

To City of Northfield Planning Commission & Carleton College
Monday, April 13, 2026

Dear Commissioners, President Byerley, and Carleton College Staff,

For thirty years ago, I have been rooted in Northfield's historic eastside neighborhood in a 1905 house within earshot of the Carleton Carillon bells. In many regards, Carleton is an excellent neighbor, but with regard to the sudden and unilateral decision to relocate the proposed transit and garbage hub so close to the campus/neighborhood boundary the College shown attitudes and behaviors that are self-centered and deaf to dissention. I am grateful to the Northfield Planning Commission for questioning the College's underlying assumptions about the effect of this project on the surrounding neighborhood. I ask that no permits be issued for the project as currently proposed.

For three decades, I have cherished the quality of life that is unique to Northfield. The City's work to foster and protect this quality of life, as codified in the City Comprehensive Plan is visionary. I support its **goals of safe, stable housing and Northfield fostering human connections in our increasingly diverse community through well-designed neighborhoods, gathering places, and business districts that are inclusive for all.**

This is what our neighborhood as now. This is what the current transit/garbage hub plan threatens.

Substantially new traffic here of large and noisy vehicles will: **tear up streets, compromise neighborhood safety, interfere with a sense of ease for walking and conversation with neighbors, and negatively affect my property's financial value.**

Carleton controls a large campus with many edges, many possible sites for this project. It should not be sited on First Street, the few blocks where the historical campus abut our historical neighborhood.

I came to Northfield for a job at Carleton. I have stayed for the quality of life that can be found here and no where else. I ask you to protect the safety and liveability of my neighborhood by denying a permit to establish a transit and garbage hub at First and Nevada.

Respectfully,

Leslie Schultz
114 Winona Street

We are writing to express our concern about Carleton's proposed transit hub at First and Nevada. Bus traffic encroaching further on residential streets abutting the college will definitely make the neighborhood a less appealing one for home owners to live in. The hub where currently proposed may work for the college but it is not good for its neighbors. And ultimately, that will not be good for the college; the attractiveness of the east side neighborhood is an asset to the college, and one that they should be at pains to preserve.

Sincerely,
Elizabeth Ciner
David Schodt
202 Elm Street

P.S. With all that construction that the college has done along Union Street and First, you'd have thought the college would have figured out a way to incorporate a transit hub! We would suggest it use the parking south of David for its hub (or take down Musser - a dorm no one loves!).

Dear Planning Commission,

I was upset after the last Planning Commission meeting. The city presentation totally supported the Carleton proposed transit station and included no potential issues for the neighborhood. The city should be considering the impact on homeowners affected by this proposal. I am grateful for questions and comments raised by Planning Commission members that addressed neighborhood concerns.

Carleton is fortunate to have a beautiful neighborhood with well-kept homes adjacent to the campus. This leads to a positive ambience and impression for students, faculty, staff, and visitors to the campus. Many college campuses are not so fortunate, with these campuses surrounded by dilapidated housing. This neighborhood has been an asset to the town and to Carleton College, and desirable place to live. I want to preserve this.

When we bought our home in 1978, I would never have dreamed that the College would propose putting a transit station at the end of my block on Nevada. At that time, there was a small lot with a few parking spaces at the end of Nevada. This lot grew to the present 77 parking spots after the demolition of the Music and Drama buildings. This decision put far more daily traffic on neighborhood streets which now includes:

- Carleton and community members walking through the neighborhood to and from the campus
- Bicyclists
- Vehicles
- Faculty and staff who park daily on 1st, Winona, and Nevada and then walk to their offices

One of the goals of this project is reducing vehicular traffic and pedestrian conflicts. While the proposed plan may reduce this risk for students, it increases the risk to the neighborhood by adding bus and coach traffic and adding 13 additional parking spots to the Nevada lot.

Carleton has a tremendous amount of land, and I believe there are other sites that will serve the campus and keep additional traffic out of the neighborhood. I encourage you to support our concerns and ask Carleton College to find another solution that is safe for both the campus and the neighborhood.

