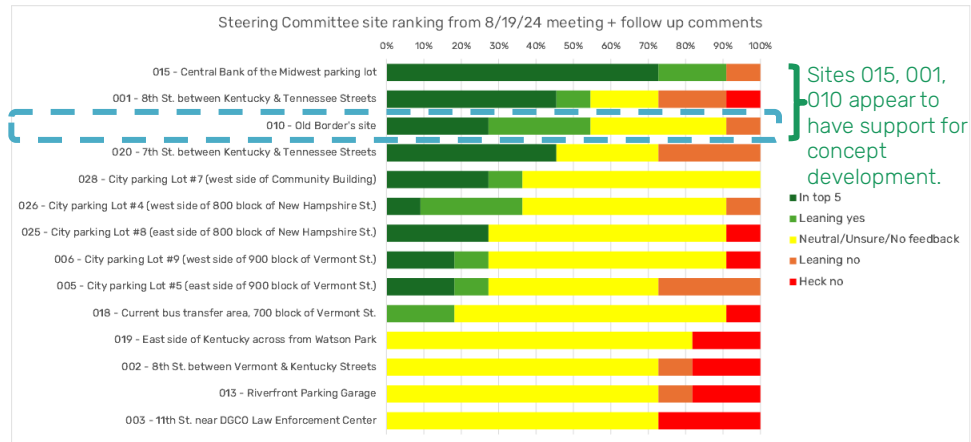


Appears to have Steering Committee support: 010 - Old Borders site

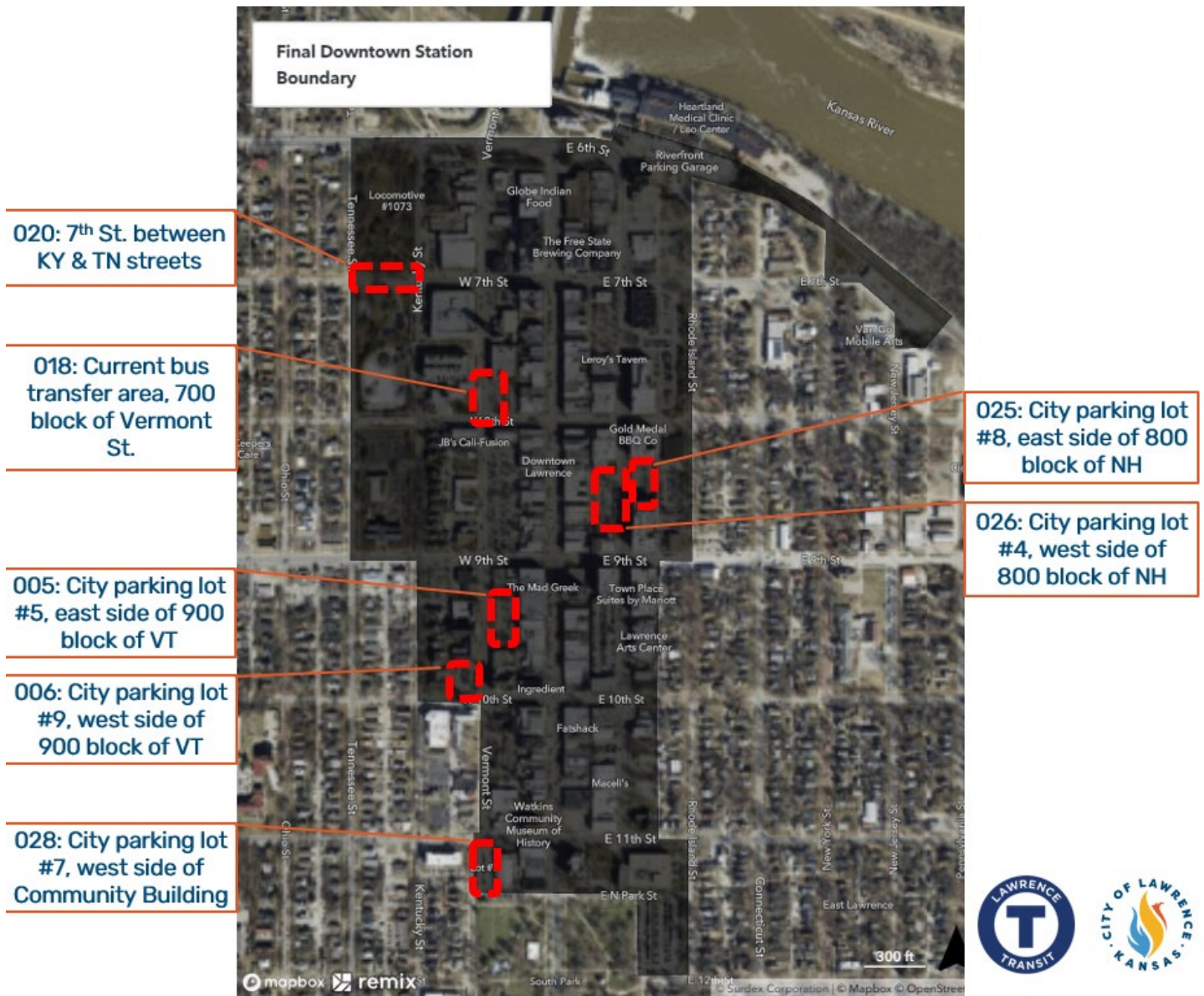
## 010: Old Borders site



Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>An under-utilized space.</li> <li>A cool space. Plenty of room.</li> <li>Reasonably good location</li> </ul>	<ul style="list-style-type: none"> <li>I think this is a good option, but what would happen to the old Borders building at this site?</li> <li>Some "weird" spaces (dark areas, hiding places etc). I'd like to be mindful of the lighting.</li> <li>Not centrally located enough</li> <li>Does the entire lot need to be purchased?</li> </ul>
<b>Staff comments</b>	
<ul style="list-style-type: none"> <li>Off-street creates fewer traffic flow impacts</li> <li>Only the east half of parking lot needed for transit improvements</li> </ul>	<ul style="list-style-type: none"> <li>Unknown cost/timeline for property acquisition/easement</li> </ul>



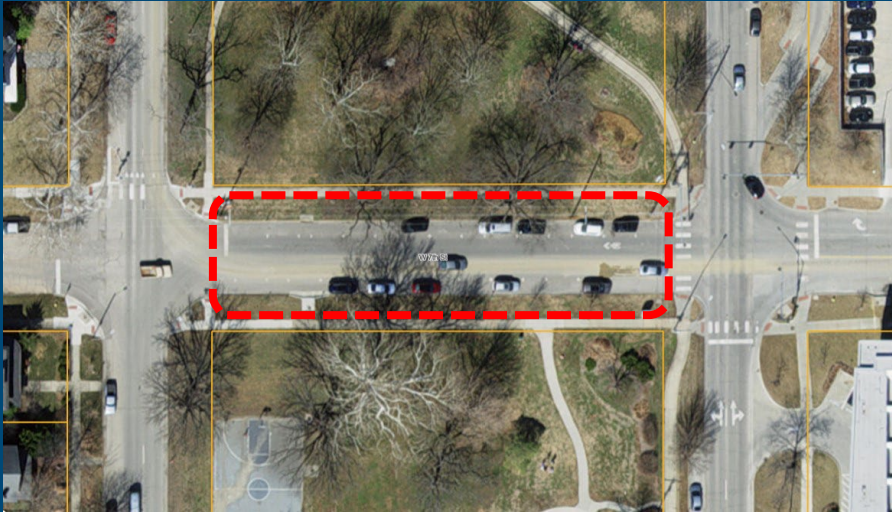
# Sites that require more discussion to advance to concept phase



