

Public Open House

Lawrence Santa Fe Station Preservation Project
KDOT-23 RF-0026-01 Preservation Project

February 1, 2012

The City of Lawrence would like your input on the possibility of relocating City transit offices and the downtown transit hub to the Santa Fe Station (Amtrak/BNSF depot) located at 413 E. 7th Street.

Also, the City and the architects hired by KDOT to prepare Construction Documents for complete rehabilitation of the Santa Fe Station building would like to get feedback prior to beginning work on the documents.

Please provide your responses to the following questions:

1	Do you support use of the Santa Fe Station building as the Lawrence Transit Administrative office ? (Amtrak and BNSF would continue to use the building for their current purposes.)	Yes ✓	No
2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it?		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes ✓	No
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

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7	Name and Address (optional): <i>Carey Maynard - Moody 1645 Barker</i>		

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7	Name and Address (optional): <i>Jim Budde, 1004 Wildwood Dr L, K 66049</i>		

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7	Name and Address (optional):		

not sure yet

I do like this location as a multimodal hub,
especially when we finally get commuter rail -

but ~~for~~ for the purposes of bus users, I think
a location closer to downtown would be
better —

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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>Looks great! Do it as soon as possible! need a bike rack!</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Jerry Smith</i>		

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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>A adobe rock even out front step with sidewalk columns for safety</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>George Smith 2142 Avenue D</i>		

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It will not be easy nor inexpensive, but this is a golden opportunity to develop a transportation hub at the depot.

I am sure the parking & traffic problems can be worked out if we are dedicated to solving them.

This is a good building that is currently underutilized. Let's make it work for the city of Lawrence!

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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>not at this time</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Laura Green 911 Louisiana St. #103</i>		

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the train station is not a good place because it would be too dangerous to have the buses parked on 7th because of the heavy traffic. also it would be too far from downtown and there would be lots of people walking down 7th to downtown. also it is too dangerous a place for the bus depot because of the homeless people living on the river.

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3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	No X
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>11th & Main in South Park</i>		
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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>I suggest that the east Lawrence neighborhood and association be kept abreast of what the plans are and suggestions for comment in the future.</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>ERIC JAG LOT #38, NEW JERSEY, LAWRENCE, KS</i>		

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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>Just hope that it won't get slowed by lack of funds.</i>		
6	Please provide any additional comments on the reverse side of this page. _____ →		
7	Name and Address (optional): <i>Hilda Enoch, 1500 El Dorado Dr. - 66047</i>		

I'm sorry ~~the~~ Governor
is slowing the possible extension
of the Amtrak routes in LS.
Rail traffic is the way to
go! Europe & China is way
ahead of us!

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3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	<input type="radio"/> No
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>where there are streets, downtown</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>Restoration of the station without destroying the neighborhood</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Jennifer Hattinore</i> <i>204 New York Street</i>		

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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? 1) Provide seating for bus transfer patrons. 2) Vending machines would be nice. Need some concealment. 3) Incorporate solar & wind power?		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): George Brenner, 1711 W. 19th Terr., Lawrence		

seems like the traffic flow for city bases
in and out of the area is biggest
question.

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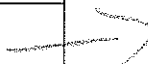
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7	Name and Address (optional): <i>Melissa Fisher Isaacs 722 New York St.</i>		

I have several concerns about relocating the bus transit transfer hub to the Santa Fe station. First, the street that runs in front of the station is already somewhat of a blind curve that sees fairly steady traffic from regular cars & large trucks (concrete trucks). With buses lined up along the street, it seems that this would create a significant traffic hazard. Second, the site plan indicates that parking for the station would be reduced both by a garden area & by a bus turnaround area. In the ten years I have lived at 7th & New York, I have seen a significant increase in the # of people using the passenger train service, & thus parking at the station. Reducing parking would, it seems, discourage the revitalization of the train service. Third, multiple buses idling for long periods next to our residential neighborhood cannot be good for our air quality, & the extra noise would be unwelcome as well. Fourth, while locating the bus transfer hub @ the Santa Fe station would allow bus passengers to use the bathroom, they would not have convenient access to downtown (running errands, a quick cup of coffee). The current transfer hub @ 9th & New Hampshire offers convenient public restrooms @ the Arts Center & easy access to bus amenities while not adding traffic.