Jennifer Edwins

Dear Mr. Hughey:

I write as a homeowner in the neighborhood directly south of Carleton College. My husband and I live at 110 Maple, between 1st and 2nd Streets. I am very concerned about Carleton's plan to locate a transit center and garbage hub on the edge of our neighborhood.

Our neighborhood is a unique and historic gem - the oldest in town, created by John North. No other neighborhood is quite like ours, with its historic homes and mature trees. It's no wonder why so many people from other parts of town regularly walk or bike or stroller babies and small children on our streets. It's interesting and people-friendly, abutting the charming downtown district. Recently, bike lanes were added to Second and Nevada Streets, and increased interest in biking on our side of town is anticipated now that the Mill Towns State Trail link is nearing completion on the northeastern side of Northfield. This area has always been sought after with many houses turning over quickly and sometimes passing to new owners through word of mouth rather than realtor listings.

Despite the positives, however, our neighborhood currently faces challenges from Carleton's traffic and parking needs. The streets are regularly parked up with cars, many of which belong to students (identifiable as such because of their out-of-state plates). Most days, Second Street between Maple and College is full of cars - so many that when two cars meet, going in opposite directions, one car has to enter the bike lane.

This proposed plan will add even more traffic concerns to our already challenged area with the addition of transit and Twin Cities-bound buses circulating several times a day. Add to this more disruption from garbage trucks headed to and from the garbage hub, and the livability score for our streets drops quite a bit.

We neighbors see little reason why the College cannot locate a transit center and garbage hub in places that will not so very negatively impact this special neighborhood. This plan may be the tipping point that will cause home values to decrease. Indeed, all this increased commotion may cause good residents who have lived here for decades and carefully maintained their homes to leave. The increase in traffic may discourage potential owners and could perhaps increase the likelihood that homes will become rentals. This could, in time, negatively affect Carleton, as the current neighborhood is charming and likely resonates positively with the families of prospective students who visit. As my last letter to the Planning Commission stated, our family visited several college towns with our three sons when they were looking at schools. It was notable how many nice campuses were bordered by rental neighborhoods where the homes were not well-maintained and, in fact, were eyesores.

I recognize that Carleton staff have explored other scenarios which they found lacking, but I urge them to keep thinking. They have a lot of land. Other options must exist that will not lead to huge traffic boondoggles and the degradation of our neighborhood. I would urge them to undertake some traffic studies throughout the year, so they see what we are already up against. Along with parked up streets, we also live, without complaint, with traffic generated by a range of delivery trucks and campus vehicles. From their presentation at the last Planning Commission meeting, it was clear campus planners had not factored neighborhood impact into their thinking

about this project at all. Though they own the land they are proposing to build on and can do as they wish, it is truly disappointing that they value their good campus neighbors so little.

Sincerely,
Melissa Hager

Dear President Byerly,

I am taking this opportunity to respond to the letter you wrote to Kate Flory regarding the proposed Carleton Transit Station. In the letter you talk of a "mutually beneficial" aspect to the proposed project. I find this to be a complete 'false flag' representation and something that as a Transportation Professional of over 30 years, I take this to be a very patronizing, and frankly, beneath what the neighborhood deserves. There is nothing "mutually beneficial" to the adjacent neighborhood. Let's be clear and honest with each other, the project, as proposed, is exclusively for the benefit and improvement of the College. To somehow represent that the transit station will serve the greater community is a myth and frankly, you should know better than to lean on the argument. We're smarter than that and deserve better. You are merely intensifying an existing local impact and moving it deeper into a vibrant neighborhood.

I spent the first 55 years of my life living in the City of St. Paul. I have witnessed first hand what happens to a vibrant neighborhood when a MIAC school put their interests ahead of a surrounding community. The similarities to this are very stark. I fear that a proposal like this is a moment where the 'wave finally crashes' between school and neighborhood. I implore you, work collaboratively with the neighborhood and city (for which there has been ZERO collaboration) and come of with a truly "mutually beneficial" proposal. Frankly, the College's behavior in this matter has been shameful.

I thank you for your consideration.

William Goff
105 Nevada Street

Dear Planning Commission Members,

I am writing to express my opposition to Carleton College's proposal to move its transit hub to the lot at First and Nevada.