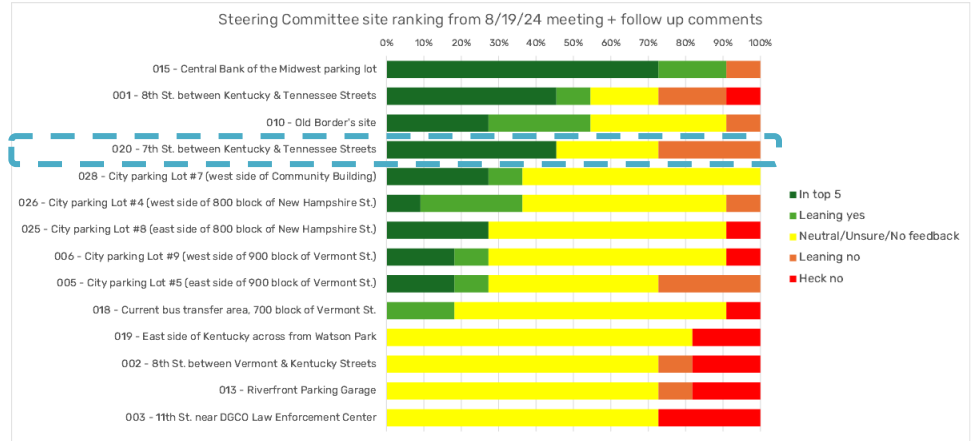


# Requires more discussion: 020 - 7<sup>th</sup> St. between Kentucky & Tennessee Streets

## 020: 7<sup>th</sup> St. between Kentucky & Tennessee Streets



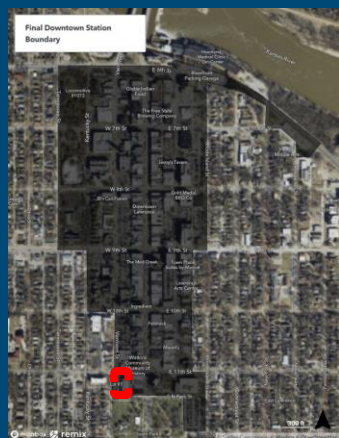
Biggest opportunities	Biggest concerns
Steering Committee comments	
<ul style="list-style-type: none"> <li>Makes a lot of sense, as long as it's confirmed that the buses would not have difficulty with the one-way streets on each side of it.</li> <li>Nice safe crosswalks. Signal crosswalk on Tennessee.</li> </ul>	<ul style="list-style-type: none"> <li>Not concerned about park space (but I got an email from the president of old west Lawrence).</li> <li>Flooding impact. How serious, how frequent?</li> <li>Not as conveniently located to places most riders would want to be.</li> </ul>
Staff comments	
<ul style="list-style-type: none"> <li>Relatively close to existing site, less rider disruption</li> <li>Less likely to impact parking/driving/event traffic</li> </ul>	<ul style="list-style-type: none"> <li>Will staff ideas for mitigating OWL concerns about park, flooding, and safety impacts be supported?</li> <li>This site is being evaluated as a preferred site for new Farmer's Market location. Unclear on timeline.</li> <li>Watershed project should improve flooding issues, but will need major excavation in 2027 for new storm tunnel.</li> </ul>



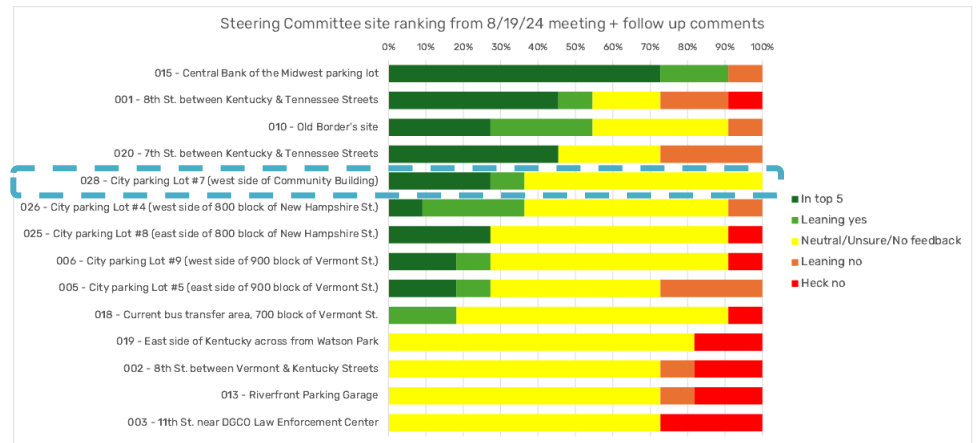


Requires more discussion: 028 - City parking lot #7 (west side of Community Building)

## 028: City parking Lot #7 (west side of Community Building)



Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>Unaware of any major pros or cons.</li> <li>Not bad. No notes really.</li> <li>Conveniently located to the most end-point destinations on and around Mass Street.</li> </ul>	<ul style="list-style-type: none"> <li>Weird intersection for pedestrian crossing</li> <li>Traffic flow from Vermont, Mass, Kentucky, Tennessee Streets. Protected crosswalks?</li> <li>Messy and heavy traffic along 11th street on that block and to the west as well as some distance from 9th &amp; Mass.</li> </ul>
<b>Staff comments</b>	
	<ul style="list-style-type: none"> <li>Possibly too small, awaiting a turnout analysis</li> <li>Parks &amp; Rec staff do not support, since it limits Community Building visitor parking options</li> </ul>

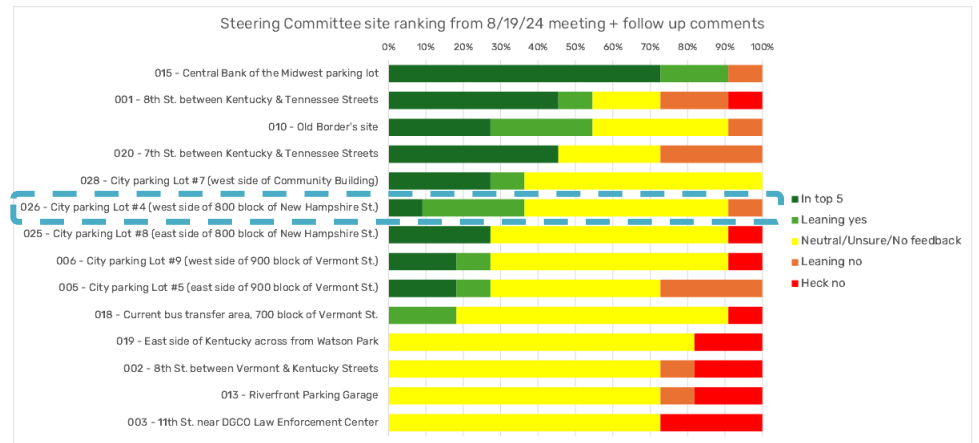


Requires more discussion: 026 - City parking lot #4 (west side of 800 block of New Hampshire St.)

## 026: City parking Lot #4 (west side of 800 block of New Hampshire St.)



Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>As a rider, this site would be really convenient to the most end-point destinations on and around Mass Street.</li> <li>Area has cool art, cool character</li> <li>Existing crosswalk on New Hampshire</li> </ul>	<ul style="list-style-type: none"> <li>Well-used parking, drivers could be frustrated to lose. Is there political will?</li> <li>It also has electric charging stations so we would take a temporary hit to our electric car infrastructure. Not a huge deal but could edge out other sites.</li> <li>Impact on Farmer's Market pedestrians.</li> </ul>
<b>Staff comments</b>	
<ul style="list-style-type: none"> <li>Central location</li> </ul>	<ul style="list-style-type: none"> <li>Concern about political will of well-used parking lot</li> </ul>



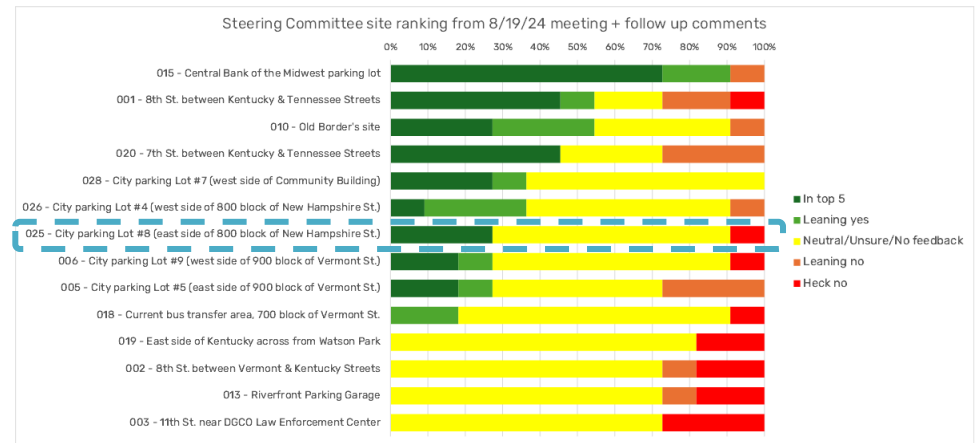


Requires more discussion: 025 - City parking lot #8 (east side of 800 block of New Hampshire St.)