I do, however, heartily approve of the station revitalization project & appreciate the work done so far to improve the station itself.

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7	Name and Address (optional): <i>William Winkler billwink10@yahoo.com</i>		

I would like this station to be a hub for Amtrak, City bus, Greyhound and Taxi. Bike rack too.

I know a lot of construction would be needed for more parking.

Get that train for Ft. Worth, OKC going too!

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4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>Downtown, preferably on Vermont, less congested</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>Try to eliminate the musty odor inside the Depot. This location is already risky because of proximity of the river w/ homeless and traffic. Watch the fast drivers traveling from New Jersey to 7th Street and vice versa.</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Shirley B New York St.</i>		

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3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes ✓	No
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Grain Patterson 1192 Rhode Island</i>		

7
:

Public Open House

Lawrence Santa Fe Station Preservation Project
KDOT-23 RF-0026-01 Preservation Project

February 1, 2012

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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Kevin Boatright</i>		

*4112 wheat state
Lawrence 66049*

Public Open House

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2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it?		
	<i>Between Delaware + Pennsylvania or 9th</i>		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	<input checked="" type="radio"/> No
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
	<i>Paying \$100 for the property, then restoration. BNSF can repurchase it at any time for the price + restoration minus depreciation? Not a good fix.</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Christy Mara 735 New Jersey 66044</i>		

*15 yr resident
 homeowner*

on New Jersey we have tolerated the constant drone of the train during the winter. The concrete trucks start at 4:00 AM spring, summer + fall - had to have windows open. Now we're expected to tolerate Buses?! Come live in our street. You will not be pleased with this aspect. Traffic + pollution + more traffic. I love my little neighborhood, I'd like to remain in a quiet "residential" hood.

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4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? mitigate concerns addressed ^{pointed out} by Jennifer Lathmore get ^{idling} buses off 7th Street, by making everyone exit the bus at Amtrak, have buses pull over to east corner of lot + idle there. Then when bus ready to start route, pull back up to the building to load passengers, then drive away.		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): Leslie Saden		

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3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>The path of the bypass needs to be better defined.</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

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3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	<input checked="" type="radio"/> No
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>Vermont St</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>Please keep the historic integrity of this Santa Fe site - I picked my grandmother up on Amtrak here in the 70's</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

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4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>the current location or the empty Allen Press bldg on Mass</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
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4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>concerned about impact of traffic on neighborhood. plan must mitigate as much as possible.</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Tom Harper</i>		

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6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

under certain Circumstance

must have someone to staff front office

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5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>Do not have any buses park on the street. Install a cross walk light to slow traffic on this corner.</i>		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>John Rasmussen 1406 N. J St.</i>		

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3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	No
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>SAME AS #2</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building? <i>① PARKING (LACK OF) ② BUS CONGESTION ON STREET ③ LOITERING IN NEIGHBORHOOD & ON RIVER BANK ④ FUMES FROM IDLING BUSES ⑤ DANGEROUS FOR CHILDREN NEAR TRAIN TRACKS ⑥ TRAFFIC IS TOO FAST & WIDE TO ADD BUSES TO MIX.</i>		
6	Please provide any additional comments on the reverse side of this page. <i>⑦ NOTHING FOR BUS PATRONS HERE. (BUSINESS OR ENTERTAINMENT)</i>		
7	Name and Address (optional): <i>MIKE MURPHY - 409 EAST SEVENTH ST.</i>		

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6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

*without seeing the plans...
long line of busses...*

Hope that furniture could be purchased for the waiting area in the same style as original without having to have excessive use on the original

limo service to the airport

taxi stand

bicycle rental

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6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): Dale Minz, 321 E. 17th Street, Lawrence, KS		

For Immediate Release 01/30/2012

Contact: Jennifer Lattimore

why.buses@gmail.com

785-813-1837

Opposition Organizes to Kill Proposed East Lawrence Bus Hub

Not everybody is happy with the city's proposed Bus Hub in the Lawrence Amtrak Station.