As an elementary school teacher and a mother of three active children living in this neighborhood, I see every day how busy our streets already are. My biggest concern is safety. This plan would move heavy bus traffic and a garbage hub right into an area where many young children play and walk.

We already have a complex mix of traffic here, including many Carleton students walking to class, overflow parking for Central Park and downtown events, bike lanes that drivers and cyclists are still learning to navigate properly, and delivery trucks serving Carleton. Adding additional buses to these intersections will only worsen these safety issues.

I support campus safety, but I don't believe the solution is to shift these risks into a residential neighborhood. I urge the Commission to recommend that Carleton find a more central location that doesn't intrude so deeply into our neighborhood.

Sincerely,

Kate Carlson
Northfield Resident

Dear Mr. Hughey and Members of the Planning Commission,

I am writing in opposition to the proposed Conditional Use Permit for Carleton College's transportation facility changes north of 1st Street East.

I understand the college's goal of reducing pedestrian and vehicle conflicts on College Street. However, the current proposal shifts significant impacts onto the surrounding neighborhood by relocating the bus stop to Lot C2 at 1st and Nevada, expanding that lot, and using the new location not only for the regular Blue and Express routes but also for coach buses used during special events and semester breaks. The application materials also note that the bus route was still being worked out and that the final route was yet to be determined. That makes it difficult for neighbors, and for the Planning Commission, to fully evaluate traffic, noise, safety, and quality-of-life impacts before approval.

I am also concerned that the project materials repeatedly minimize neighborhood impacts without adequately demonstrating that conclusion. The CUP narrative states that the project does not anticipate increased noise, traffic, or disruption to neighboring uses, while Carleton's later follow-up memo acknowledges that the college underestimated the level of neighborhood concern. The same materials indicate that Lot C2 would grow from 83 to 96 parking spaces and become a staging area for buses, which is a substantial operational change for a site directly adjacent to nearby homes.

At a minimum, I ask that the Commission not recommend approval unless Carleton first provides a complete and final operations plan for the site, including the finalized route, frequency of bus use, expected coach bus activity, hours of operation, idling rules, lighting impacts, and a clear traffic and safety analysis focused on the surrounding neighborhood rather than campus needs alone. The staff report notes that the Planning Commission may recommend conditions necessary to make the use compatible with nearby properties. If this application is not denied, then strong conditions should be imposed to protect residents.

This proposal may solve a campus circulation problem, but it should not do so by creating a new burden for the neighborhood. I respectfully ask you to oppose the CUP in its current form, or at minimum require substantially more analysis and enforceable conditions before moving it forward.

Thank you for your consideration.
Sincerely,

Matt Berg-Wall
212 Maple St
Northfield, MN
55057

Dear Mathias,

I want to add my opinion to the discussion of the Carleton Transit hub which will impact me and many of my east side neighbors. My husband and I have lived here since 1977 when he was hired in the math department. Carleton has always tried hard to be a good neighbor and we have appreciated their sensitivity over the decades. However we feel that the transit hub siting which was recommended by a consulting firm in the cities without any input from the neighbors who will be affected by the changes, is a poor solution compared to their original plan to site it near 1st and 2nd on the west side of campus. The hub could be sited somewhere in back of the student health center in the parking lot. At this site there is ample room for a non-permanent shelter and entry to the back entrance to Johnson house which is perfect for inclement weather. Perhaps students could even access Darcie Moses house for a cookie while waiting? Busses would have a shorter drive and won't bother the residents. I also strongly feel that the argument that the students need to be protected from any crossings that involve cars is specious at best as all children are taught at an early age how to negotiate an intersection. We as neighbors do this every day multiple times walking legions of dogs, exercising and going downtown. Drawing bus traffic over several blocks to Nevada on 1st street is more traffic, more gas and exhaust and a lessening of the calm that attracted us to live near campus. Please tell Carleton to do better and come up with a solution that will work for everyone.

Best,

Christie Clarke

501 E 3rd

April 13, 2026

To the Planning Commission:

I am very grateful to members of the Planning Commission for their thoughtful consideration of objections to Carleton's CUP request raised at the March 19 meeting and for noting shortcomings in the proposal Carleton submitted.