## 025: City parking Lot #8 (east side of 800 block of New Hampshire St.)



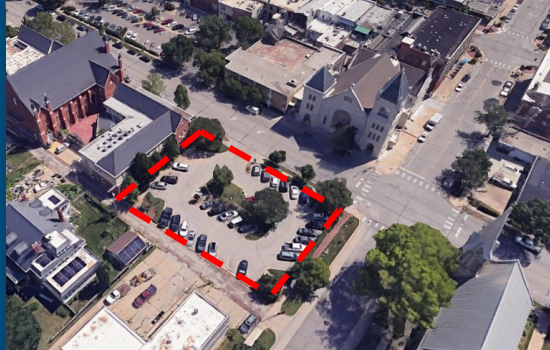
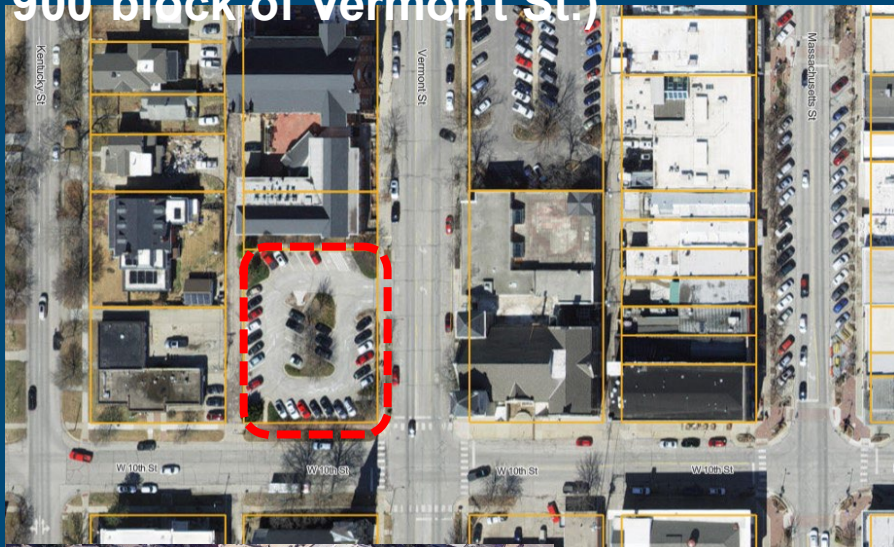
Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>• One of my top choices because it seems just like a reasonable location. No big "cons" IMO.</li> <li>• Conveniently located to the most end-point destinations on and around Mass Street</li> </ul>	<ul style="list-style-type: none"> <li>• Concerned about disrupting the Farmer's Market</li> <li>• A pretty area. Left (south) turns could be tricky but we could route us all right turn only if necessary.</li> </ul>
<b>Staff comments</b>	
<ul style="list-style-type: none"> <li>• Central location</li> </ul>	<ul style="list-style-type: none"> <li>• Concern about political will of well-used parking lot</li> <li>• Concern about spillover impact into neighborhoods, parking currently used by apartment residents</li> </ul>



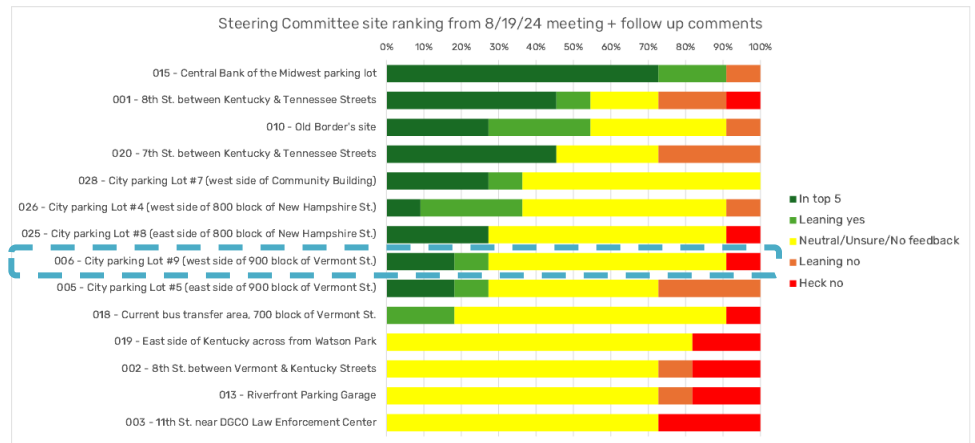


Requires more discussion: 006 - City parking lot #9 (west side of 900 block of Vermont St.)

## 006: City parking Lot #9 (west side of 900 block of Vermont St.)

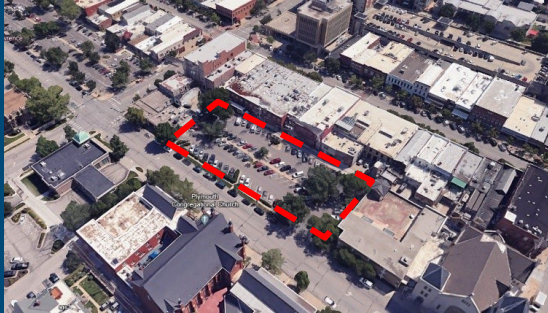


Biggest opportunities	Biggest concerns
Steering Committee comments	
<ul style="list-style-type: none"> <li>Might actually benefit to consolidate some of the "activity" which occurs, thus making it easier to patrol? Not sure. Don't have strong feelings.</li> <li>Not a bad choice considering its proximity to 9th and Mass</li> </ul>	<ul style="list-style-type: none"> <li>May be too small of a site</li> <li>Parking serves the churches</li> <li>Its proximity to churches, an outdoor encampment, and to the homeless resource center makes it a chaotic and unpleasant block to traverse for women on foot—especially at night.</li> <li>Fire hydrant will be in way of proposed bay, workarounds please?</li> </ul>
Staff comments	
	<ul style="list-style-type: none"> <li>The small site means that design options are limited</li> </ul>

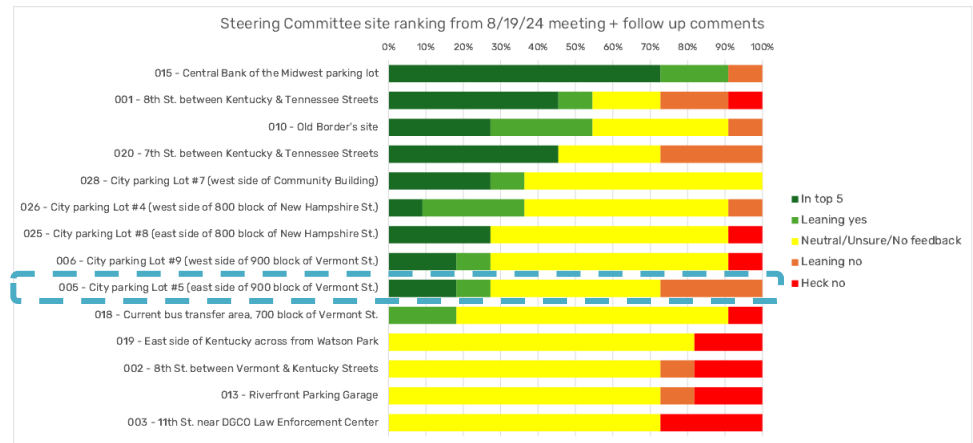


Requires more discussion: 005 - City parking lot #5 (east side of 900 block of Vermont St.)