The City of Lawrence has scheduled a meeting on Wednesday evening with stakeholders in the neighborhood from 5:00 to 7:00 pm at the Amtrak/BNSF station to discuss a proposal to include a bus hub and possible station and transfer location as part of the City's proposal to buy the Amtrak/BNSF station. Restoration of the station, plans for increased passenger services, and purchase of the station by the City have been the focus of the Depot Redux group. While the Amtrak/BNSF station has never been associated with any City Bus service and is a 7 minute walk to any downtown services, proponents claim that the inclusion of the bus hub/station will increase funding for restoration of the station.

Jennifer Lattimore, who lives near the station said "There has been little or no concern for the impact on people living near that station nor has much thought been given to the potential negative impact of this use for historic preservation. "

Lattimore pointed to increased diesel particulate matter that will result from city buses idling constantly near adjacent homes. While hybrid buses might be quieter, they may be every bit as dangerous to health with the amount of particulate matter they release, she said. Further, inter-city buses will compound the problems of traffic, diesel particulate matter, congestion and noise.

In addition, Lattimore said, bus stations tend to be magnets for homelessness and crime. "It's well documented that bus stations devalue adjacent properties and require frequent police calls."

The bus hub/station would be located on the east side of the train depot, a site that had been slated for increased parking for the passenger rail station. Plans called for restoring the green space and fountain to the west of the station and moving some of the parking to the east side. "Because the station site is so small, I don't see how buses can be turned around and Amtrak parking demands met without destroying the station's remaining green space," said Lattimore. "I hope citizens will attend the Wednesday meeting to express opposition to this misguided proposal."

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2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it? See #6 below.		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	No X
4	If you <u>do not</u> support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? Next to the Art Center at 9 th and New Hampshire. Better for old people using bus to do their shopping.		
5	Do you have any suggestions for the Construction Documents that will be prepared for the complete restoration of the Santa Fe Station building? None.		
6	Please provide any additional comments on the reverse side of this page. The bus transfer hub should be more centrally located and closer to downtown. With all the new buildings up and planned for 9 th & New Hampshire that seems to be a better location for public access rather than in a residential area. Maybe the NE corner with a drive through bank and gas company(?). Building could be acquired by eminent domain and the parking lot next door used for the transport hub. The admin. offices could also be there if there was room. If not, they could be in the train station.		
7	Name and Address (optional): Lucille Marino, Lawrence, KS 66044		

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4	If you <u>do not</u> support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>off K-10, East Lawrence area</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for the complete restoration of the Santa Fe Station building?		
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4	If you <u>do not</u> support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>23rd Street near Ogsdahl</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for the complete restoration of the Santa Fe Station building?		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

Chelsey Scanland
645 Connecticut St.
Lawrence, KS 66044
January 31, 2012

Diane Stoddard
Assistant City Manager
City of Lawrence
6 East 6th St.
Lawrence, KS 66044

To Whom It May Concern:

Regrettably, I am unable to attend the meeting Wednesday and I am writing to express my concern about recent discussion concerning the creation of a multimodal transportation hub to be located at the Amtrak train station. I understand that the decision is being considered to enable passengers on the "T" a climate controlled facility with access to restrooms.

However, I do not believe that this cannot be accomplished at the current staging area at 9th and New Hampshire. Consider: If there is going to be a new development at this intersection, the city could request the developer set aside an interior space for the city to use for this purpose. If the developer is allowed to build a hotel/apartment building at this location, those people may want to catch the bus directly outside instead of going to the train station. Perhaps the city could, instead of giving away its public parking spaces, encourage these residents to take the bus. If I was taking a bus downtown, I would want the bus to go downtown, not four or five blocks from it.