As the letters from numerous residents of the community adjacent to Carleton point out, Carleton's proposed location for their new transit hub significantly increases the hazards and nuisances of College-related traffic in a residential community filled with children, pedestrians, and cyclists.

Because the newly-proposed route into campus requires bus traffic heading to or from the College to pass through many more neighborhood streets and intersections than the present system, **the proposal ultimately creates *more* hazards and nuisance for residents than it eliminates for Carleton.**

As has been noted repeatedly by those commenting on the current CUP, Carleton's proposal gave no thought to the impact their transit hub placement would have on the surrounding community, and considered only the benefits they sought for students. While a subset of Carleton students may take the bus on occasion during their few years at Carleton, the impacts of traffic on neighbors who live here year round for decades will affect families' daily life indefinitely.

The most problematic part of the proposal is the way it necessitates altering traffic patterns to bring increased vehicular traffic to the many residential streets filled with children playing or walking to school buses, as well as numerous other pedestrians and cyclists using our streets every day. Additionally, unlike areas the College owns, the residential area Carleton proposes to send bus traffic through has multiple driveways per block that already face sightline issues due to on-street parking usually filled with the cars of Carleton staff and students. Increasing traffic to this already congested area would make daily exits from residential driveways even more challenging and dangerous than it already is.

Comments from the College have prioritized a location central to their students' living quarters, but it's important to put this priority in context. If students need to walk an extra two minutes to a bus a few times in their years at the College, **why should this minor inconvenience**

outweigh the additional hazards and nuisance permanent residents must endure daily for decades?

Other reasons the College has cited for dismissing alternate locations include the need to remove trees or redo hardscape. In the absence of other considerations, one can see why the College would choose a location that would save them money and effort. However, there *are* other considerations, and I would argue that if alternate locations require additional expense or removal of trees, weighed against the nuisance and hazards caused to the surrounding community in perpetuity, Carleton should be asked to re-evaluate their suitability and find a spot that keeps traffic to the west, away from a neighborhood filled with children.

Carleton's proposal demonstrates how little awareness those overseeing this project have of their decisions' impact on their neighbors. For nearly 24 years my family has lived on a street Carleton uses for deliveries and students use to access the east side of campus. Peaceful times outdoors are routinely disrupted by the noise of trucks and buses coming through. Students zoom around our corner well above the speed limit, endangering the children who live here.

During Carleton's many construction projects, we've had the character of the neighborhood transformed completely by trucks passing so often it's impossible to enjoy time spent outside our homes during the day or feel that our children are safe walking to a friend's house. We suffered through those many months of noise, pollution, and disruption with the knowledge that the impacts on our lives would be relatively temporary. In contrast, Carleton's current proposal would inflict the additional noise, pollution, and lessened safety on us permanently.

I urge the Planning Commission to deny Carleton's CUP request on the grounds that it significantly diminishes the safety of our neighborhood and increases vehicular nuisance to the detriment of our quality of life.

Thank you very much for your careful consideration of this issue.

Susannah Shmurak
114 Maple Street

To: Planning Commission members
Re: Carleton's current CUP application
Date: April xx, 2026

As you will see, the document below is an annotated version of a much appreciated letter from Carleton administrators explaining the history behind their current CUP application. On reading it, I was struck by numerous errors and ambiguities in its defense of their position which need challenging before the Planning Commission acts. I urge you to read the present document carefully, paying attention to my annotations and footnotes in red. Thank you for considering it.

Richard Noer
101 Winona St. resident for 58 years
Laurence McKinley Gould Professor of Physics Emeritus

April 9, 2026

Key to annotation: red underline = phrase being explained; [red] = explanation; red = editing by RN

TO: Carleton Neighbors

FR: Eric Runestad, Vice President and Treasurer
Linda Weingarten, AVP for Facilities and Capital Planning

RE: Background on College Street Closure, Bus Stop Location Evaluation

We write to follow up on the meeting held with a group of neighbors on Friday, April 3, with regard to the closure of College Street and the relocation of the campus bus stop. We hope that this memo will help address some questions that were raised about the project's history, and the key points of consideration involved in the decision to seek relocation of the campus bus stop to the proposed site rather than alternative locations.