## 005: City parking Lot #5 (east side of 900 block of Vermont St.)



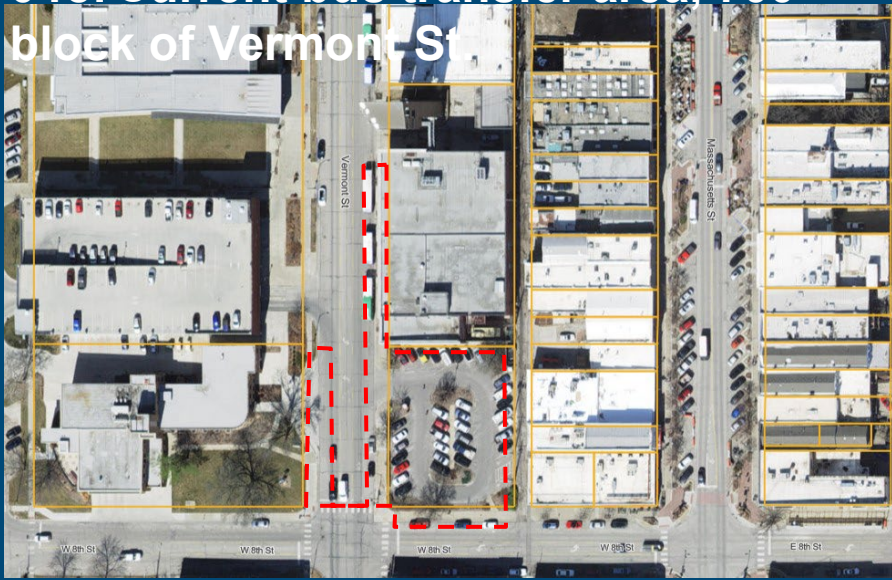
Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>Convenient location - would be great for rider access to downtown</li> </ul>	<ul style="list-style-type: none"> <li>Well-used parking lot that serves a lot of businesses and the churches. Would be a loss greater than the sum of the spots.</li> <li>Potentially difficult for bus access into and out of parking lot?</li> <li>Coming from the North and West could be really tricky with traffic.</li> </ul>
<b>Staff comments</b>	
<ul style="list-style-type: none"> <li>Central location</li> </ul>	<ul style="list-style-type: none"> <li>Concern about political will of well-used parking lot</li> </ul>



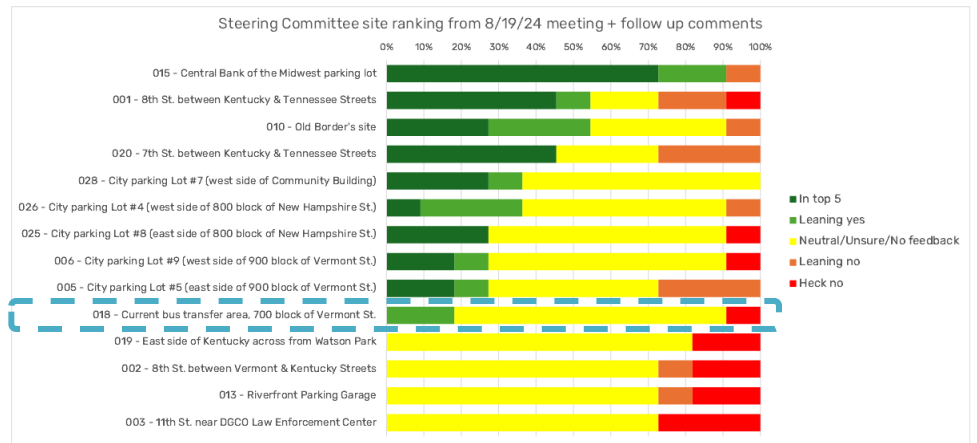


Requires more discussion: 018 - Current bus transfer area, 700 block of Vermont St.

## 018: Current bus transfer area, 700 block of Vermont St

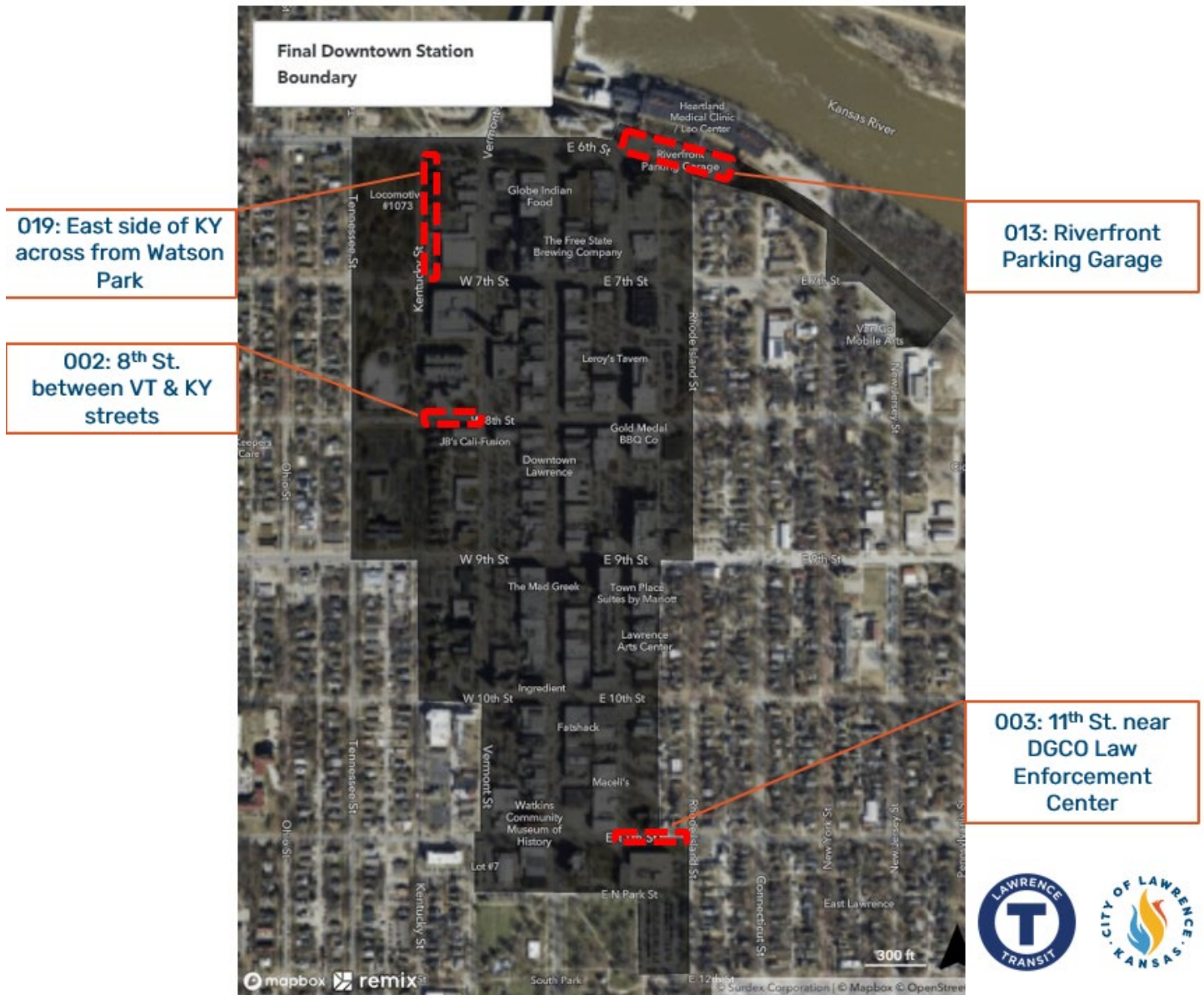


Biggest opportunities	Biggest concerns
<b>Steering Committee comments</b>	
<ul style="list-style-type: none"> <li>I would be in favor of enhancing the existing site if proper crosswalks were created so folks have easier access walking back and forth between the buses and the library.</li> </ul>	<ul style="list-style-type: none"> <li>Too much foot traffic in an area not designed for foot traffic.</li> <li>Speeding cars in the area</li> <li>Mixed traffic flow (cars/people/buses) is difficult with buses stopping on both sides of road</li> <li>Maintaining through-access for cars / access to the parking garage on the eastern side seems challenging</li> </ul>
<b>Staff comments</b>	
<ul style="list-style-type: none"> <li>Traffic patterns and pedestrian crossing challenges coupled with the strange site size/shape make this site difficult</li> </ul>	





# Sites with no Steering Committee support



002: Adjacent uses feel incompatible, especially being so close to Fire Station #1. Site is technically large enough but limited design options.

003: Buses would all face east, limited options to turn around without going through neighborhood. Parking for courtroom in this area is important.

013: Logistically difficult to enter and exit, expensive to redesign. Impact to several different parking needs.

019: Adjacent uses feel incompatible, especially single-family homes. Site is technically large enough, but limited design options.

# Appendix A: Additional Input between 8/19 and 9/23 Steering Committee meetings

## Steering Committee member additional input

Following the 8/19 Steering Committee meeting, Director of Transit Adam Weigel sent the following message to all members, BCC'd to adhere to Kansas Open Meeting Act rules:

**From:** Adam Weigel  
**Sent:** Thursday, August 22, 2024 11:35 AM  
**To:** Adam Weigel <[aweigel@lawrenceks.org](mailto:aweigel@lawrenceks.org)>  
**Subject:** Reminder - Downtown site feedback by Friday

Good morning Steering Committee members,

Sending a friendly reminder for you to provide me any comments on any positives or concerns you have for the 14 sites listed below. A couple of you have already provided a bullet point or two for each site, which is very helpful. This feedback will help me shuffle the rankings to better match the top sites that the Steering Committee would like to see move into the concept phase. I've also included the photo of the sticker exercise for your reference. The committee discussed eliminating sites 002, 019, 003, and 013 from consideration.