I have lived at the corner of 7th and Connecticut for seven years. Easterly traffic between downtown and Connecticut on 7th is already heavy. Adding additional westerly traffic on 7th would increase air and noise pollution, not to mention making it more difficult for residents and clients of businesses located on the 600 blocks of New York, Connecticut, and Rhode Island streets to cross 7th. I can only imagine the difficulty it would create for pedestrians to cross 7th. Perhaps the speed limit on 7th could be reduced to 20 MPH and enforced.

Although zoning for this area is mixed, it is still residential. Would you feel safe letting your school-aged children cross 7th to walk to school? How would you feel if buses were

Diane Stoddard
January 31, 2012
Page 2

going by your house every fifteen minutes, all day long? If you could not sit on your porch, and due to noise, have a conversation in a normal tone of voice? Would the commuters park on the surrounding streets when the small parking lot is full? Who will pick up the litter left behind by the additional people walking by?

I suppose that having public restrooms located so close to the homeless encampment would considerably reduce the risk of me encountering someone defecating in my alley in broad daylight, again.

Sincerely,

Chelsey Scanland

Bobbie Walthall

From: markkaplan@gmail.com on behalf of Mark Kaplan [mkaplan@earthlink.net]
Sent: Sunday, February 05, 2012 3:44 PM
To: Diane Stoddard
Subject: Lawrence Santa Fe Station Preservation Project / February 1st, 2012 Questionnaire

Dear Diane --

I got a copy of this flyer that was available at the Santa Fe Depot last week, and I wanted to e-mail in my responses. Thanks for seeking feedback on the bus hub proposal. It's a great way to govern.

Mark Kaplan

Public Open House
Lawrence Santa Fe Station Preservation Project
KDOT -23 RF-0026-01 Preservation Project
February 1, 2012

The City of Lawrence would like your input on the possibility of relocating City transit offices and the downtown transit hub to the Santa Fe Station (Amtrak/BNSF depot) located at 413 E. 7th Street.

Also, the City and the architects hired by KDOT to prepare Construction Documents for complete rehabilitation of the Santa Fe Station building would like to get feedback prior to beginning work on the documents.

Please provide your responses to the following questions:

1. Do you support use of the Santa Fe Station building as the Lawrence Transit Administrative office? (Amtrak and BNSF would continue to use the building for their current purposes.)

It may be a great idea for the city to purchase and restore the Santa Fe Depot, and use it immediately for spill-over office space, for Buford Watson's city hall structure at 6th and Massachusetts, which was outmoded and obsolete the day it opened, as many of us warned. Use as an administrative center for the 'T' could be fine, although they might want to be located in any new bus hub -- and I do NOT support this site for such a facility.

2. If you do not support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it?

Again, Transit administrative offices would be a good use for the old Santa Fe Depot, if the city were to purchase and restore it. Other city offices might be located there as well.

3. Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub?

I'm particularly opposed to the use of the Santa Fe Depot site as a transit bus hub for Lawrence and Douglas

County. Such a facility should be IN the central business district -- and NOT a residential neighborhood that is already delicately balanced around adjacent commercial and industrial zoning and land uses. There are and will be no services adjacent to such a hub at the Santa Fe Depot, and it's a disservice to its clientele to further examine 'dumping' them in the old East Bottoms, while inundating this quiet neighborhood with many dozens of buses every day. Such a move to build a transit hub at 7th and New York, without mitigation of any kind for the surrounding residential neighborhood, would undo decades of progress made by residents and advocates for Old East Lawrence to protect and develop the district. I will join residents of East Lawrence who are already organizing to prepare a legal defense of our neighborhood, should this unwise and impractical transit hub proposal move forward.