The Transportation Study commissioned from Walker Consultants in 2022 made recommendations for the location of new bus stop stations, building on the Circulation Plan. The proposed alternate locations were at First/Maple and First/College Street. The rationale for these locations was to bring the stops closer to the student residence halls to encourage student use of public transportation.¹

When the Class of 1974 Center (also known as the Student Health and Counseling Center) was being designed in 2022-2023, ideas from these studies were brought forward to the design team and Planning Committee working on that project. Our initial hope was that the campus bus stop could be incorporated into the planning for the Class of 1974 Center. In April of 2023, this concept was discussed at the Campus Design Advisory Committee meeting, where a conceptual rendering was presented. The Committee recommended against this location. The rationale for this included concerns that the Class of 1974 Center was not compatible as a student waiting area,² as it conflicted with the generally private nature of Student Health and Counseling and Title IX services. In addition, proximity to services such as restrooms, vending, etc.³, was not ideal, and the location was not sufficiently centralized¹. Following the April 2023 Campus Design Advisory Committee meeting, and with consultation from the Student Health and Counseling Center Planning Committee and President's Cabinet, the plan

¹A weak argument. See note at the end.

²Note that eventually the bus waiting area was removed from the 1974 Center.

³These would not normally be considered as normal for a bus stop!

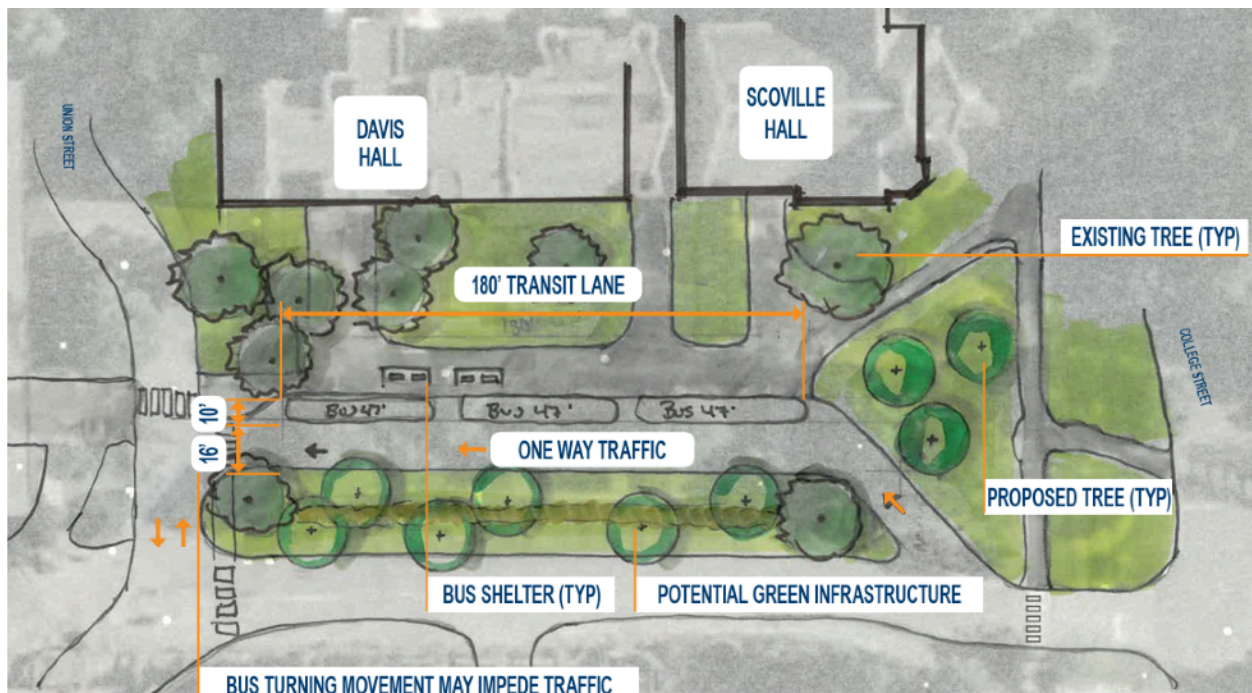
for including the bus stop in the design work for the Class of 1974 Center was abandoned. The conclusion was to reject this location, and at the time, no suitable alternative was identified.