Downtown Station Site Selection | Appendix A: Additional Input between 8/19 and 9/23 Steering Committee meetings



## Blaine Allmond response

**From:** [Blaine Allmond](#)  
**To:** [Adam Weigel](#)  
**Subject:** Re: Reminder - Downtown site feedback by Friday  
**Date:** Friday, August 23, 2024 4:29:08 PM  
**Attachments:** [image001.png](#)  
[image005.png](#)

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**External Email. Be careful with links and attachments.**

- City of Lawrence IT Helpdesk

Hello Adam. I got a concerned email for the old west Lawrence neighborhood association about using site 020. Their feedback was that that location still floods and that it will negatively impact usage of the park. I agree on the possibility of a negative impact on the park.

I do still like site 001 or the possibility of site 015 which are next to each other. Those seem well placed for a bus stop.

these are really the only thoughts I have at this point

## Lance Fahy response

**From:** [Lance Fahy](#)  
**To:** [Adam Weigel](#)  
**Subject:** RE: Reminder - Downtown site feedback by Friday  
**Date:** Friday, August 23, 2024 11:18:04 AM  
**Attachments:** [image003.png](#)  
[image002.toc](#)  
[image001.png](#)

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**External Email. Be careful with links and attachments.**

- City of Lawrence IT Helpdesk

I rank

1. #20

2. #15

3. #1

## Brandon Graham response

**From:** [Brandon Graham](#)  
**To:** [Adam Weigel](#)  
**Subject:** Re: Reminder - Downtown site feedback by Friday  
**Date:** Monday, August 26, 2024 9:44:01 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)

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**External Email. Be careful with links and attachments.**

- City of Lawrence IT Helpdesk

Adam,

The bank parking lot makes a lot of sense to me and so does the city lot (#8). I also think the law enforcement center is plenty close enough personally but that didn't seem to be the case with the others.

Brandon Graham  
C: 913.221.2134  
[www.jeffersons.com](http://www.jeffersons.com)  
President | Jefferson's Franchise Systems

# Hazlett Henderson response

**From:** [Hazlett Henderson](#)  
**To:** [Adam Weigel](#)  
**Subject:** notes on site evaluations  
**Date:** Tuesday, August 20, 2024 5:17:25 PM

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**External Email. Be careful with links and attachments.**

*- City of Lawrence IT Helpdesk*

Hi Adam,

I don't have too many additional points on the sites you've evaluated so far, but I thought I'd send along my notes anyway. They are messy, let me know if I can clarify anything.

Thanks!  
Hazlett

-

Site 001

- This strikes me as a good option

Site 002 [eliminated in Monday's meeting]

Site 003 [eliminated in Monday's meeting, I think]

- Difficult to cross at 11th here because of the intersection with New Hampshire

Site 005

- Highly used/convenient parking lot - would be great for rider access to downtown, but potentially difficult for bus access into and out of parking lot? Plus might engender some frustration among drivers and people who frequent Wheatfields - would the commission be willing to select this site?

Site 006

- I selected this as a B-tier option - not a bad choice considering its proximity to 9th and Mass

Site 010

- I think this is a good option, but what would happen to the old Borders building at this site?

Site 013 [eliminated in Monday's meeting]

Site 015

- I don't understand why this site is flagged for walkability when sites 001, 019, and 020 are further away from the center of downtown? (These sites are basically in a north-south line between Kentucky and Tennessee?) Unless I'm missing something?
- Otherwise I think this is a great spot - especially with its shade cover, which could make for pleasant conditions while waiting for the bus in the summer.

Site 018

- This site strikes me as okay if pedestrian safety was improved (I don't really know how that could happen while maintaining through-access for cars / access to the parking garage on the eastern side)
- I wasn't sure why you wanted us to consider criterion #8 for this site - the park criterion?

Site 019 [eliminated in Monday's meeting]

Downtown Station Site Selection | Appendix A: Additional Input between 8/19 and 9/23 Steering Committee meetings



Site 020

- I'm surprised the park's frequent flooding wouldn't impact this site at all!

Site 025

- I am anti disrupting the farmer's market

Site 026

- This seems like another frequently used and convenient parking lot that drivers would be frustrated to lose. Even though it's more central than the Central Bank parking lot and the Borders lot, those lots seem like more politically expedient choices at this time (if their owners will sell for reasonable costs). I'm also cognizant of the need to avoid letting the present bias the future - like, people would adapt to one of these lots being converted to the bus station if it were to happen. Is it better for long-term planning to convert underused space, like the Borders lot, into a station, or to reduce parking so that folks are encouraged to use public transit? These are concerns I don't know how to resolve, but they seem important. As a rider, this site would be really convenient.

Site 028

- Weird intersection for pedestrian crossing

[Hazlett Henderson](#) | [geography Student](#) · [librarian](#) · [gleaner](#) · [Lawrence, KS](#) · [she/her](#)

**From:** [Hazlett Henderson](#)  
**To:** [Adam Weigel](#)  
**Subject:** Re: notes on site evaluations  
**Date:** Friday, August 23, 2024 4:31:21 PM

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- City of Lawrence IT Helpdesk

Hi Adam,

Yeah, that isn't a very clear comment, huh? I'm leaning no on that site because of its distance from the center of downtown and the flooding concerns - the basketball court especially gets so hairy in heavy rains!

Happy to clarify more,  
Hazlett

[Hazlett Henderson](#) | [geography Student](#) · [librarian](#) · [gleaner](#) · [Lawrence, KS](#) · [she/her](#)

On Fri, Aug 23, 2024 at 3:19 PM Adam Weigel <[aweigel@lawrenceks.org](mailto:aweigel@lawrenceks.org)> wrote:

Hazlett,

Can you clarify for me your feelings on Site 020? In your top 5, leaning yes, unsure, leaning no, don't support?

I wasn't sure based on the comment below.

Site 020

- I'm surprised the park's frequent flooding wouldn't impact this site at all!

**Adam Weigel**, Director of Transit

[Transit](#) | [City of Lawrence](#)

## Jeff Lough response

From: [Jeff Lough](#)  
To: [Adam Weigel](#)  
Subject: Downtown Station thoughts  
Date: Friday, August 23, 2024 1:34:12 PM

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*- City of Lawrence IT Helpdesk*

Adam,

Regarding Site 20: Like I'm sure the rest of the committee, I received the email from the head of the Old West Lawrence neighborhood. I think the ending comment regarding the homeless becoming more of a threat to those who use Watson Park is bogus. Many homeless had and might still use that location to get cool and have slept and done other things there that I have observed. The folks in that neighborhood certainly don't want homeless people sleeping in their yards. I don't blame them. Most of the people in that particular are older, more wealthier people who didn't have students attending Pinckney. Of course, with any demographic there are minority exceptions. If the videos which the person didn't attach to the email are accurate about the flooding being 8 foot deep after very heavy rains and the current buses being unable to traverse the area because of that rainfall then that would seem to eliminate that location. Otherwise, this would seem like an overall bogus attempt by some landowners to further their cause, and they are powerful, read 1) Marci Francisco, and 2) the very expensive traffic interference set up that the City has installed to deter KU students from using their neighborhood to drive through on the way to 9th street.

\*I would still vote for # 20 to be the first choice.

I think that Site # 1 is not particularly attractive, given the projected narrowing of all of 9th street to single lane traffic after the flood control project through Old West Lawrence is complete. This narrowing is being done to accommodate the bicyclists so they would have a clear path to the KU campus and on out to the Sunset neighborhood and Iowa. I would not place it in the top 5.

I think Site # 10 is still a reasonably good location even though it is a healthy walk to 9th & Mass in the snow and rain and melting slush or if you are using a walker or wheelchair. It gets my vote for yellow/2nd place location.

Site 6 may be too small but still may be a good top 3 selection.

Site 15, the city lot adjacent to the Central Bank of the Midwest parking lot would be one of my yellow choices...it too is close to the narrowed 9th street but fits other criteria, in my opinion, better than most.

Site 18: If there were 3 yellow locations Site 18 would be that 3rd one. The combination of the current location with a partial or total take over of the city parking lot on the northeast corner of 8th & Vermont. This doesn't address the



overwhelming need for AT&T to get rid of the destruction of some parts of their property by some of the homeless folks or have roadside parking for their vehicles. Homeless people are still going to be using the public library, its lawns and the parking garage to stay cool, warm or get out of the precipitation, to eat their meals, to use computers and to sleep/rest. If benches were removed that population would greatly diminish across from the library.