4. If you do not support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?

The City of Lawrence should build a publicly-owned structure, as it has on the west side of the 900-block of New Hampshire, upon one of the remaining city-owned surface parking lots along Vermont and New Hampshire, to house a bus pull-through, and small waiting room for passengers. Such a structure could be 3-4 stories high, with one or two stories underground, and could contain the bus 'depot,' as well as automobile parking, and commercial and residential uses.

5. Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?

The Santa Fe Depot can and should be purchased by the City of Lawrence, restored, placed on the National Register of Historic Places -- and reused as either office space for the city or its agencies, or as a private office, dining and/or entertainment facility -- in addition to its intended function as a train station. This structure and its historical use is integral to the culture and heritage of Lawrence, Kansas, which is by definition, a 'national' town -- as deceased Lawrence realtor Glenn Kappleman said many times. This legacy should be celebrated and promoted by city governance, and not sundered by further neglect of the depot structure, and foot-dragging, when it comes to purchasing it.

Thanks again for collecting our views on these subjects.

Mark Kaplan
1029 Delaware, Lawrence

Bobbie Walthall

From: william winkler [billwink10@yahoo.com]
Sent: Friday, January 20, 2012 5:57 PM
To: Diane Stoddard
Subject: New Transit Hub

Mr. Stoddard,

Put me down as being strongly in favor of making Amtrak Station the new transit hub. It will help develop a new era of train/bus/taxi public transport, and impress Amtrak with our interest in more passenger train service. We are so far behind other countries. I have used Amtrak and taxi and Greyhound in recent years. Less so the bus because new schedule means a long walk to the bus from my east Lawrence neighborhood.

Bill Winkler, Barker neighborhood.

Bobbie Walthall

From: Nora Murphy [nora7@sbcglobal.net]
Sent: Thursday, January 19, 2012 8:35 AM
To: Diane Stoddard
Subject: Sta Fe Station

Dear Ms. Stoddard,

I may not be able to attend the Feb. 1st open house at the Sta Fe station, so I would like to register my support for the idea of making this a transit hub. It is a brilliant idea, with so many positive attributes. I personally cannot think of any down-side to this proposal.

Sincerely,
Nora Murphy
705 Mississippi Street

Public Open House

Lawrence Santa Fe Station Preservation Project

KDOT-23 RF-0026-01 Preservation Project

February 1, 2012

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Please provide your responses to the following questions:

1	Do you support use of the Santa Fe Station building as the Lawrence Transit Administrative office ? (Amtrak and BNSF would continue to use the building for their current purposes.)	Yes X	No
2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it?		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	No X
4	If you <u>do not</u> support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for the complete restoration of the Santa Fe Station building? No		
6	Please provide any additional comments: I do not think the Santa Fe Station site is a good spot for a bus hub, as there is little space for expansion and it would cause horrible congestion on that section of New Jersey street.		
7	Name and Address (optional): Karen Cook; 831 Connecticut St.		

ATTENTION NEIGHBORS!!!

COMING SOON TO A STREET NEAR YOU:

At LEAST 9 buses per hour (or 81 buses per day)

Children learning how to safely cross the street in heavy bus traffic

Travelers enjoying the scenery of our homes during stroll downtown

BUT WAIT...there's more!!!!!!

"The particles not trapped by the DPF (released into the air) are mostly ultrafine nanoparticles. These are precisely the particles that present the greatest threat to human health. The mucous membranes of the lungs are better at dealing with larger particles than ultrafine ones. Ultrafine nanoparticles pass easily through the lung's mucous membranes, carrying toxins and carcinogens directly into the bloodstream and circulating them throughout the body." <http://www.trolleycoalition.org/dpf.html>

***Are we really expected to believe that NINE buses an hour or EIGHTY-ONE buses a day are just as safe (as green) as NO buses?** Join the discussion on Facebook!