In October of 2025, the College contracted ISG consultants to evaluate additional potential locations for the bus stop, which are noted in the Planning Commission materials. The goals of the project to close College Street and relocate the bus stop are to:

- Reduce vehicular traffic and pedestrian conflicts
- Enhance the heart of campus through a pedestrian-friendly corridor⁴
- Provide a central¹, alternative location for transportation pickups
- Maintain required emergency vehicle access
- Minimize impacts on parking
- Repair damage to the existing roadway

ISG developed schematic plans that took into account the existing infrastructure, our goals for the project, and current bus stop design best practices. Locations studied are on page 27 of the Planning Commission materials.

Location T3 (on 1st Street, rendered below⁵) was reviewed by the Campus Design Advisory Committee in October of 2025, and President's Cabinet in January of 2026, and was rejected due to the impact on the green spaces⁶ south of Davis and Scoville Halls, as well as the pedestrian and vehicle conflicts⁷ that would remain at the intersection with Union Street.



More context about the challenges and limitations of locating the bus stop on the block

⁴...to the detriment of the neighbors on 1st, Nevada, and Winona Steets

⁵Note the assumption of *three* rather large buses at same time, and *two* shelters. They are imagining a big-city bus situation.

⁶...at the expense of green space lost to a bus stop in lot C2

⁷I've seen very little pedestrian traffic in this area.

bounded by First, Second, Union and College Streets may be useful. As noted in the testimony provided during the public hearing at the Planning Commission, we have studied this area extensively over the last few years.

It is important to note that the final site design for the Class of 1974 Center makes locating the bus stop in proximity to that building extremely challenging. 1st Street has been narrowed significantly⁸ and is now designed to encourage service vehicles to use the Burton Service Drive (Union Street north of 1st) rather than continuing east on 1st. The project also included the installation of significant stormwater infrastructure around the Class of 1974 Center between the north side of the building and 1st Street. In addition, grading presents a significant challenge for accessibility, as noted by the unusual configuration of the accessible sidewalk north of the building. Taken together, these features present significant challenges to locating the bus stop in that corner of the block. An evaluation of the potential for a bus stop elsewhere in the block reveals significant conflicts with our stated goals for the project, notably:

- Locating the bus stop within the right of way on any of these streets would not be in line with industry best practice⁹. It would also require almost all student users to cross First Street and/or College St. to access it [No!¹⁰], and this would not sufficiently reduce vehicular and pedestrian conflicts.
- Developing the necessary staging and waiting areas with accessible features would repurpose a great deal of the space within that block. Parking would be significantly impacted, and there would be material disruption to this area, a key entry corridor for Admissions where the College places a high priority on convenient, proximate visitor parking.¹¹
- This location is not well centralized¹ with respect to where students live on campus.

Neighbors have asked about other locations, including east of Highway 19 and at the Rec Center. The grading east of Highway 19 would present significant accessibility challenges, and a bus stop there would be inconvenient for almost all students. That area is already rife with pedestrian-vehicle conflicts related to Laird Stadium, West Gym, and Facilities, and adding more foot or vehicle traffic there runs counter to our goal of reducing such conflicts. That location would also require the State of Minnesota to allow changes to the public right of way to accommodate this project, an effort that, based on our experience, would not be successful. The Rec Center location would be convenient for only a small percentage of our students and would also require significant retooling of Hiawathaland Transit routes. This would likely result in the elimination of stops elsewhere in the community in order to maintain the current schedule.

⁸Not if we remove the “potential green infrastructure,” which might have been nice, but would have crowded the space.

⁹This probably referred to big-city streets and buses, not college campuses.

¹⁰Students coming from the main part of campus are already north of 1st Street and wouldn't need to cross the still-open part of College St. – only those few using the 1974 Center would.

¹¹We'd need a current map of the area to plan this properly.