Site 28: My other Green/ top 3 choice is Site 28...strong disadvantages include messy and heavy traffic along 11th street on that block and to the west as well as some distance from 9th & Mass.

Site 26: Another candidate for a 3rd or 4th yellow location. Strong negative with the projected heavy parking needs for Friday and Saturday nights at the 2 new entertainment/ office venues to the north along New Hampshire and Mass.

Site 3: Heavy use of South Park parking by the courthouse when there are noteworthy trials, heavy use when there are festivals or other events in South Park and the increased building size for the east courthouse area in the next 2-5 years to the south, on the southeast side of the building where the holding cells are kept, the courtrooms are located and many court related staff people will have their offices. These needs eliminate this as a possibility for me.

Site 5 perhaps uses too much downtown business parking.

Site 13 would seem to have difficult traffic patterning and be pretty confusing with its several different public and private parking needs...city hall, city court, hotel, Abe & Jakes, new entertainment and office venues just to the south.

Adam, you do a great job. Take it easy. Jeff Lough

# Christopher Luxem response

**From:** [Chris Luxem](#)  
**To:** [Adam Weigel](#)  
**Subject:** Re: Reminder - Downtown site feedback by Friday  
**Date:** Monday, August 26, 2024 1:41:05 PM  
**Attachments:** [image001.png](#)  
[image005.png](#)

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- City of Lawrence IT Helpdesk

Hi Adam!

Thanks for your patience for my feedback. I think Site 006, Site 010, and Site 015 are my top choices all for very similar reasoning. I see these spaces as being both under utilized with vacant buildings or at the very least just a lot of vacant space that doesn't seem to have much intentional use being utilized or figured out for the future.

I could see Site 006 being difficult space wise for the bus turnarounds but definitely a great centralized locale. Site 010 seems a bit too good to be true, but if the Borders building could be repurposed into a bus station and like literally any other type of city building I feel like it would be extremely beneficial for that entire area. Site 015 is my top choice for anything near Watson Park, the parking lot at the Central Bank is almost always like 5% utilized, which feels very inefficient!

Thanks again! Let me know if something I said needs clarification

**Chris Luxem**  
Inventory Manager/Co-Owner  
Raven Book Store  
809 Massachusetts St  
Lawrence ES 66044



## Eddy Martinez response

**From:** [cheshiremoon@gmail.com](mailto:cheshiremoon@gmail.com) on behalf of [Eddylee Martinez](#)  
**To:** [Adam Weigel](#)  
**Subject:** Notes for remaining sites  
**Date:** Thursday, August 22, 2024 10:53:20 PM

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*- City of Lawrence IT Helpdesk*

Hey here are the notes I have. I got a nice, detailed email from Maren Bradley, the President of the Old West Lawrence Neighborhood Association. It's about site 020. I'll forward it to you.

001: I love the pedestrian flow of this site. Should minimize jaywalking/mid-block dart outs. I think this is the only site that has only 1 historic context zone. I'd kind of like to imagine what that will look like.

002: So tight! Less concerned about the traffic impact.

006: Expand entrance and exit? Parking (purple block) may have to be in the south? Kind of tight.

020: one of my faves. Not concerned about park space (but I got an email from the president of old west Lawrence I'll forward your way). Nice safe crosswalks. Signal crosswalk on Tennessee.

025: A pretty area. Left (south) turns could be tricky but we could route us all right turn only if necessary. 11 I'd score as Neutral (departing). 14 is hard to answer here.

010: A cool space. Plenty of room. Some "weird" spaces (dark areas, hiding places etc). I'd like to be mindful of the lighting.

015: Good size. Spaces East of Mass tend to be more preferable for walkers.

018: Not concerned about park space here. We would need a new temp site for downtown. That's a lot of changes in a small amount of time. Really needs a mid-block crosswalk. One of the safest, most policed parts of town.

026: If it's possible to have a favorite parking lot, then this is mine. Cool art, cool character, buskers and a "peaceful" branded spa with an outdoor hot tub. It also has electric charging stations so we would take a temporary hit to our electric car infrastructure. Not a huge deal but could edge out other sites.

028: Not bad. No notes really.

005: Coming from the North and West could be really tricky with traffic. Isn't this lot popular with downtown workers?

Eddy Martinez

**From:** [Eddylee Martinez](#)  
**To:** [Adam Weigel](#)  
**Subject:** Re: Notes for remaining sites  
**Date:** Friday, August 23, 2024 12:54:51 PM

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*- City of Lawrence IT Helpdesk*

Site 018 is the current site with some updated spacing. We would need a new temporary site to park downtown during the construction.

My concern is that riders are confused with the amount of changes. I think it's worth marking as a negative against this site.

The question handout sheet was about whether there was an argument for the park space criteria getting a lower score. I am not concerned about park space being impacted. The concern was that increased traffic would impact the ambiance (if I'm interpreting that correctly). I don't think that's an argument unique to public transportation. It also presumes that parks are only for the people that live in close proximity. Anyway, I'm typing on my way to my route haha

Hope this helps!  
Eddy Martinez

On Fri, Aug 23, 2024, 10:05 AM Adam Weigel <[aweigel@lawrenceks.org](mailto:aweigel@lawrenceks.org)> wrote:

Thanks, Eddy! Can you help clarify/expand for me what you mean by the 3 highlighted comments below for site 018?

018: **Not concerned about park space here. We would need a new temp site for downtown. That's a lot of changes in a small amount of time.** Really needs a mid-block crosswalk. One of the safest, most policed parts of town.

**Adam Weigel**, Director of Transit

[Transit | City of Lawrence](#)

# Megan Poindexter response

**From:** [Megan Poindexter](#)  
**To:** [Adam Wojcik](#)  
**Subject:** Megan's thoughts re: hub site  
**Date:** Monday, August 19, 2024 11:57:56 AM

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- City of Lawrence IT Helpdesk

Site 1: That also makes me concerned about the traffic flow for fire/ medical. When there are other options, I think it's good to avoid as much as possible.

Site 2: Nope- eliminated for good reason.

Site 3: Eliminated, but I'm not sure why... we didn't discuss.

Site 5: Well-used parking lot that serves a lot of businesses and the churches. Would be a loss greater than the sum of the spots.

Site 6: Serves the churches heavily, otherwise, not sure if it's such a bad spot. Might actually benefit to consolidate some of the "activity" which occurs, thus making it easier to patrol? Not sure. Don't have strong feelings.

Site 10: An under-utilized space. Seems a shame we can't do something useful with it. Meets a lot of the criteria. High on my list of "yes" locations if only we could get them to sell it at a reasonable price.

Site 13: Eliminated—which seems right because it seems logistically very difficult.

Site 15: Lower-use lot that is north/south central to downtown makes it very attractive. However, looks like it would be expensive to do the modifications.

Site 18: Danger zone!! Too much foot traffic in an area not designed for foot traffic. The exit off the bridge (driving north to south) makes it kinda weird. I've watched multiple car chases come over the bridge and fly thru the area, and that is hard to forget the image it creates of the "what if" someone had been crossing at that exact time.

Site 19: Eliminated—the layout would be strange and I don't think we need to encroach on any residential homes when there are so many other options.

Site 20: Makes a lot of sense to me, as long as it's confirmed that the busses would not have difficulty with the one-way streets on each side of it.

Site 25: One of my top choices because it seems just like a reasonable location. No big "cons" IMO.

Site 26: Well-used parking that services a lot of businesses. Would be a loss greater than the sum of the spots.

Site 28: Would be interested in more conversation about this site. Unaware of any

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major pros or cons.

My current rank order would be:

10, 25, 20, 15, 28, 6, 1, 3, 26, 5, 18, 19, 13, 2

Megan Poindexter  
Executive Director  
Senior Resource Center for Douglas County  
745 Vermont St  
Lawrence, KS 66044  
[www.YourSRC.org](http://www.YourSRC.org)  
785-842-0543  
[mpoindexter@YourSRC.org](mailto:mpoindexter@YourSRC.org)



## Emily Rems response

**From:** [emily\\_rems](mailto:emily_rems)  
**To:** [Adam Weigel](mailto:Adam.Weigel)  
**Subject:** Re: Reminder - Downtown site feedback by Friday  
**Date:** Thursday, August 22, 2024 6:59:01 PM

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*- City of Lawrence IT Helpdesk*

Hi Adam! Thanks for the reminder. Here are my comments on the sites that are still in the running, now that we've collectively ruled out sites 002, 003, 013, and 019:

My favorite sites are 028, 005, 026, and 025 because in my experience as a rider they are the most conveniently located to the most end-point destinations on and around Mass Street. I would also be in favor of enhancing the existing site, 018, if proper crosswalks were created so folks have easier access walking back and forth between the buses and the library.