My Contact Info: Jennifer Lattimore
704 New York Street -- (785) 813-1837

why.buses@gmail.com
Facebook: *Why Buses*

Just a Few Readings:

http://www.fta.dot.gov/documents/EJ_one_pager_final_9_30_2011.pdf

<http://www.dot.state.fl.us/transit/Pages/FromBusShelterstoTODLiteratureReview.pdf>

<http://www.trolleycoalition.org/dpf.html>

<http://www.hybridcenter.org/hybrid-transit-buses.html>

<http://web.ci.lawrence.ks.us/lists/archive.php?x=3476>

http://www.lawrenceks.org/economic_development

<http://police.lawrenceks.org/content/lawrence-interactive-crime-mapping>

FTA's Proposed Environmental Justice Circular

FTA's New EJ Circular provides practical guidance on incorporating EJ principles into public transportation decisions.

- Provides an analytical framework for integrating EJ principles into all public transportation decision-making processes.
- Contains detailed discussion of public outreach strategies to consider when engaging members of EJ populations in transportation planning processes, decision-making processes, or environmental reviews.
- Includes advice on how to develop and gather meaningful demographic information about the community impacted by public transportation decisions.

Three Fundamental Steps for an EJ Analysis

First, determine whether there are any EJ populations potentially impacted by the activity.

Second, consider the potential effects of the activity on the EJ populations.

Third, determine whether any disproportionately high and adverse human health or environmental effects can be avoided, minimized or mitigated, and whether there are **off-setting benefits** from the activity.

FTA's New Circular Is Grounded In 3 Principles of EJ

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and/or low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and/or low-income populations.

FTA's New EJ Circular provides guidance on deciding whether an EJ population in the affected area is "meaningfully greater" than the EJ population in the general population, and suggests that recipients use the CEQ guidance that minority populations will always be "meaningfully greater" when the percentage of minority populations exceeds 50 percent, regardless of the percentage of minority populations in the comparison geographic unit. This same threshold should also be applied to low-income populations.

For all other cases, the analysis of whether the minority and/or low-income population in the affected area is "meaningfully greater" will be determined on a case-by-case basis, based on the facts and circumstances of the activity, as well as the magnitude and extent of the effects of the activity.

The following factors should be considered when determining if disproportionately high and adverse human health or environmental impacts exist:

- Whether a high or substantial impact exists which adversely affects an EJ population;
- Whether effects on EJ populations exceed those borne by non-EJ populations;
- Whether cumulative or indirect effects would adversely affect an EJ population;
- Whether mitigation and enhancement measures will be taken; and
- Whether there are off-setting benefits to EJ populations.

Public Transportation Decisions Include:

- Service cuts, changes, or restructuring
- Building a new rail line or extending an existing rail line
- Establishing a multi-modal transfer station;
- Increasing fares
- Building a new park and ride facility

Tell us what you think about the proposed EJ Circular. For information on how to submit comments, please go to www.fta.dot.gov/FTAInformationSessions. Comments must be received by December 2, 2011.

Public Open House

Lawrence Santa Fe Station Preservation Project

KDOT-23 RF-0026-01 Preservation Project

February 1, 2012

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Please provide your responses to the following questions:

1	Do you support use of the Santa Fe Station building as the Lawrence Transit Administrative office ? (Amtrak and BNSF would continue to use the building for their current purposes.)	Yes	<input checked="" type="radio"/> No
2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it? Riverfront Mall, Borders		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	<input checked="" type="radio"/> No
4	If you <u>do not</u> support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? Riverfront Mall, Borders		
5	Do you have any suggestions for the Construction Documents that will be prepared for the complete restoration of the Santa Fe Station building? Does not comply with recommendations from the 2003 study concerning detrimental increase in traffic volume to the residential neighborhood.		
6	Please provide any additional comments on the reverse side of this page. The space is too small! The traffic would be detrimental to the neighborhood.		
7	Name and Address (optional): Margaret Wilson 545 Brentwood Drive		