Locating the bus stop in lot C2 (T1) meets all of the goals that were identified for the project. [Original statement]

Locating the bus stop in or near the location (T3) discussed on p. 2 above meets all of the goals that were identified for the project as well as meeting most objections cited by neighbors in the Winona/1st/Nevada/2nd area. [Revised statement]

- By locating the bus stop out of the right of way with a low concrete barrier, pedestrian-vehicle conflicts would be nearly eliminated at this location, as most students will not have to cross any streets to get to the stop. Almost every rider has to cross a street to access the current bus stop. This is an important point often lost in the discussions surrounding this project. By closing College Street, we will be eliminating thousands of weekly vehicle-pedestrian conflicts for students crossing and or walking in on College Street north of 1st. Those conflicts are not pushed into the neighborhood, they simply disappear. This is not to say we remove all pedestrian/vehicle conflicts, but by removing thousands of them, we are significantly improving safety in support of the goals of the project. [This is still true with the T3 location (see p. 2 above).]
- The new location could still provides shelter, seating, appropriate lighting, and maintain unobstructed, accessible paths. The waiting area design would comply with ADA standards, including proper curb heights for boarding, minimum landing pads, and smooth, direct pathways.
- Vending machines, restrooms and severe weather shelter can be accessed in ~~Anderson Hall or other~~ nearby buildings, with appropriate omissions for the 1974 Center.
- This site affords sufficient room for staging as needed, and is centralized such that over 80% of students would be living within a five-minute¹² walk of the site.
- Unlike the Lot C2 bus stop site proposed by Carleton, our proposal leaves in place the entire large green field north of the present Lot C2, often used as an informal playground by students.

The information provided as part of the CUP process focused on the campus, but we did consider the potential impact on the neighborhood. The current bus route has not generated complaints¹³, and we did not expect a slightly¹⁴ altered route to be disruptive. Clearly, we underestimated the concerns that could be generated by the prospect of such a change.

Other follow-up items that came up in our recent meeting:

- Trash/Waste: Currently, on the east side of Lot C2 near James Hall, there is a waste collection and pick up site, which is not currently screened. The existing waste collection totes will be relocated to the new enclosure on the west side of C2. No changes to waste collection, service routes, or frequency are anticipated. [Neighbors' bus stop proposal would make this item irrelevant.]

¹²Would be about "seven-minute" using the T3 location – does not seem a significant increase.

¹³No complaints now because it currently does not pass in front of *any* homes in the Winona/1st St/Nevada/2nd St neighborhood relevant to this proposal!

¹⁴Because of the error at note 13, the expectation here was misjudged. The route alteration was *significant*, not "slight".

- Parking: parking lots already exist at Nevada/First Street. This project will add 13 parking spaces to lot C2 (83 to 96, or a 16% increase), including two ADA-compliant stalls. The additional spaces will be located north of the existing parking lot, away from the College’s property line. No destinations near this lot generate high parking turnover, and general parking patterns should not change as a result of this project. [If the T3 location is chosen, those 13 spaces will need to be found elsewhere on Carleton property.]

Finally, it is important to note that this proposed relocation does not introduce permanent structures. We view this as an adaptable solution that can be adjusted over time. We value the College’s close connection to the surrounding neighborhood and look forward to continuing to work with the City and our neighbors to address ongoing concerns.

End-note on behalf of the neighbors:

Several times (marked by footnote “1”) the Carleton document above implies that the closer a student’s room is to the campus bus stop, the more likely they will choose the bus rather than their car. At least for the local destinations served by Northfield’s Hiawatha Lines, this is clearly not true under normal conditions. Consider the table at the right, built using the timetable available online, for an imagined run from campus to Target:

[Using average waiting times of ~20 min., from scheduled bus frequency of 45 min.]

By Car	Min	By Bus	Min
Room-campus parking	10	Room - campus bus stop	5
Campus parking-Target	12	Wait for bus A	20
Time at Target	15	Bus Stop - Depot	10
Target-campus parking	12	Wait for bus B	20
Campus parking-Room	10	Bus B - Target	26
Trip total	49	Time at Target	15
		Bus A - Depot	24
		Wait for bus B	20
		Depot - campus bus stop	10
		Campus bus stop - room	5
		Trip total	150