My LEAST favorite sites are:

001 because it is not centrally located enough and possibly too close to emergency services.  
006 because its proximity to churches, an outdoor encampment, and to the homeless resource center makes it a chaotic and unpleasant block to traverse for women on foot—especially at night.

I don't love the remaining site options either—020, 010, 015—because they look like a shlep to get you and are not as conveniently located to places most riders would want to be, but I don't object to them as strenuously as I do to the two options listed above.

Warmly,  
Emily Rems  
[emilyrems@gmail.com](mailto:emilyrems@gmail.com)

## Ian Stepp response

**From:** [Ian Stepp](#)  
**To:** [Adam Weigel](#)  
**Subject:** Re: Reminder - Downtown site feedback by Friday  
**Date:** Monday, August 26, 2024 2:44:47 PM  
**Attachments:** [image001.png](#)  
[image004.jpg](#)  
[image005.png](#)

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*- City of Lawrence IT Helpdesk*

Hey Adam,

spent some time this afternoon watching the meeting and looking over the various sites and here are my thoughts.

Between the top four sites the committee chose, 20,15,1, and 10, I'd gravitate towards 1 and 15.

Both have minimal transportation impact while still being in a good location downtown. Walkable distance to the library, post office, senior center, dare center, and other resources but not in front of any popular businesses, services, or parks. I think 20 could be a good spot, but seems like the Old West Lawrence neighborhood association is pretty concerned about having the hub anywhere near Watson so maybe it's not worth it. No opinion regarding 10.

As far as the top scoring locations from a site criteria perspective, I agree with the committee that sites 2 and 19 would not be ideal. I don't think there was much discussion about 6 other than that with weddings and church and other events you might want that parking lot/it might rile folks up if people were misbehaving there, but maybe that space deserves more discussion.

My only other suggestion for our next meeting might be to include a small paragraph about some of the pros and cons of each of the top five locations or however many we're going to discuss. These little packets are a lot of data and it'd be nice to have it synthesized for us a bit, that said I understand if you don't want to do that as it might influence our decision making.

Last but not least, I couldn't help noticing there's no packet for Site 9, the old Allen Press parking lot, didn't seem to be mentioned in the meeting either. A coworker of mine said she thought it'd be a good space and I agree with her. I guess y'all never heard back from the owner?

Hope these thoughts are helpful

Ian

Dustin Stumblingbear response  
 Downtown Station Site Selection Evaluation Form



	Please note pros or cons of this site not captured in draft evaluation	Suggested changes to score or ranking (with explanation)
<p><b>Site 001</b>            8th St.            between            Kentucky &amp;            Tennessee            Streets</p>	<p>movement of emergency services through parked bus zone</p> <p>traffic flow coming onto 8th from Kentucky + Tennessee that is pedestrians need space to walk safely</p>	<p>Current ranking: #1 (tied) out of 14</p>

	Please note pros or cons of this site not captured in draft evaluation	Suggested changes to score or ranking (with explanation)
<p><b>Site 002</b>            8th St.            between            Vermont &amp;            Kentucky            Streets</p>	<p>Emergency responders would leave and enter amongst crowds, very unsafe</p>	<p>Current ranking: #1 (tied) out of 14</p> <ul style="list-style-type: none"> <li>Agree/disagree with staff score on Criterion #1? Technically space, but pretty tight.</li> </ul>



<b>Site 003</b> <b>11th St. near</b> <b>DGCO Law</b> <b>Enforcement</b> <b>Center</b>	<b>Please note pros or cons of this site not captured in draft evaluation</b>	<b>Suggested changes to score or ranking (with explanation)</b>
	<i>terrible eastern exit for buses</i>	Current ranking: #11 out of 14

<b>Site 005</b> <b>City parking</b> <b>Lot #5 (east</b> <b>side of 900</b> <b>block of</b> <b>Vermont St.)</b>	<b>Please note pros or cons of this site not captured in draft evaluation</b>	<b>Suggested changes to score or ranking (with explanation)</b>
		Current ranking: #13 out of 14

<b>Site 006</b> <b>City parking</b> <b>Lot #9 (west</b> <b>side of 900</b> <b>block of</b> <b>Vermont St.)</b>	<b>Please note pros or cons of this site not captured in draft evaluation</b>	<b>Suggested changes to score or ranking (with explanation)</b>
	<i>Fire hydrant will be in way of proposed bay, workarounds please?</i>	Current ranking: #3 out of 14 <ul style="list-style-type: none"> <li>Agree/disagree with staff score on Criterion #1? Technically space, but pretty tight.</li> </ul>

<b>Site 010</b> <b>Old Borders</b> <b>site</b>	<b>Please note pros or cons of this site not captured in draft evaluation</b>	<b>Suggested changes to score or ranking (with explanation)</b>
	<i>Does the entire lot need to be purchased?</i>	Current ranking: #7 (tied) out of 14

<p><b>Site 013</b>  <b>Riverfront</b>  <b>Parking Garage</b></p>	<p><b>Please note pros or cons of this site not captured in draft evaluation</b></p>	<p><b>Suggested changes to score or ranking (with explanation)</b></p>
		<p>Current ranking: #14 out of 14</p>

<p><b>Site 015</b>  <b>Central Bank</b>  <b>of the Midwest</b>  <b>parking lot</b></p>	<p><b>Please note pros or cons of this site not captured in draft evaluation</b></p>	<p><b>Suggested changes to score or ranking (with explanation)</b></p>
		<p>Current ranking: #7 (tied) out of 14</p> <ul style="list-style-type: none"> <li>• Agree/disagree with staff score on Criterion #9?</li> </ul>



<p><b>Site 018</b>  <b>Current bus transfer area, 700 block of Vermont St.</b></p>	<p>Please note pros or cons of this site not captured in draft evaluation</p>	<p>Suggested changes to score or ranking (with explanation)</p>
	<p>traffic flow with buses stopping on both sides of road</p>	<p>Current ranking: #9 out of 14</p> <ul style="list-style-type: none"> <li>Agree/disagree with staff score on Criterion #8? Could see argument for high traffic flow impact.</li> </ul>

<p><b>Site 019</b>  <b>East side of Kentucky across from Watson Park</b></p>	<p>Please note pros or cons of this site not captured in draft evaluation</p>	<p>Suggested changes to score or ranking (with explanation)</p>
		<p>Current ranking: #4 out of 14</p> <ul style="list-style-type: none"> <li>Agree/disagree with staff score on Criterion #1? Technically space, but pretty tight.</li> <li>Agree/disagree with staff score on Criterion #8? Near, but not in, a park.</li> <li>Agree/disagree with staff score on Criterion #9? Site partially in 2 walksheds.</li> </ul>

(C)

<b>Site 020</b> 7th St. between Kentucky & Tennessee Streets	<b>Please note pros or cons of this site not captured in draft evaluation</b>	<b>Suggested changes to score or ranking (with explanation)</b>
		Current ranking: #5 out of 14 <ul style="list-style-type: none"><li>• Agree/disagree with staff score on Criterion #8?</li></ul>

<b>Site 025</b> City parking Lot #8 (east side of 800 block of New Hampshire St.)	<b>Please note pros or cons of this site not captured in draft evaluation</b>	<b>Suggested changes to score or ranking (with explanation)</b>
	Regular events like Farmers Market? impact?	Current ranking: #6 (tied) out of 14

<p><b>Site 026</b>  City parking  Lot #4 (west  side of 800  block of New  Hampshire St.)</p>	Please note pros or cons of this site not captured in draft evaluation	Suggested changes to score or ranking (with explanation)
	<p>impact on Farmer's Market  pedestrians  focused/protected crosswalk  on New Hampshire</p>	<p>Current ranking: #10 out of 14</p>

<p><b>Site 028</b>  City parking  Lot #7 (west  side of  Community  Building)</p>	Please note pros or cons of this site not captured in draft evaluation	Suggested changes to score or ranking (with explanation)
	<p>Traffic flow from Vermont  Mass, Kentucky, Tennessee Streets.  protected crosswalks?</p>	<p>Current ranking: #12 out of 14</p>



## Individual member draft ranking

Rank	Site #	Site name
1	5	
2	15	
3	20	
4	10	
5	1	
6	2	
7	3	
8		
9	25	
10	19	
11	26	
12	18	
13	28	
14	13	

# Old West Lawrence input

**From:** [Maren Bradley](#)  
**To:** [Adam Weigel](#)  
**Subject:** Watson Park Downtown Transit Hub  
**Date:** Thursday, August 22, 2024 9:41:50 PM  
**Attachments:** [Watson Rain.MOV](#)

**External Email. Be careful with links and attachments.**  
*- City of Lawrence IT Helpdesk*

Hi Adam,

I'm just watching the discussion at your 8/19 meeting about the 7th Street location (between Kentucky and Tennessee Streets), and I'm hoping to maybe clear up some miscommunication since you visited our neighborhood meeting in July. Our residents had voiced concern at that time alerting you to the serious flooding that happens in Watson Park several times a year, and your response had to do with definitively ruling out any site within a FEMA flooding zone.