Public Open House

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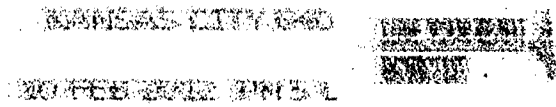
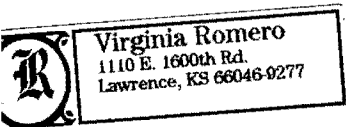
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2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it?		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	No <input checked="" type="checkbox"/>
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it?		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional): <i>Virginia L. Romero 1110 E 1600 Rd Lawrence, KS</i>		

66046

I say no to the buses. Because we
use to live at 916 Pa and every morning
and evening we would smell the fumes from
the buses early in the morning & evening
and all the noise early and late

Virginia L Romero



Jennifer Lattimore
704 New York
Lawrence, KS. 66044

66044274604



Public Open House

Lawrence Santa Fe Station Preservation Project
KDOT-23 RF-0026-01 Preservation Project

February 1, 2012

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2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it? <i>City Hall</i>		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	<input checked="" type="radio"/> No
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>9th + Penn</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

Public Open House

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2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it? <i>Bordeer's</i>		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ? <i>Bordeer's</i>	Yes	<input checked="" type="radio"/> No
4	If you <u>do not</u> support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>Bordeer's</i>		
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6	Please provide any additional comments on the reverse side of this page.		
7	Name and Address (optional):		

MFS

MURPHY FURNITURE SERVICE

409 EAST 7TH ST.

LAWRENCE, KS 66044

(785) 841-6484

To Whom it may concern: 2/13/12

I OWN A BUSSINESS ACROSS THE STREET FROM THE ~~BNSF~~ RAILROAD DEPOT. I AM OPPOSED TO THE IDEA OF PUTTING A BUS TRANSFER STATION ON THIS CORNER. BECAUSE:

- ① WITH SEVERAL Busses PARKING & LOADING ON 7th ST, TRAFFIC ON THIS CORNER WILL BE VERY TIGHT & DANGEROUS. CARS & TRUCKS (INCLUDING CEMENT TRUCKS) "FLY" AROUND THIS CORNER MAKING IT DIFFICULT FOR PEOPLE TO CROSS THE STREET.
- ② LOITERING IN THE NEIGHBORHOOD & THE RIVER AREA WILL INCREASE.
- ③ CHILDREN PLAYING ON RAILROAD TRACKS WILL BE A POTENTIAL HAZARDOUS LIABILITY.
- ④ PARKING FOR MY BUSSINESS CUSTOMERS IS ALREADY VERY LIMITED TO HAVING TO PARK IN THE ALLEY OR ON THE STREET. MIKE MURPHY

Jennifer Lattimore

From: James Transue <sjtransue@gmail.com>
Sent: Monday, February 13, 2012 7:47 PM
To: Jennifer Lattimore
Cc: Susan Transue
Subject: City Commission Meeting

Sirs:

I am sure you are well aware of the neighborhood opposition to transferring the bus hub from its present, centralized location, to the local Sante Fe depot. Many have expressed safety, logistical and environmental concerns, among many other worries.

In addition to the already stated causes for concern, I have a more personal plea. My wife Susan and I live directly across the street from the depot, having lived at 633 New York Street for over twenty years. Susan, unfortunately, has severe asthma and has been diagnosed with COPD. Her symptoms are barely controlled by medication, despite the best efforts of her doctors. The thought of having buses parked directly across from our house, travelling up and down 7th street from the early morning to the late evening hours six days a week, truly has us scared. We implore you to consider our plight, the dramatic change in our environment that you are contemplating, and seek alternatives to using the depot as a bus hub.

I'm afraid that if we line buses along 7th street, we'll all be responsible for making a sick woman sicker.

Thank you in advance for your concern and understanding.

James L. Transue

Susan A. Transue

February 14, 2012 – Valentine's Day!

Statement by Jennifer Lattimore, Ph.D. to the Lawrence City Commission

My name is Jennifer Lattimore and I have lived at 704 New York St for over 20 years. In the past, I have worked with Depot Redux and I strongly support the city's purchase and restoration of the station, and increased passenger rail services at the Amtrak/BNSF station. I am also a strong believer in good, safe public transportation and have always relied on public buses, subways, trams, and train services when I travel. I would love to see Lawrence have a strong bus hub/transit station developed that would support our downtown and the bus system!

However, putting a bus hub/transit station and intercity bus station in the East Lawrence neighborhood is wrong for a number of reasons:

1. Negative impact on neighborhood property values,
2. No services in the immediate vicinity of the station. The station is a 7 minute walk to downtown Lawrence,
3. Increased traffic and congestion for nearby businesses and residents,
4. Reduction in available parking spaces for local businesses and Amtrak passengers,
5. Potential loss of historic green space,
6. Increased foot traffic, putting neighbors at increased risk of crime,
7. Increased diesel particulate matter and noise will be unhealthy (Literature suggests the newer buses put out PM2.5, a smaller diesel particulate matter associated with increased risk of heart attack and stroke after two hours of exposure.),
8. A bus hub at this location would exacerbate the problem of homelessness along the riverfront and at the Amtrak Station.

There has been no proper site selection process for a transit hub. Many people are saying that only this site is being proposed because Doug Compton wants the buses moved away from his new developments. Others have said that this site was selected, without a proper evaluation, because a transit hub might make more Federal funds available for restoration of the historic station.

A good Transit Hub/Transfer station will increase commercial development and provide a system that everyone will want to use. There are multiple sites in the downtown area of Lawrence that might be ideal candidates for this type of use. Why not support downtown merchants rather than pushing commercial deve

If this is federally funded, the project will have to meet environmental justice guidelines. Those guidelines say it must:

“Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and/or low income populations.”

The City must utilize the Federal guidelines for identifying ideal sites for transit oriented development. If a project is to meet Environmental Justice guidelines, and if a future Environmental Impact Statement is to pass muster, federal agencies will expect that a thorough and meticulous site selection process has been carried out. And, no, the site selection process cannot consist of “A member of the public thought this was a good idea, and the Transit Administrator said ‘I might be able to make this work.’” There is no evidence that a site selection process has been anything but the result of suggestions made by people with very specific pre-conceived agendas.

Public Open House

Lawrence Santa Fe Station Preservation Project
 KDOT-23 RF-0026-01 Preservation Project

February 1, 2012

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2	If you <u>do not</u> support location of the Lawrence Transit Administrative office at the Santa Fe Station, where would you recommend locating it? <i>North Lawrence - Already station exists</i>		
3	Do you support use of the Santa Fe Station site as the location of the downtown bus transit transfer hub ?	Yes	No X
4	If you <u>do not</u> support location of the downtown bus transit transfer hub at the Santa Fe Station site, where would you recommend locating it? <i>Centralize everything in N. Lawrence - Easy access to I-70</i>		
5	Do you have any suggestions for the Construction Documents that will be prepared for complete restoration of the Santa Fe Station building?		
6	Please provide any additional comments on the reverse side of this page. <i>Why don't we have the bus & train in a location. That is</i>		
7	Name and Address (optional):		

the most efficient way. East Coast transit system finds that to be best solution. Unfortunately the space & location (Santa Fe Station) is not sufficient to meet the requirement.

Bobbie Walthall

To: Diane Stoddard
Subject: RE: phone msg

From: Robert Nugent
Sent: Tuesday, February 21, 2012 3:41 PM
To: Diane Stoddard
Subject: FW: phone msg

Gary Knudsen
248-930-3962

Calling to give feedback about using depot for transit hub.

Good idea. Some issues exist with the depot but it would be a good match with rail transportation. Greyhound should be there too.

*Robert A. Nugent, Transit Administrator
Lawrence Transit System
P.O. Box 708
Lawrence, KS 66044
Phone: (785) 832-3464
Fax: (785) 832-3462
www.lawrencetransit.org*