I first want to make sure you understand that Watson Park is both north and south of 7th St and is located within the bounds of our neighborhood, which is also stated on the city website: <https://lawrenceks.org/lprd/parks/watsonpark/>. The \*entire\* park and the street in between, regardless of FEMA flood zone designation, floods significantly at least 3 times a year - really anytime we get a sudden amount of rain in a small amount of time. In this meeting I'm hearing you continue to say that Watson Park is north of 7th St, that the flood zone ends there. It also sounds like a majority of your committee is not even 100% sure exactly which parts of the park are located on which streets (7th vs 8th) and as such are deferring to your expertise and kind of talking each other into this being the best site for the transit hub despite it being pretty obvious to any OWL resident listening that most of them have never traversed the area on foot more than a one-time, couple-minute visit, if that.

I have attached a video taken from the SW corner of 7th and Tenn of the portion of the park south of 7th Street under heavy rain (the portion of the park which is NOT even listed as a FEMA flood zone). This video is not related to the sudden microburst we had earlier this year, rather, it is from a couple years ago and is representative of a very typical flooding level that our park experiences several times a year. It's just one of the many flooding videos/photos I was forwarded when I requested some residents on Tennessee to send to me. Notice the bus in the video trying to head west on 7th Street but determining the water level is unpassable. You can find more flooding videos on the Old West Lawrence facebook page. They're a dime a dozen.

Unrelated to the flooding, I also wanted to mention that we as a neighborhood often use both sides of the park simultaneously for family events, such as our neighborhood 4th of July bike parade. A bus station that cuts this park in half and attracts the kinds of problematic behaviors that many members of your committee acknowledged freely in the last meeting is going to be wildly unpopular with our residents, as is already the case with the few OWL residents who have heard about this latest meeting, and is sure to set up some significant conflict if this particular site goes to the city commission for recommendation. Tennessee is first a residential street. Houses are mere feet from the proposed terminal.

If even half of the behaviors that currently plague the Vermont St site move to Watson, no one will visit this park anymore. Families will not put up with these types of shenanigans around their children. A park devoid of children will change the entire character of our neighborhood completely. We don't have large yards or nice, even sidewalks and streets to bike and play on.

We depend on this park for our recreation, to teach our kids how to ride their bikes, to have a break on the play equipment when walking home from downtown. We just lost our neighborhood school last year. It would be particularly devastating to also lose our only neighborhood park.

In response to the committee's discussion this week, our board is planning on administering a small survey to OWL residents at our annual street party on September 7th. We will be asking about both the 7th and 8th Street locations, as they are directly in our neighborhood. I am predicting a high level of resistance for at least the 7th Street location. Should I let you know the results of that survey, or what do you think is the best way to proceed? Our preference would be to eliminate this site from your recommendations before it makes it to city hall.

Maren Bradley  
President, Old West Lawrence



# Farmer's Market input

**From:** [Emily Lysen](#)  
**To:** [Adam Weigel](#); [Luis Ruiz](#)  
**Cc:** [Mark Hecker](#); [Steve Clark](#); [Jill Elmers](#)  
**Subject:** Re: Farmer's Market question  
**Date:** Friday, August 23, 2024 1:45:42 PM  
**Attachments:** [image002.png](#)

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**External Email. Be careful with links and attachments.**

- City of Lawrence IT Helpdesk

Good afternoon Adam -

What kind of information are you looking for exactly? I was just made aware of transit's site selection process as well. The last I was updated was that the transit team was working on redefining the definition of downtown and that site selection was a long ways away.

We currently are awaiting on a grant award that we applied for with the USDA to do a feasibility study on our final site location options (7th Street being the primary one we spent the last 3 years narrowing down to).

Our committee can send you the process we've worked through on our site location search and the feasibility study's proposal if that is helpful. It sounds like it is time for us to meet and gain some clarity on each other's projects.

I have CC'd Mark Hecker from LPRD and Steve Clark and Jill Elmers from our Long-Term Planning Committee that we've been working with.

- Emily

On 8/23/24 1:32 PM, Adam Weigel wrote:

Good afternoon Luis and Emily,

In the process of evaluating downtown transit sites, some folks have told us that the Farmer's Market is in the process of evaluating new sites, and 7<sup>th</sup> St. between Kentucky and Tennessee is a preferred site. Could you point me to any info your teams are aware of related to that site selection process so we can take that under consideration?

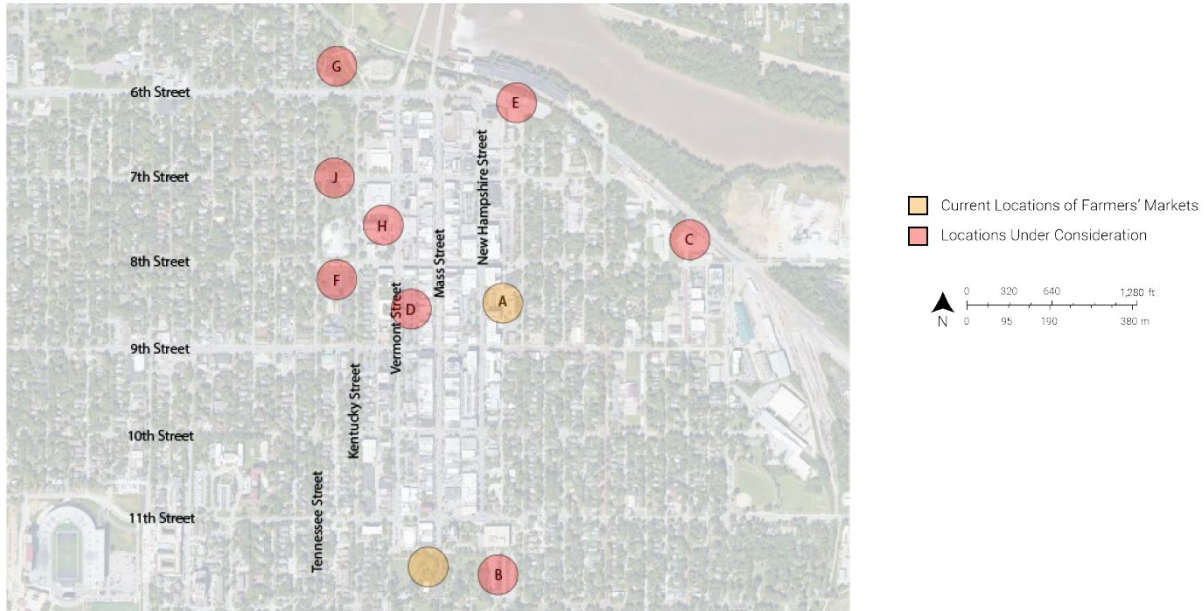
Best,



**Adam Weigel, Director of Transit**  
Pronouns: He | him | his

[Transit](#) | [City of Lawrence](#)  
933 New Hampshire Street, Lawrence, KS 66044  
O 785-832-3464 | M 785-764-4200

## Potential Farmers Market Locations - Overview



## 7<sup>th</sup> Street Corridor Location



## Parks & Rec Dept input

At a 8/30 virtual meeting between Transit and Parks & Recreation staff, Parks & Recreation staff indicated they were not supportive of using City parking lot #7 west of the Community Building for Downtown Station due to the impacts on access for people parking and using the Community Building.

Downtown Station Site Selection | Appendix A: Additional Input between 8/19 and 9/23 Steering Committee meetings